

N R H S NEWSLETTER

West Ky. Chapter



Chapter Address: 111 Reed Place, Madisonville, Ky. 42431

Editor: Tony L. Clark 133 E. Depot St. Greenville, Ky. 42345

MAY 1996

Minutes of Western Ky. Chapter N.R.H.S. April 22, 1996

Meeting was called to order by President McCracken at 7:05 P.M.

Minutes : Minutes of the March meeting were read, and were approved with the exception of information given by Wallace Henderson concerning a caboose which went to a museum in Columbia, Tn., and not to the Tenn. Southern R.R. as previously reported.

Treasurer's Report: Robert sent the following report which was read at the April Meeting:

Income :	Beginning Balance : -----	\$574.93
..... National Dues Received-----	\$28.00	
..... Chapter Dues Received-----	\$18.00	
..... Donations--(From Raffle)-----	\$13.00	
Total Income:-----	\$59.00-----	\$59.00
Expenditures:		
..... National Dues Paid.....	\$28.00	
..... Postage Newsletter 2 Mo.....	\$38.40	
..... Supplies.....	\$3.10	
Total Expenditures-----	\$69.50-----	\$69.50
Ending Balance-----		\$564.43

Membership Stats :

.....Beginning Membership.....54
National Members added..... 2
National Members deleted..... 3
Ending Membership:-----53

Director's Report :

.....Bob Vittitow gave a report on Operation Lifesaver including updates and other highlights. these included a 12 month report casualty totals. Kentucky had 97 in 1994, and 103 in 1995. The National total has decreased. The next meeting will be in Frankfort on May 14th (Operation Lifesaver), and May 15th is C.E. Day Chuck Hinrichs reported on the Board Meeting,, including his report on the Minn. Zephyr Dinner Train ride.

A dues increase appears inevitable, and is expected to be 4%. The Society expects to break even in the year 2000. Three New Chapters were approved. One was re-instated. The 1998 Convention will be Syracuse. Gave upcoming board meeting highlights. The fall board meeting will be in Huntington W. Va.

Old Business : Don Clayton Reports he has 23-24 signed up for the N&E trip. He reminded us the May meeting will be in **Hopkinsville on May 20th, The THIRD MONDAY,** and will be a Dutch treat of slides from all members who have them.

New Business : Joe Wirth reported on the KRM meeting, giving highlights. Frank Tatnall spoke. Meeting was on March 30th. Chuck Hinrichs reports the Paducah Chapter is being granted their Charter, as our meeting was progressing. Ron Stubblefield represented our Chapter there on that night. Chuck also reported the White Oak, Va. ? Chapter is now in our region. Billy Byrd reported he will be running the local this weekend, and hopes, and expects to be running when we return in the Fall. Wallace henderson gave information on the upcoming Fall trips on the U.P. He will act as Coordinator for this Fall.--

Chattanooga trip. Chuck Hinrichs suggested we consider an increase in Chapter Dues. After dismissal of the meeting, a raffle was held of donated items yielding \$11.00



GREETINGS from the **OLD GOAT**

Next Meeting : Will be **Monday May 20th, the third Monday in May, at the Old L&N Station in Hopkinsville.** Program will be a Dutch treat of various slides from the Membership. *Refreshments hosted by Chuck and Wallace Henderson.*

Those present at the meeting were:

Joe Wirth
Wally Watts
Rich Hane
Eddie James
Marion Elliott
Tony Clark
Dennis Carnal
Jim Pearson
D.A. Fraser
Terry Bunner
Billy Byrd
Rev. Harold Kniffen
Spencer Brewer
Don Clayton
Wallace Henderson
Chuck Hinrichs
Tom Beumel
Bob Vittitow
Bob McCracken
Don Gregory
Tom Wortham

Guest:
Bill Spurier



Sightings.....
...Hasn't the weather been great this Spring ?? That is, if you still have the trees in your yard, and the roof over your head !!! I like the warm temperatures, but , could do without the thunderstorms. Here in Madisonville very little damage has been sighted. A few trees blown over, plus some downed power lines. Not too bad, when you see the damage from other areas. We have been lucky. I hope the other members have been lucky, no one needs this kind of problems. Well, so much for the weather, let's see what we have to report on the railnews this month, May 1996.

