

# PENNYRAIL

May 2015

Volume 19 Number 5



## Next Meeting

**Monday May 18, 2015 @ 7:00pm**  
**Former Hopkinsville L&N Depot**  
**425 E. 9th St. Hopkinsville, KY**

**Program by: Wallace Henderson**

**Refreshments by: Hopkinsville Hosts**

**Don't forget to bring something  
for Show & Tell!**

## NRHS Mission Statement

The National Railway Historical Society promotes railway heritage preservation and educates its members and the public about rail transportation, its history and impact, with a focus on North America.

### Objectives:

1. To foster the experience of rail transportation
2. To develop and expand educational services and programs
3. To build and maintain archives, to encourage and to support archival activities, and to disseminate information in archives
  - A. To increase collaboration between existing archives
  - B. To develop listing of National and Chapter archives
4. To support preservation of memorabilia and artifacts
5. To facilitate association and networking
6. To maintain and grow the organization

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Western Kentucky  
Chapter, NRHS, Inc.

111 Reed Pl.  
Madisonville, KY 42431

\* \* \* \* \*

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**Bill Farrell**

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**Director at Large**  
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"PENNYRAIL" is the  
official publication of  
the Western Kentucky  
Chapter NRHS.  
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to [info@westkentuckynrhs.org](mailto:info@westkentuckynrhs.org)

# The Spill with President Bill

President Bill Farrell

Well, we all get to travel for the next meeting, all aboard, next stop, Hopkinsville, Kentucky. Wallace Henderson has promised to provide us with a very interesting program for the May meeting. Also be sure you come with an appetite for our annual spring cookout.

In the April meeting, we talked about inviting a representative from one of the Madisonville's local insurance companies. It was agreed that Wally will have someone on hand for the June meeting. We also sent a check to the Kentucky Railroad Museum for the sum of six hundred and fifty eight dollars to be used toward the boiler restoration of locomotive #152. In total our chapter and individual members have donated over one thousand dollars toward this worthy cause.

The City of Madisonville is going to start charging for vendors spots in "Friday Night Live", along the court square. We looked at the pros and cons of participating in the event and it was decided to forgo the event this year. It might be a good idea

to revisit our participation in this event in April of 2016.

Our "Photography Contest" is just behind us by only a few days. Jim Pearson has done a real good job with it and we are lucky to have a member with his expertise. I did talk with him on Sunday morning and he did not indicate how many pictures have been turned in by the membership at that time. I hope all of you that participated had a good time on the day of the event. We were certainly blessed with great weather while out enjoying our favorite hobby. Jim and I came up with a great idea for the entries in the contest. We will talk more about this in the May meeting.

Well I have to go and cut grass, nine weeks ago I was shoveling snow, it doesn't seem possible. Oh yes, send Matt Gentry a bottle of water, California needs it. See you at the meeting.

Bill Farrell

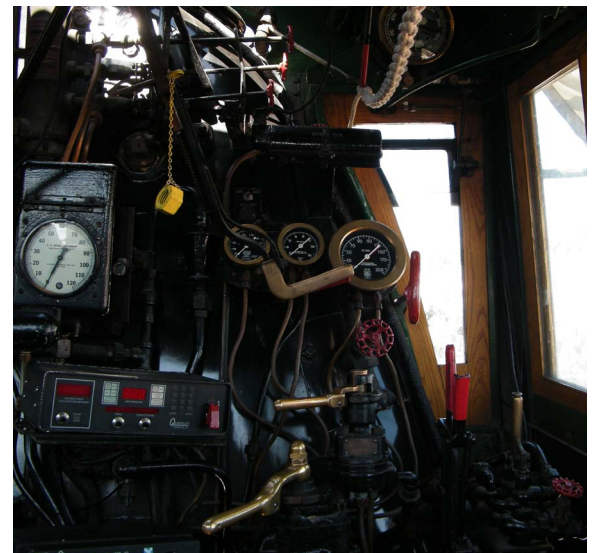
## Photos



Long known for hauling intermodal stack trains between Macon, GA and Savannah, GA, with high-nose GE units, one can now see GP30s hauling double stacks in 2015 on the Georgia Central Railroad. CGR operates 170 miles of railroad in the central portion of The Peach State, interchanging with CSX Transportation, Heart of Georgia Railroad and Norfolk Southern.  
- Chris Dees



