

N R H S NEWSLETTER

West Ky. Chapter



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Greetings from the Old Goat.....
After taking last month off for a break, Let's see what we have to report. This edition covers mid-May thru mid-July. **ADDRESS FOR THE OLD GOAT..... PLEASE NOTE !!!!!.** Due to the possible move to a new home in Madisonville in a few weeks., The Old Goat asks that news items be sent to the Post Office address at the end of this newsletter. Please, do not send news items to the street address. The Post Office address in Earlington will be kept, after the move., Thank You. The May Meeting was held at the Madisonville Station as usual. The

..... Report on the last two N.R.H.S. Meetings.....

Railroad action was slow during the meeting. The first train was on the M.H.&E. branch East of Madisonville. It was the loaded hopper train [V236] D.B. Wilson turn. The first and only train on the Earlington mainline was next. The train was Southbound manifest train [Q595]. Power was one SD-40-2 and one C40-8, both CSX. The train had one of the Female Engineers. The last train during the meeting was on the Atkinson Cutoff. It was Northbound manifest train [Q556]. Not a very good night of train-watching. The June meeting was at the former L&N

station in Hopkinsville. The station is still like it was years ago, when it was still being used by the Railroad. Thanks to *William Turner* for a history report on the station, complete with photos. Thanks to *Chuck Hendrichs* for making the arrangements to use the station., Maybe this can be an annual event? The Railroad action was better than the past meeting. The first train sighted was while enroute to Hopkinsville. It was a Northbound empty molten sulfur unit train [K810] with about 70 tank cars. Power was one Seaboard System SD40-2. The next train was at Hopkinsville., It was the Southbound manifest train [Q647], .Power was two CSX C40-8Ws. Next, Southbound manifest train [Q595], Power was one CSX C40-8W and one CSX C40-8. Then, Southbound manifest train [R597] went thru Hopkinsville. Power was one CSX SD50 and one Union Pacific C44-9W. Then, it was time for a Northbound. It was the empty hopper train [U596] from Nashville, returning to Atkinson Yard in Madisonville. Power was three CSX C40-8s. By now it was time to leave for home. At Kelly, we sighted a Southbound hopper train, with two CSX C40-8Ws, and one CSX AC44CW # 15. This was the last train of the meeting. At the May meeting in Madisonville, we had 29 people at the meeting. At the June

Meeting in Hopkinsville, We had 21 people at the meeting., 7 of those members drove down from

PADUCAH And LOUISVILLE RAILWAY NEWS..... As most of you know by now, The Paducah & Louisville Railway has been sold to a newly formed corporation, Four Rivers Transportation, owned by certain Paducah & Louisville management. CSX Transportation will have a minority investment position in the new company. A few small changes in operation will be taking place. But, the overall Railroad will stay the same., This seems to have been mostly a paper buy-out for re-capitalization of existing debt and equity. **C.S.X. NEWS.....** CSX buys controlling stock in the Indiana Railroad Company..... CSX has bought 40% of the stock of the Indiana Railroad, and proposes to buy another 40%. This shortline is the ex-Illinois Central line running from Newton Illinois to Indianapolis. The line passes through Sullivan Indiana, North of Evansville. The line is around 170 miles long, with 75 employees. In 1985, the last year the Illinois Central owned the line, it carried 12,000 carloads., In 1994, the

new owners carried 60,000 carloads. CSX states that the Indiana Railroad will stay independent.....Thanks to Bill Grady for this information. The

Welcome New Members

Old Goat would like to welcome two new members. They are **Jim Futrell** from Mayfield, and **Tommy Campbell** from Paducah. They are to be Chapter only Members at the Western Kentucky Chapter. They are members of the new Paducah Chapter