Report, on Madisonville N.R.H.S. Meeting in April..... The 21 members, that attended the April meeting were treated to a two part program from the Old Goat. The first tape was a 1950's PR tape from the Santa Fe on the Super Chief. The 2nd tape covered the Southern Pacific/Union Pacific River Line in Southern Illinois. The rail action started at 6:45 P.M. on the Earlington Main. The train was Northbound tote train (R120), power was 3 CSX B36-7's. At 7:20 P.M., on the M H & E Branch, East of Madisonville, A Westbound empty hopper train (V553) was returning from the TVA power plant in Drakesboro. The next train was on the Earlington Main, It was Northbound loaded Ballast train (W065), power was one Chessie System / B&O GP40-2, and one CSX GP40/ GP35 Mother/Slug unit. This train stopped at Arklow, North of Madisonville.

to meet Southbound manifest train (Q647). The (Q647) rolled through town on the Atkinson cutoff. The last train of the meeting was Northbound manifest train (Q556). It was ready to leave Atkinson Yard at 9:30 p.m. Only Two trains this meeting, but, two trains are better than no trains !!! Right Guys ??.

May Meeting Moves to Hopkinsville..... Please Note.... The May meeting will be in Hopkinsville on Monday, May 20th, at 7:00 P.M. This is the third Monday in May. The fourth Monday in May is Memorial Day. The meeting will be at the former L&N station in Downtown Hopkinsville. It is very easy to find, The station is next to Hwy. 68. If you didn't attend the meeting in Hopkinsville last year, you missed something. The station is almost the same inside and out, as it was when the L&N was using it. Plus lots of Railroad stuff is displayed in the building. The program will be an open slide show for everyone to show around 25 of their best slides. Please look through your slides, pick-out some and bring them to the meeting. This means everyone, we don't want a program lasting only 10 minutes, do we ?? Something else to note, parking at the station is limited in space. It would be good if we drove in as few cars as possible. Call some one, and ride together, see you in Hopkinsville on May 20th, at 7:00 P.M.

CSX Action on the Henderson Subdivision.....Last month, the Old Goat reported on a traffic tie-up on the Paducah & Louisville, at West Yard in Madisonville. There were 4 trains at one time at West Yard. This was heavy traffic on P&L, but look at what happened on CSX one afternoon in April. The Old Goat was on his way to Hopkinsville, On Thursday, April 18th. Leaving Madisonville at 11:00 a.m., he sighted Northbound manifest train (R590) rolling through Earlington, power was 2 CSX C40-8W's. At Nortonville, Northbound manifest train (R592) was being pulled. by 2

CSX SD40-2's. The next train was at Kelly, Northbound Grain extra (G002), power was 2 (Guess What ?) CSX C40-8W's. Arriving on the Southside of Hopkinsville, he noted the local working the plants, with 1 CSX GP40-2. With treatment over, Uh, He means business, done around 2:00 P.M., it was off to Madisonville. He was picking up parts at a truck supply company, in case you want to know. (Tony, no little comments from you, thanks) **(Ed Note: Okay, they all will be big comments from now on.)** At Crofton, parked in the siding was a Southbound Grain train, power was 2 CSX C40-8's and 1 CSX SD40-2. The next train was at Nortonville, setting in the siding, was a Southbound loaded sulfur train, power was 3 CSX SD40's, and 1 CP America SD40-2. At Mortons Gap, parked on the Earlington Main, was a Southbound loaded Iron ore train (K160), power was 3 CSX C40-8W's. In Earlington., At the Main Street Crossing, parked was Southbound manifest train (Q5950, power was 2 CSX C40-8W's. Parked behind (Q595) was Southbound tote train (R123), with 2 CSX C44-8W's.

The Old Goat had to stop at a store on the Northside of Madisonville, Can you guess what he saw??? Thats Right!!! More parked trains !!! On the Atkinson Cutoff main was Northbound tote train (R122), Power was 2 C44-8W's. Parked on the Atkinson power siding was Northbound tote train (R120), with 3 CSX B36-7's. Getting his business done in the store, the Old goat went by the Atkinson Yard Office. Parked at the station was a Northbound manifest, power 3 CSX SD40-2's. At East Diamond, on the Atkinson cutoff, was a Northbound manifest train, with 2 CSX C40-8's. Setting on the interchange line with P&L, at East Diamond, was Northbound loaded P&L hopper train. Power on this train was 4 P&L Geeps. This train was trying to get into Atkinson Yard, to drop off the loaded hoppers, and return lite engine to the P&L West Yard. I hope they made it!!!. In case you have lost count, that makes 5 Southbound trains

and at least 5 Northbounds between Crofton, and Madisonville, a distance of around 20 miles. Why the trains were backed up like this, I don't know. *(Ed, Just breath deeply, Dennis, it will pass.—Just kidding)*

Bad Dispatching?? Look at Southbound tote train (R123) running behind a loaded grain train, a loaded sulfur train, a loaded Iron ore train, and a manifest train. Who dispatched this mess? Where's Bill Grady, when you need him ? maybe a track problem ? traffic backups like this don't happen everyday. But when they do, they made for lots of action in a short time. **Bigtime railroading,** where can you beat it??