April 30, 2015 - Thanks to the Ky Highway department I was able to get this clear view of CSX Q026-24 as it headed north on the Henderson Subdivision through Romney at Nortonville, Ky. They're clearing brush and trees along highway 41 in Nortonville which is making for some new nice views! To the left used to be nothing but brush and scraggly trees along the railroad which made it impossible to get clear views.  
-Jim Pearson



A view that many Santa Fe engineers were all too familiar with sitting in the cab of ATSF 3751 at Fullerton Railroad Days.  
-Matt Gentry



BNSF 6871 leads an empty bucket train east towards Kingman, AZ. Look close and you can still make out the Santa Fe logo on the side of the bridge.  
-Matt Gentry

# Upcoming Events

## May 2015

**Monday May 18. 7:00PM:**

May Meeting of West Kentucky Chpt NRHS  
in Hopkinsville, KY

## June 2015

**Friday June 12:**

Friday Night Live - Downtown Madisonville

**June 14 - June 20:**

NRHS Convention - Rutland Vermont

**Monday June 22. 7:00PM:**

June Meeting of West Kentucky Chpt NRHS

## July 2015

**Monday July 20:**

July Meeting of West Kentucky Chpt NRHS

*Please note: All dates subject to change (with exception of meeting nights) until approved by the membership.*

### Minutes Summary of April 2015

- MINUTES: Approved of the March 2015 meeting.
- TREASURERS REPORT: Approved
- DIRECTORS REPORT: Ricky gave brief report that Fernley and Fernley will no longer be associated with NRHS. National will not fax any more.
- ACTIVITIES REPORT: None
- OLD BUSINESS: Discussion held about our archeology day at Nebo on April 11 and it was deemed enjoyable by all. Some odds and ends found at the old depot site-assorted iron pipes and other pieces. No date yet for another location. Photo day planned for May 9. Jim Pearson gave details Will run photos in newsletter-a special edition would be planned for this. Jim will be photo contest judge. Thurs May 14 is deadline for photo submittals. A revolving trophy is planned. Wally gave report on liability insurance from 2-3 local agencies. Only one sounded promising. Wally will check with Allen Rudd's availability to attend the June Meeting to give us more details.
- NEW BUSINESS: Discussion held on Friday Night Live and we decided to not participate this year. Discussion held on honorary membership and Ricky will check with National on this. Wallace Henderson gave brief report and invitation for all to attend our chapter meeting in Hoptown on May 18.
- SHOW & TELL: None
- ANNOUNCEMENTS: None
- NEXT MEETING: Monday April 20th at 7PM
- Those present were:
 

1. Wally Watts	7. David Millen	14. Jim Kemp
2. Thomas Bryan	8. Bill Heaton	15. Blair Terry
3. Bill Farrell	9. Rich Hanes	16. Keith Kittenger
4. Chuck Hinrichs	10. Rick Bivins	17. Donny Knight
5. Steve Miller	11. Bill Thomas	18. Tom Johnson
6. Al Fraser	12. Liam thomas	
	13. Wallace Henderson	

### Financial Statement of April 2015

Beginning Balance	\$2380.71
Income:	
Nat. Dues Rec.	0.00
Chpt. dues Rec.	20.00
Donations: KRM Donations	158.00
Other/Raffle	0.00
Total Income	\$178.00
Expenditures	
Nat. Dues Paid	0.00
Postage	0.00
Supplies	0.00
Other - Donation to KRM for 152 Restoration Project	658.00
Total Expenditures	\$658.00*
	\$2380.71
	<u>-\$480.00</u>
Ending Balance	\$1900.71
Membership Stats:	
Beginning Membership	40
National Members Added	0
National Members Deleted	0
Chapter Only Members Added	0
Chapter Only Members Deleted	0
Ending Membership	40