Sightings

The Old Goat has sighted a few nice lashups lately.. Here's a few examples... On June 2nd at Mortons Gap Southbound Molten Sulfur unit train {**K810**}, power being one CSX C41-8W, Two Norfolk Southern C-408S. On June 5th, Southbound molten sulfur train. [**K915**], power, one CSX SD40-2, One CSX SD50, and one Conrail C39-8 # 6017. On June 6th, Northbound track inspection train [**W001**], The train had one CSX GP40-2 and two business cars. On June 14th, Northbound manifest train [**S556**], power being one Union Pacific SD40-2 and one Chicago & Northwestern SD40-2. Then later that day, Southbound manifest train [**Q647**], power three Union Pacific GP40's. Union Pacific has leased to CSX around 20 GP40's on short term lease. Chapter Member Jim Bergant sighted CSX AC44CW #1 in Louisville a few weeks ago. Jim has also sighted the CSX GP30 painted in the old B&O "Sunburst" paint in Louisville. This unit was repainted by the B&O Historical Society a few years ago. Nice catch, and thanks. **Louisville Railfan Report from Bill Grady**..... First, here's a report on the 1995 Kentucky Derby Special Trains. The Derby was ran on Saturday May 6th. On May 2nd, Norfolk Southern Train #111 brought in four sleepers from the Chicago & Northwestern. These cars were

parked in the Norfolk Southern Coach Yard at the Norfolk Southern Youngstown Yard. The rest of the Norfolk Southern Derby Train arrived on May 3rd. CSX started bringing in Business Cars two weeks before the Derby. They were kept in CSX's Osborn Yard until the Derby. On Derby Day, the first Train into Louisville was the R.J. Corman Dinner Train., It was leased to Toyota Motor Co. Were Lionel & Robert among the guests? This Train was the [**P930-06**], and was powered by the two R. J. Corman F- Units., and ran between Lexington and Louisville on CSX, and arrived in Louisville at 10:35 in the morning. The next train also ran on CSX, but , from Frankfort to Louisville. This train was the governors train , pulled by two dirty CSX B36-7's. This train was the [**P930-06**]. It arrived in Louisville at 12:25 in the afternoon. Norfolk Southern didn't haul any guests, but used their cars for over-night use only. After the Derby, the R J Corman train ran South from Louisville. At Bardstown Junction, the train left CSX rails, and went on to Bardstown., The Toyota guests were bused back to Lexington. The Governors train ran via CSX to Frankfort. The cars were then returned to Louisville. On Sunday, the cars left town on CSX train [**Q575-07**] to Atlanta via Nashville., Also on Sunday, the Norfolk Southern cars were returned to Roanoke Va. More detours were noted during the month of May., Due to high flood water on the Norfolk Southern's Louisville to St. Louis line. Water was over the rails at English Ind. and West of Princeton , Ind. Norfolk Southern detoured their trains via CSX. The route was CSX at Vincennes to Evansville., Then CSX from Evansville to Louisville thru Owensboro. The detours included the hottest trains, and newest power. On Memorial Day, three Norfolk Southern trains, and three CSX trains ran thru Owenboro on the Texas Subdivision. Did any members note this extra traffic in Owensboro ?..... Thanks to Bill

Grady for this information. **On Friday, June 30th the Railfans along the P & L** from Madisonville to Louisville had a surprise in the motive power dept. The standard 6 P & L Geeps were replaced by three new Susquehanna SD70M's fresh from V M V in Paducah on the daily Warrior Coal to Louisville. These new units are the only SD70M's on their roster., And to catch all three of them on a coal train in Madisonville was something else. The Old Goat had sighted the units in Paducah, at V M V the first week in June. They had been sent to V M V for painting. Cliff Downey was told about their trip to Louisville, and had called Chuck Hendrichs to tell him the information. Chuck had tried to call the Old Goat. no answer! The units were sent to West Yard in Madisonville. They pulled the empty hopper train to the mine for loading. Chuck shot the units at West Yard., He then went back to Hopkinsville. He tried calling the Old Goat again, still no answer!!!. Chuck returned to West Yard as the units were leaving for Louisville. The Old Goat was told about the units passing Wal-Mart about 2 hours later. With only one hour of daylight left, and the train already near Beaver Dam., FORGET IT!!! But the Old Goat did call his old buddy in Louisville about the units coming toward him. Hey , what are friends for?? Bill Grady was happy to hear the news and said he would be out bright and early on Saturday., Then on Saturday morning, one of Bill's spies called, to tell him that the units were at the Norfolk Southern Roundhouse in Louisville. They had been told to come over and shoot the units at the Roundhouse. Bill and his spies were on the way. They had the units pulled into the sun for them to shoot. plus, they got into the units..and rode around in them at the roundhouse. Some people have all the luck!!!!. The units left Louisville via Norfolk Southern. One unit left on one train, with the other two leaving later for Cincinnati., Both trains left after dark. Thanks to the Old Goat's