Bits and Pieces of Stuff from the Membership.....

.....On April 19th, The Old Goat saw a Southbound loaded Molten Sulfur train through Madisonville, power was 2 CP Rail SD40-2's. This train stopped at Nortonville to meet a Northbound tote train. The tote train had 1 CSX C41-8W, 1 Southern Pacific GP60, and 1 S.P. SD40T-2. Who's railroad is this ?? Spencer Brewer reports sighting a GE Super 7 Unit # 3000, Northbound through Earlington on May 7th. Spencer Brewer, Harold Kniffen, and Don Clayton all reported sighting several trains running with Conrail Power through the area. Bill Grady reports as of early March, around 40 of the 120 new Norfolk Southern C40-9W's were in service. these are Norfolk Southern's first units with wide cabs. Also at the same time N.S. has been selling to VMV, in Paducah, some of the former Norfolk & Western GP40's. During February, 5 of the GP40's in the 1300 series were shipped to Paducah. Bill reports N.S. had added 2 new coal trains to the Kentucky Division through Southern Illinois, and Southern Indiana. The first train loads on a Union Pacific served mine at Rend Lake, Illinois. the train unloads at a PSI power plant at Carol, Indiana. The Westbound empty train (#798) departs Carol on Saturday afternoon, and interchanges with U.P. at Mt. Vernon. The loaded train (#799) is returned on Sunday

afternoon. A weekday extra is run as needed. the trains use Geeps from the Princeton pool. the hopper cars are Kerr-Mcgee (KMCX). the other new hopper train runs tri-weekly from a mine in Lynnville, Indiana, and Louisville. the empty train (#732) departs Louisville late in the afternoon for loading the next morning. The loaded train (#731) arrives in Louisville later that night. The mine at Lynnville is on Yankeetown Dock Corp. trackage via the Norfolk Southern Evansville Branch at Boonville. Due to the Norfolk Southern branchline track, only four-axle power can be used on these trains. Thanks everyone, that sent in the information.

Wallace Henderson Reports on the West Tennessee Railroad.....

.....Wallace Henderson had been wanting to check out the West Tennessee Railroad for sometime. On April 9th, he took advantage of a beautiful Spring day and setout via I-24, and the Purchase Parkway to Fulton. At Fulton, a Southbound Illinois Central coal train with 2 I.C. SD40-2's was being serviced in the yard. Wallace next stopped in Union City to see the nice little former Mobile & Ohio station, that is preserved there. He then went South, where he hoped to meet the daily Northbound West Tennessee train. he went all the way to Trenton, where the friendly agent told him the Northbound train would arrive soon. The agent gave him a tour of the station, pointing out the imported Italian tile floor. The West Tennessee railroad operates the former Illinois Central Gulf, GM&O, ex Mobile & Ohio line from Jackson north to Kenton. Headquarters of the Railroad is the very fine old Mobile & Ohio in Trenton. The station was built in 1913, but, the wooden section dates back to the 1870's. the West Tennessee received some Alco RS12 locomotives from its sister road, the Nashville & Eastern a few years ago. The units were brought from the Lake Superior & Ishpeming railroad about 12 years ago. Only 2 of the RSD12's remain serviceable at this time.

also, one of these 2 units, #1853 in solid orange paint is now sitting behind the station in Trenton, waiting an engine overhaul. Behind this unit is the deadline of the other Alco's, except the #1852 painted in maroon and silver paint. this unit soon arrived in Trenton with the morning train. On a siding in front of the station, sits a ex-Kerr McGee RSD12 # 2054 from Troma, California, ex-Southern Pacific. this unit was being rewired at the time, it is painted in the maroon and silver paint. Wallace was told the trip to Kenton, plus switching, would take about 2 hours and the morning unit was running long hood forward Northbound, Wallace decided to head West to Dyersburg to catch the sister operation TennKen Railroad. (Old Goat Note, Wallace, you drove for hours to shoot Alcos, then you didn't chase the train, just because the unit was running long hood forward !! Picky, Picky, Picky !!!!).