*\*Chapter voted to send KRM \$500 from the treasury. Volunteer donations of \$158 gave total of \$658.*

# Tom Johnson Presents: RAIL FLICKS

**Into the Desert! BNSF's Transcon Fullerton to Cadiz**

**Producer: RailTrek Media**

**Purchased From : TrainVideoDepot.com**

**Format: DVD Widescreen**

**Date Purchased: 4/17/15**

**Playing Time: 1 Hr. 52 Min.**

**List Price: \$23.95**

This is a very good video. The eastward journey starts in the Los Angeles area on the San Bernardino Sub and continues over the Cajon Sub and into the western part of the Needles Sub. Our journey ends at Cadiz, CA. This route sees 100 trains a day!

Points of interest along the way include Fullerton, San Bernardino, Cajon Pass, Barstow, Ash Hill, Siberia, and sections of old Route 66. The desert scenery is great and

the train action is plentiful.

The producer uses Google Earth to show the viewer the route and the topography that will be encountered. The video was shot in wide screen format and the image quality is very good. It looks like RailTrek Media is going to be a reliable producer of railroad videos. This is my third video of theirs and they have all been good ones.

This one should be in your collection.



Top: April 22, 2015 – Paducah and Louisville engine 2111 leads a military train past loaded coal train 4516 at Cimarron Mine, which followed it north toward Louisville at Madisonville, Ky.  
-Jim Pearson

Above: This was taken at the Hopkinsville depot with a dogwood in full bloom in the park on the right as southbound Q029 from Chicago to Atlanta and it is headed by SD50-2 #8660 with the second unit a C40-8. Both are ex-Conrail. -Wallace Henderson



Above: NREX engines 3531, 3528 and 3520 sit in the service area at CSX's Atkinson Yard at Madisonville, Ky. From what I've been told the engines have been out of service for over 6 years and are on their way, via the Paducah and Louisville Railroad, to Progress Rail in Mayfield, Ky to be rebuilt.  
-Jim Pearson

# A Brief Chase with 3751

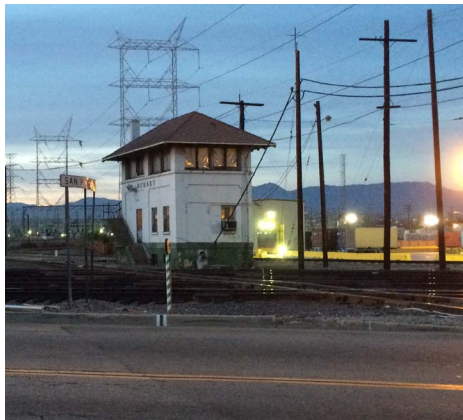
Matt Gentry

Every May for the last number of years has brought on Fullerton Railroad Days. This free event takes place in the parking lot at the former Santa Fe Railroad Depot in Fullerton California one weekend out of the month.



This year was particularly special again at Santa Fe Northern #3751 was on hot display. Hot display meant that the locomotive was brought in under steam on Thursday and left the depot under its own power Sunday evening.

While anticipating when the locomotive would make the move from downtown Los Angeles to Fullerton, my co-worker, Craig, again used his connections to find out that the locomotive would leave Los Angeles sometime after 7:00pm Thursday evening, April 30th. So another co-worker, Dave, talked me into going downtown to watch it leave through BNSF's Hobart Yard and then try and catch it through Norwalk, CA. The key was hoping that BNSF could fit the move into traffic right around 7:00pm. All we knew was it would move sometime after 7:00pm.