Informant, Bill and Chuck, for the information. **CSX Detours 4 Daily Manifest Trains Via Paducah & Louisville.....** Starting Monday July 10th, CSX started detouring 4 Manifest trains per day between Madisonville & Louisville. These 4 Trains are Northbound [Q526] & [R574], Southbound trains are, [R573] & [Q571]. These trains are being detoured via the P & L because of trackwork being done during the week on the CSX mainline, between Louisville & Nashville. These detours will last around 8 weeks. Motive power on these trains should be 4 axle only. The Northbound [Q526] on Monday the 10th had 4 CSX GP40-2's for power. On Wednesday, the 12th [Q526] had this lash-up: CSX GP30 # 4218, 1 Union Pacific GP40-2, 1 CSX GP40-2/ GP35 slug set, and one CSX GP40-2. The Southbound [R573] from Louisville on Monday, had another Union Pacific GP40-2 on the point. But the above plan has already changed for now. Due to a crew shortage at Atkinson Yard, Two of the Trains are running via the CSX Texas Subdivision thru Owenboro. This Way, they can use Howell crews between Evansville & Nashville. The trains running via the Texas Sub. are the Southbound [Q571] & the Northbound [R574]. The other Trains use Atkinson crews between Madisonville & Nashville. They use P & L crews on the P & L between Madisonville & Louisville. The Northbound P & L, so far has been leaving Madisonville between 3:00 & 6:00 p.m. in the afternoon. The Southbound P & L Train has been leaving Louisville after 5:00 p.m. in the afternoon. It's way to early to predict what the times will be later on. Thanks to Keith [Gramps] Kittinger, and Bill Grady for this information. **RAILFANNING SOUTHERN ILLINOIS Three Times.....** On Sunday, June 4th., The Old Goat & Tony Clark were on the way to Southern Illinois for the annual "Gorham Railroad Day" event. This was the first trip to the

area for Tony. The first train sighted was at BRT at Kentucky Lake.. It was an Illinois Central hopper train, with 3 Illinois Central SD40-2's. Moving on to V M V at Paducah, we sighted the 3 Susquehanna SD70M's and several Helm Leasing units, 5 Burlington Northern SD70 MAC's, and several other units. Moving on to Illinois, we were following the Northbound Burlington Northern Manifest for Galesburg. Arriving on the Union Pacific at 11:00 am in the morning, we went North toward Gorham. The first train was at Wolf Lake, a Westbound Southern Pacific Manifest Train. Power was 4 S.P units.. Moving on to Pine Hill Road Crossing, we came across the next train. It was a Eastbound Union Pacific manifest train, with 1 U.P. SD60M, and 1 U.P. C40-8W. Arriving at Gorham Park at 12:00 noon, we sighted another Eastbound U.P. manifest, moving East on the Chicago Subdivision. At the park were around 30 Railfans from Illinois, Missouri, and Kentucky. Ages ran from Tots to Old Goats, having a good time watching the trains. Some people arrived as early as 7:00 a.m.. Between 7 am & 11am., they had sighted a total of 14 trains passing through Gorham. Between 12 noon and 1 p.m., we sighted 4 more U.P. trains passing Gorham., Power was Union Pacific, Conrail, and Chicago & Northwestern., One Westbound had 7 units. We then moved about 2 miles East of Gorham, on the U.P. Chicago Subdivision., We then soon shot 3 more U.P. trains. One APL double-stack, one manifest freight with Conrail power, and an Eastbound empty hopper train, with 3 U.P. C40-8W's. Returning to Gorham Park, they heard that they had missed 2 more trains on the Chester Subdivision. We heard them on the scanner, but didn't see them. But we counted them anyway for this trip Mr. Rex.. The next 2 hours traffic died down, and the Old Goat gave Tony the cooks tour of the Railroad from Gorham to Thebes. The next Train we sighted was at Niles Crossing. The train was the hot Conrail/ Union