Just as Wallace arrived in Dyersburg, the TennKen Railroad's solid orange Ex-Illinois Central GP28, one of only 26 of this model ever built, arrived in the yard. The unit was removed from the train and headed to the run-thru enginehouse. The other GP28 #9434 in the faded dark Green paint with a wide gold stripe, and a large Kentucky and Tennessee map emblem, was switching the yard.

Leaving Dyersburg, Wallace went North along the Illinois Central main to Newbern. Newbern is an Amtrak stop, at the nice large ex- Illinois central brick station. No traffic was seen on the Illinois Central.

Then returning to the West Tennessee Railroad at Dyer, Wallace met the Southbound train returning to Jackson. Wallace chased the train to Humbolt. At Humbolt, there's a old style gate crossing with the CSX ex-L&N line to Memphis, power was 1 CSX GP40, and 1 CSX GP38-2. The local had to wait for a Westbound manifest train (Q531), power was 3 Union Pacific units, 1 SD40-2, 1 C30-7, and 1 GP40.

Also at Humbolt, still standing is the former Mobile & Ohio freight station painted in the Illinois Central two tone grey paint. Leaving Humbolt, Wallace followed CSX towards Paris, but he saw nothing else along the line. Then on to Hopkinsville. Wallace reports it was a good day of Railfanning.

Now somemore stuff from Wallace..... He went to Paducah on April 24th, the line up at the Paducah & Louisville enginehouse was headed by the U of I unit and the UK unit coupled together, elephant style, making a nice photo. At VMV, there was a Gateway Western GP38, a locomotive Leasing Partners GP60, ex-EMD Demo unit, a new BNSF SD70MAC, and a Union Pacific SD90MAC. Nothing had been released for shipment that day.

Wallace then went West from Paducah to Chiles Jct. on the Illinois Central Edgewood Cutoff line. He sighted Northbound extra (X1009) making a pickup, power was 2 I.C. SD70's #1009 and # 1010. This train was followed by Northbound manifest train (NOCP). Power on this train was a EMD Leasing SD45 #1768, and 1 I.C. SD40-2. Now a little news from Hopkinsville..... On both April 25th, and April 26th, the Army brought 2 loaded Military trains to Hopkinsville in the mornings to interchange with CSX. The CSX power used to pickup these train was a CSX GP40-2, and a CSX B23-7, "Rust Bucket", still in Family Lines paint. The power on April 26th, was 2 CSX B36-7's.

Wallace reports on Sat. April 27th, a Southbound iron ore train(K320) had 1 CSX SD50, 1 CSX C40-8, and 1 General Electric Leasing (GECX) GE U30C. CSX has several of these units on lease at this time. Thanks to Wallace Henderson for this report.

Owenboro Railroad report from Bruce Cox..... The big Snowstorm in March not only took out power to many homes in the area, it took out the signal lines, and poles along CSX's Texas Line.

The trains have been Dispatched by manual block from West Doyle in Owensboro, to Stephensport, since the storm . On May 2nd, the Stephensport to Skillman block was back to CTC. The Doyle and Skillman blocks were still being Dispatched by manual block. Bruce reports rail traffic in Owensboro's CSX Doyle Yard is booming. Every Monday, and Tuesday, the Doyle Yard Switcher has to take the pickups for trains (590 and 591) to the sidings at Maceo and Lewisport. This is because of lack of space in the Doyle Yard tracks. the Yard limits goes from West Doyle switch in Owenboro to the West Lewisport switch. The new Yard Office at Doyle is complete, and looks pretty good. The new office puts the Yard Switcher closer to Alsop lane for pictures. There are reports that K.R.M. may buy the two old passenger cars, that had been used as the Yard Offices Starting the first of May, the train numbers used by 2 trains on the Texas line will be changed. The (590) will be the (555) and the (591) will be called the (551). these changes will be at least for a month. These trains are supposed to run during the day, but the line has been closed during the daytime. This way, the signal dept. can repair the poles and lines damaged in the March snowstorm. Thanks to Bruce Cox for sending in this report from Owensboro. Well, that looks like the end of this edition of "Sightings". Thanks to everyone that sent reports. many of you still haven't sent in items for the newsletter. Let's get busy and send in something. Next month, look for a report or two from the Old Goat, and Ron Stubbyfield on trips to Illinois. We took a trip on April 12th and maybe taking another trip on May 18th, weather permitting. We may even take along Rev. Harold Kniffen. We will surely see lots of trains that day, I hope. Let's see, that's a Christian, a big Baptist, and a Methodist Minister, surely the (Railroad God) will smile on us. Stubbyfield's new Railfan motto is...."GET IN, SIT DOWN, SHUTUP AND HANG-ON!!!!!!!!!!!!!!!!!!!!!!!!!!!!!!....."