Luckily Dave has a good scanner and after we watched the BNSF GEVO couple to the locomotive we moved out and waiting at the diamonds at Hobart Tower, on the west end of Hobart

Yard. Not long after, BNSF #8357 keyed the radio to leave Amtrak's coach yard with ATSF #3751 in tow. The reason the locomotive was pulled to Fullerton was so that BNSF did not have to spend more time tying up the main taking the train down towards Anaheim to turn the locomotive on the wye. This way, the locomotive was facing the direction they wanted to display the locomotive and would allow it to power itself back to LA on Sunday.

Interesting note is BNSF #8357 was going backwards as well since it would be on display at Railroad Days also. So since the GEVO was running in reverse, and there are no ditch lights on the rear pilot of the locomotive, the move was limited to 30 mph.

The fun part of the night (for me) was when we were able to pace the locomotive along 26th Street, which parallels Hobart Yard. There were 3 vehicles pacing this magnificent engine, and Dave and I were one of them. So I like to say I was one of the first to see 3751 for the weekend. I do have vide of the pace and of the locomotive leaving Fullerton that I have yet to edit and load to Youtube. A project after publishing The PennyRail perhaps...

After we ran out of road to pace 3751 along Hobart Yard, Dave and I decided to forgo Norwalk and just wait at Fullerton Depot for the locomotive. As most know, I have helped Wally at the Adam's steam show a couple years, so I know what coal smoke smells like while in a steam application. When 3751 rolled into Fullerton, the feel and smell and character of this locomotive is totally different, since it burns oil, to what I have ever witnessed before. It is quite an experience to say the least.

Hopefully, since the locomotive has been fired and fueled once already this year, I will be able to chase this great locomotive at least one more time this year.





*This view, taken on May 2, 2015, looks east on the former C&O main line at Alleghany, VA. At 2072 ft. above sea level, Alleghany is the summit of the C&O's crossing of the mountains (note the spelling, "Alleghany", vs "Allegheny" of PA and the PRR and B&O's crossings). Coal here has always moved eastbound exclusively, towards tidewater at Newport News. In the final days of steam, loaded coal trains had two of the world's most powerful steam locomotives, the C&O's class H-8 2-6-6-6. The rear helper, put on at Hinton, WV, would cut off here, and return light to Hinton. With dieselization in 1956, the C&O settled on a standard lash-up of five GP9's, which negated the need for a helper. Although long closed, the tower, "A Cabin" (cabin being the standard C&O term for interlocking towers) is in the classic C&O brick style, a plan used with variations system-wide (photo copyright 2015 by Frederick J. Ripley).*

PENNYRAIL is your publication. If you have photographs or other material of current or historical interest that you would like to share with Chapter members, your editor would appreciate hearing from you. Your material will receive the best of care while being readied for publication. Your help is appreciated.

*Matt Gentry, editor*

**As railfans we are often at trackside and in position to observe emergency conditions that could affect railroad safety or security. Keep these numbers handy to report incidents.**

<b>BNSF</b>	<b>800-832-5452</b>
<b>CN/IC</b>	<b>800-465-9239</b>
<b>CSX</b>	<b>800-232-0144</b>
<b>NS</b>	<b>800-453-2530</b>
<b>UP</b>	<b>888-877-7267</b>
<b>Amtrak</b>	<b>800-331-0008</b>

**National Railway Historical Society**

[www.nrhs.com](http://www.nrhs.com)

**Railway Preservation News**

[www.rypn.org/](http://www.rypn.org/)

**Kentucky Railway Museum**

[www.kyrail.org/](http://www.kyrail.org/)

**Indiana Railway Museum and French Lick Scenic Railway**

[www.indianarailwaymuseum.org](http://www.indianarailwaymuseum.org)

**Illinois Rr Historical Society**

<http://icrrhistorical.org/>

**Illinois Railway Museum**

[www.irm.org/](http://www.irm.org/)

**Tennessee Central**

**Railway Museum**

[www.tcry.org/](http://www.tcry.org/)

<http://www.westkentuckynrhs.org/>

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Matt Gentry; editor