Pacific [NYDAZ] Piggyback train. Power was 2 Conrail SD60M's. Then an Eastbound U.P. Piggyback passed by. Moving North toward Ware., They sighted an Eastbound S.P. manifest, with 2 new S.P. C44-9W's, nice & clean., This proved to be the last train on the U.P. Arriving in Anna, Ill., they were greeted by a Northbound Illinois Central Manifest train. Power was 1 I.C. SD20, and 1 I.C. SD40-2. This was the last train for the trip. We started with an I.C. train, and finished the day with an I.C. train. A perfect day of Railfanning for an I.C. fan like Tony. And yes, he is making plans to return. We left the U.P. at the river at around 6 p.m. Total trains for the trip were 18. Thanks, Tony for going along..... **On Saturday, June 10th,** The Old Goat, and Ron [Speedy] Stubblefield were going to Paducah, to attend the N.R.H.S. meeting. Arriving at Paducah at 9:30 am., they heard the S.P. Dispatcher telling an Eastbound train on the Elmo Subdivision, that they would be waiting at Avert Siding for 6!!!! Westbounds. Well, we almost missed the meeting. At the P & L North Yard, they sighted the Burlington Northern Galesburg manifest train leaving town. Power was 2 Burlington Northern SD70MAC's, and 1 GATX Leasing ex-reserve Mining SD38-2. We watched as two hobos caught the train. It was now time to go to the N.R.H.S. meeting, 18 members attended, their President, Mr. Johnson stated that he would like to have a joint meeting meeting with the Owenboro, Madisonville, and Paducah Chapters in the future. After the business sections of the meeting, they cut the meeting short, on account of the heat. Now it was time to do some Railfanning., The Old Goat, Ron, Chris Dees, Jim Futrell, and Tommy Campbell headed for Chiles Junction on the Illinois Central Edgewood Cutoff. Waiting for something, anything to happen on the I.C. Hearing the Union Pacific Dispatcher talking to train after train, you know what happened next. Yep., let's head for Ware. Chris had other

things to do, so we told him see you later .and goodbye. Taking another route, that Jim knew, we arrived at McClure. We saw lots of storm damage between Paducah & McClure. This was only 2 days after the strong thunderstorms had moved through the area. Crossing the U.P. tracks , we sighted an Eastbound train North of town. We headed South to Nile Cross-over, here we noted several U.P. Track Workers standing at the Cross-overs. Plus, the Eastbound track had rust on it, and the signals were dark. Was the Eastbound train noted North of McClure derailed or what???. The problem was four days in a row with strong storms along the line. The most damage was from the June 8th storm. The U.P. track from Niles to Simbco. a distance of only 4 miles, had over 60 trees blown over the tracks. North of McClure from Potts to Halsey Jct., a distance of 12 miles, over 30 more trees were on the tracks. On Saturday, the problem was still between Nile & Simbco. The Track Crew had to install a Transformer, to get the Signals back on line. At 3 pm. our first train at Nile passed by. It was an Eastbound S.P. manifest train. Power was 2 S.P. C44-9W's. Near the rear of the consist were 2 dead units, 1 Rio Grande SD45, and 1 Cotton Belt SW1500 switcher, both in bad shape. This train was followed in few minutes by another Eastbound train . This was an U.P. manifest, with Conrail, and Union Pacific power. We then moved back North of McClure to check out the stopped Eastbound train. It was an Eastbound U.P. manifest train. The power was three U.P. units, idling, but no crew. A farmer, who lives by the tracks, stated that the train had been setting there since 6am. During the next hour, 4 more Eastbound manifest trains passed the waiting U.P. train.. Power on these trains were U.P., C.N.& W. , S.P. Conrail, and N.S. Three of the trains were U.P., and 1 was S.P.. After the Eastbounds had gone on , a van arrived with a new crew for the idling U.P. train. The