It should be a blast !!!! The Old Goat says, "Amen, to that.", Can we hear an Amen from brother Chris ??? Remember the May Meeting will be on the 20th, the third Monday, at 7:00 p.m. at the L&N station in Hopkinsville. Bring some of your best slides, and show them to the membership. If you have anything to raffle, to help pay for the cost of the Newsletter, bring it to the meeting. Remember to call or send your Railroad news item to the following addresses. We can always use more news items or trip reports for the newsletter. Once again, thanks for your past and future support.

Dennis J. Carnal
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Madisonville, Ky, 42431-3365
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From the Computer of Chris Dees
April 22nd, 1996

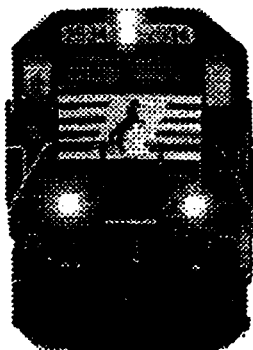
I recently spent a week at my companys headquarters in Princeton, Indiana, in preparation of a new production line being moved to our Marion Facility, While most of my time was spent pulling production samples for quality engineering work, I did manage to Railfan the area a bit.

For those of you Geographically challenged foamers, Princeton is located on U.S. 41 about 25 miles North of Evansville Indiana, Besides the location of the Toyota Truck plant, and Headquarters for Siemens Electromechanical Components (The company that pays for all those Big Macs, Ron devours) Princeton is where CSX Transportation's Evansville - Chicago Main crosses Norfolk Southern's-----

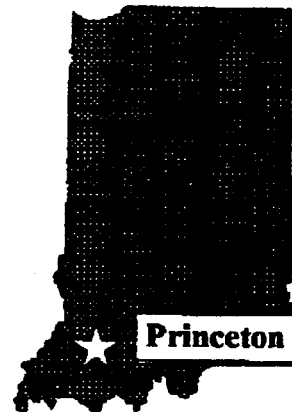
Louisville - St Louis line just South of the town square. The two lines cross on the south side of town, then parallel each other about 2 miles to the North of town before splitting. Norfolk Southern has a small yard, and one of the nicest brick yard offices you will ever see. the Yard is very accessible from public property, and the Main Street overpass offers a great place to shoot both lines. A couple of big grain elevators, as well as the old Southern Railway shops., offers more opportunities for great shots.

With 40 to 50 trains per day operating through town, the action rarely lets up. If it does, however head on up to Dave's Train shop on the Courthouse Square. With N, HO, Lionel, and LGB, If your a Model Railroader, Dave either has it or will order it for you (With shipping to your location)!!!! While you're there, be sure and check out the large HO-Scale layout in back. Chances are that there will be a couple of N.S. hoppers loafing around the shop, and they're more than willing to relay the latest news and rumors regarding the Big Black Stallion (NS) and the Old Grey Mare (CSX).

Princeton is easy to get around in, has plenty of restaurants (Yes Ron, there is a McDonald's), A Walmart for film and batteries, and of course, lots of trains. following NS is as easy as taking Indiana 64 East or West of town, and CSX follows US 41 all the way to that fabled city of Terre Haute, where the Old goat missed that damn SOO Train, because of Ron's stomach.



If you've got a scanner, CSX uses 160.980, 161.370, and 161.520 for road channels and 161.265 for PBX; NS uses 160.245 and 160.950 for road channels and 160.515 for PBX Detectors are located at several locations around town, and all trains call the NS Princeton Operator for crossing clearance, as well as calling out signal aspects. Norfolk Southern trains change crews at Princeton as well.