crew told us that this train was the *[NLCHM]* North Little Rock. Chicago manifest. The train had left Poplar Bluff Thursday night, and had got only 80 miles by Saturday Morning. They were the third crew since Poplar Bluff!!!! They were very doubtful about their chances of reaching Salem, before the dog-law gets them. [12 Hours of Duty]. They had already been on duty 3 hours , dead-heading to the train. We headed North toward Ware, meeting the first Westbound train since arriving trackside. It was a S.P. grain train., Power was 3 S.P. six axles. It was now about 6 p.m., and time to head for the house. At Ware we stopped to talk to a S.P. crew that had dog-lawed. They told us traffic had been a big mess for the past 4 days, due to the storms.. Their train had 2 S.P. C44-9W's. While talking to them, an Eastbound U.P. Double-stack train flew past us. Power was 2 U.P. SD40-2's... We asked the crew if there was any more trains behind them., The reply was that they were 3 more S.P., and 2 U.P. trains from St Louis, plus at least 3 U.P. trains from Chicago Subdivision behind them ,back up to Gorham.. They also mentioned at least 3 more Eastbounds between Ware, and Elmo. This means that there were at least 12 more trains in a distance of about 40 miles. But it was already time to head for home.. No more trains were sighted.. total trains on the U.P. amounted to 10 trains, 6 U.P.. And 4 S.P. trains. Thanks to Ron, Chris, Jim ,and Tommy for another good trip. **The final trip to report was on Saturday, July 1st.** The Old Goat, Keith Kittinger, Mike Martz, and Ron Stubblefield were on the road again. This was Keith's first road trip to Gorham in about 5 years. Mike, a big P & L fan was making his first trip ever to S. Illinois. Plus, it was Keith and Mike's first fantrip riding with Ron [Speedy] Stubblefield. Mike was also happy, He had already sighted 3 P&L trains passing his house, before we had left for Illinois. Our first train of the trip was a P&L weed-sprayer train Southbound at Richland. At

Princeton, we sighted a Southbound P & L hopper train for BRT. with 6 P & L geeps. At the P & L North Yard was the Burlington Northern Galesburg manifest train, with 1 Burlington Northern C30-7, and 1 Santa Fe SD40-2. A preview lash-up of the merger.. Also at the P & I was around 20 of their Geeps parked at the enginehouse. Mike was starting to foam big time by now. So we left ,before he got us into trouble. Arriving on the U.P., we sighted our first train at Pine Hill Road Crossing. It was an Eastbound U.P. manifest, with 4 U.P. units., Next , at Oakwood Bottoms, a Westbound S.P. manifest rolled by, power being 2 S.P. C44-9W's. Moving North of Gorham on the Chester Subdivision, our next train was at Cora. The coal train was un-loading at the Mississippi River Coal Dock. Power was a mix of U.P., N.S., and Conrail.. Pulling onto the loop track, behind this train, was another loaded coal train. This train had a mix of 1 U.P. unit ,and 2 C.N.&W. units. At Chester, We sighted a coal train coming off the Pinckneyville line and heading for St. Louis . Power was 2 U.P. six axles. Moving North of Chester, Ron was starting to speed up a little. Rounding some curves toward Prarie DuRocher, a few shouts were heard coming from the two rookies in the back seat. , *Well, they lived to see another day!!!* It is something they can tell their friends about , years from now. At the siding for the river load-out at Kellogg, they sighted 2 trains., The Southbound Chester local, with a U.P. GP38-2. The other train was a loaded coal train with a good set of power.. It had 1 U.P. C40-8W, 1 C.N.&W C44-9W., and 1 EMD Leasing SD70M. Returning to Gorham, We sighted 3 more U.P. trains, two were manifest trains, and 1 was a piggy-back. Power was Conrail, LMS. Leasing, and U.P.. Then at the Big Muddy river, We sighted 2 more Eastbound U.P. trains, power being all U.P.. And now it was time to head home . At Vienna Jct., on the Burlington Northern, we sighted a Westbound empty hopper

train. Power on this train was 3 B.N. units. B.N. SD40-2. B.N. , SD60MAC # 9503.,and B.N. SD70MAC # 9714. At Cook on the B.N. were 2 loaded Coal trains. Power for these trains was all B.N. SD40-2's, and C30-7's, plus one GE Leasing ex- Santa Fe C30-7. Arriving at West Yard, in Madisonville, we sighted 2 more P&L hopper trains. Mike's day was complete, He went home foaming!!!!. Train totals for the trip were : 4 P&L , 4 B.N. 11 U.P.,, and 1 S.P..... Twenty in all. Thanks to Ron for driving, and Kay for letting him use her Jeep. We hope Keith, and Mike had a good time, Ron sure did., Thanks Dudes..... **Addendum..... The Old Goat Railfans the Ohio Valley Railroad.....** On Saturday, May 27th .. The Old Goat spent an afternoon trackside along the Ohio Valley Railroad, around 40 other railfans were present at different locations along the line. The day was hot & humid, but, rail traffic was heavy. Piggy-back, manifest, and local jobs were sighted. Even passenger trains were on the line this day., To the delight of the railfans. One of the high-lights of the day was the passage of an ex-B&O Steam Passenger excursion train. The train was powered by an Pacific 4-6-2 Type Steam Locomotive., The consist was around 10 matched ex-B&O Passenger Cars., with the rear car being an open-air Observation Car .. The "**EDDIE JAMES**". The Old Goat had passed the excursion train North of the Union Station at Bruceville., The Old Goat, next went South to Passby., This is the location of a nice curve, on the double track main-line of the Ohio Valley. **Then disaster struck!!!!** The ex-B&O excursion train was stopped at the Depot in Bruceville, boarding more passengers, and taking on water. When it was **RAMMED** in the rear by another Passenger Train, The Ohio Valley's premier Passenger train the "Blue Streak". The force of the impact ran the length of the stopped train, 4 of its 10 cars derailed, and jack-knifed. The rear Observation car

took the brunt of the impact, and was over-turned. [*Sorry Eddie*]. Injured Passengers were leaving the train by any means possible. Oh , the Humanity of it all [*Great line from the Hindenberg Disaster*]. The 2 E9's of the 2nd pasenger train some-how managed to stay up-right and on the rails, injured Passengers from this and the other train were being tended to by the many Fire, EMS, and Police units called to the scene. Railroad President , Harlan Best was soon at the scene with other Railroad High Brass. A news Helicopter from Local station WESS- TV 13 was over the de-railment minutes after the collision., Live coverage was soon on the air, showing the extent of the disaster. About 30 Min. after the Impact. The second trains Engineer. One *Terry Bunner* was taken away for D&A Testing, and further questioning. Witnesses reported having seen this individual in a local drinking establishment hours prior to his going on duty., It was also revealed by the Railroad that due to shortage of man-power , Mr Bunner was making his first trip as a Engineer on a Passenger train. Also fellow Engineer *Dan Emick* later stated , " Terry had trouble staying on the wagon, and should have known better" . [*ET TU BRUTUS????*] The Injured passengers were taken to local area Hospitals, casualties are listed as 7 killed 84 Injured. The 7 had the mis-fortune of being on the rear platform at the time of impact. On the 2nd train the "Blue Streak" no one was killed, but 37 were injured from the sudden stop., The excursion train had a total of 550 Passengers, while the "Blue Streak" had a total of 297 Passengers. On June 14th , a news release by Railroad President Harlan Best stated that the resulting Investigation into the Accident, had revealed two causes ; Engineer Terry Bunner had tested negative to the blood test for A & D, but it did reveal high sugar content from drinking Dr. Peppers., UGH !!!! Thats bad enough!!!!... But the main causes was that Engineer Bunner failed to follow posted Yard

Limit Speed Restrictions issued with his train orders. The other reason was revealed to be the error of a Switchman, failing to re-line a track switch behind the waiting train. This Switchman was under the supervision of the Bruceville , Yardmaster, *Mr. Joe Wirthful*., Mr. Wirthful had the responsibility of seeing to it , that the switch was to be re-lined at the proper time after the first train made its station stop. Mr. Wirthful's services have not been retained by the Railroad , and he has sought Retirement. An appeal is pending before the Railroad, and represented by the Brotherhood of Yardmasters & Clerks [*Hot Dog ,Lawyer Talk!!!!*] Engineer Bunner in the Mean-time has been re-assigned to another position ,with the resulting loss of rank, and of pay, as an Engineer on the switcher at the Green River Coal Company, West of Bruceville. Further Investigation is pending as to the condition .& if lighted markers were being displayed on the rear of the first train , and if the rear Flagman/ Brakeman had time to move back up the track., Since this was non- CTC traffic mainline . The members of the board of Inquiry [*Officials of Other Railroads*] have strongly recommended to the Officials of the Ohio Valley Railroad , That Rule & Safety Practices be re-viewed , with each and every employee on a Quarterly basis for the first year, and then every four years there after. All in all, it was a very interesting day of railfanning on the Ohio Valley Railroad. The Old Goat plans to return sometime. Was this a good story , or not ??? The Old Goat, and the Editor had a good time writing it., I hope that those listed in the story had a good natured kick out of it also., The above story is true [*Warping it ,ain't we Dennis ???*] in almost every way. But the action took place on Harlan Best's very nice HO Gauge model layout. It is located in a new building, in his backyard in Owenboro. The Old Goat would like to thank Harlan , and his wife Nancy, for the great food and hospitality., Let's do it again sometime soon.

Thanks also go to Harlan's crew-members. Terry Bunner, and Dan Emick. Terry,.... Didn't the Old Goat tell you that you would some day make the newsletter ??? Right ?? Thanks guys, you both did a good job. Terry, try not to spill any coal in the coal yard. You might wind up like Joe Wirthful, out on the street. [

Editors note : Dennis stay away from my model railroad, the I.C. has enough trouble as it is, Tony.]

Well , that's all for this edition of "Sightings". We had a lot of stuff to cover this time. Thanks to everyone for their information, Keep up the good work. Please remember to use only the Post Office Box Address, when sending in your reports., My new Address and Phone Number will follow later., Remember to send in your vacation Railnews to me, at the following Address. We want to hear from every-one. We need YOUR INFORMATION !!!!! Thanks for your Support

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Editor's Switchlist

With the Publication of this Newsletter, you probably have noticed a drastic change in the Newsletter, or more likely its absence over the past month or so. Member *Rex Easterly*, and his better half *Melanie*, are moving. And now I have been asked to step and fill in the Editor's position, if the membership so desires. Until you have composed, and typed a newsletter, you can't appreciate the hard work that goes into the making of one. So now, we the chapter, in our appreciation of your hard work , and devotion . Say thank you Rex, and Melanie, and wish you the best of luck in your new endeavor, and again thank you for your many years of service. As your new Editor, please bear with me in the coming months, Until, I get more familiar with this new Publishing Program. Sometimes Tony wins a round, Sometimes HAL the 486 gets the upper hand, but a great deal of

the time it winds up a draw. In the future I plan to experiment with different formats. But , I do plan on retaining the current informal flavor we have known in the past , and come to expect ... If anyone has any suggestions, please. let me know.
Tony.....