One last word of advice. Watch out for a blue Chevrolet Camaro with tinted windows, and regular Indiana plates racing up and down US 41. Although not personally acquainted, it is rumored that one of your friendly Indiana State troopers (Ed note: Gives new meaning to the term "State Rod") regularly cruises the highways looking for unsuspecting foamers in a red Jeep Cherokee with a lead foot carrying illegal contraband (I.E. Dunkin Doughnuts, Hardee's Fried Chicken, McDonalds Cheeseburgers, Etc. Etc..... Thanks to Chris Dees for this report...

Union Pacific Railroad Schedule of Excursions for 1996.... off the Internet....

July 4th, from Denver to Greeley, Co. and return for the Greeley Independence Stampede to be pulled by 3985 with U.P. Equipment. For tickets or more Information call 1-800-982-Bull or write them at 600 N. 14th Avenue Greeley, Co. 80632.....

2nd trip.... Denver Post Cheyenne Frontier Days July 20th with 3985 out of Denver Union Terminal at 7 a.m. on that Saturday arriving in Cheyenne at 9:15 a.m. for a day of parade, pageantry, and rodeo. return trip departs at 5p.m. and arrives in Denver at 7:30 p.m. For tickets or information on this train write the Denver Post Cheyenne Frontier Days train, P.O. Box 481234 Denver Co. 80248-1234.

August 25th.... Omaha to Cedar Rapids, Iowa. Cedar Rapids to Chicago on August 25th, followed by trips to Milwaukee on August 31st, Chicago to Clinton, Iowa, on September 2nd, and Des Moines, Iowa to Boone, Iowa. and return on September 7th. 844 will pull this trip.

Oct 24th..... 844 will run from St. Louis to Poplar Bluff, Mo. And on the 25th from Poplar Bluff to Little Rock, Ar. and on Oct, 27th, the 844 will haul a round trip from little Rock to Bald Knob, Ar. and return. For tickets or more information on these trips, contact the Pacific Limited group at P.O. Box 27081, Salt Lake City, Utah .84127-0081, or call (801) 355-5871 or 1- 800- 444- 3985.

Diesel trips.....
The E9 Streamliner diesels will operate a trip from Chicago to Belvidere, Ill. and return Sep 1st. this trip includes an extended visit and barbecue at the Illinois Railway Museum in Union, Ill. for tickets or more information on this train contact the Pacific Limited group at P.O. Box 27081 Salt Lake City, Utah. 84127-0081 or call (801) 355-5871 or 1-800-444-3985

Autumn Colors trips on Saturday and Sunday, Oct, 19th and 20th Each day will see the E9's and passenger cars run from St. Louis to South Pekin, Ill. and return with stops both ways in Springfield, Ill. area.... Tickets and information contact the St. Louis Chapter N.R.H.S. Attn: Frank Morin 11221 Manchester, Suite 321, St. Louis, Mo. 63122 (314) 353-5635

..... **Final E9 Trip of 1996,** Oct, 26th from Little Rock to Russelville, Ar. and return, along the Arkansas River. On Oct. 29th, a trip up the scenic White River route from Little Rock to Branson, Mo. with a 2- day layover with entertainment planned in Branson on Oct 30-31, And on Nov. 1st, the train runs from Branson to Kansas City. For tickets and info contact the Pacific Limited Group.. **Special Note;.....** Don't waste your time calling Amtrak or Union Pacific..... **Contact ONLY the sponsoring organizations.** Thanks to Steve Lee of the Union Pacific, and whoever forwarded this info to me.



**SCHEDULE
BOARD
OF
COMING
EVENTS**

4th Annual Railroadiana Show & Sale ... Nashville., Tn. Saturday, June 29th, 1996 9 am to 3 pm
Vaughn Building, Tennessee State Fairgrounds Admission ... \$3.00

Editor's Switchlist

What is a train ?I.C.R.R.

As a condition of my fathers employment with the I.C., . Every few years he had to go take what is known as a Rulebook examination, of which consisted questions designed to test an employees knowledge of the rules and regulations of the Transportation Dept.. I remember that as a Conductor, Pop could just about quote the rules, chapter, and verse.

Well, any way, one time back in 50's the time for the rules Examination rolled around, with the arrival of a special passenger car used for that purpose. Dad , getting off of work one afternoon, noticed his name on a list in the yard office. To take the exam tomorrow, no big deal..

As employees were seated in the car, the Rule book Examiner introduced himself, he told every one that first there would be a little discussion & review, With that, he posed the question "What is a Train?" and then pointed to an Engineer seated in the back of the crowd. The Engineer caught on the spot, after a few moments, stammered "**Its an engine with a bunch of cars**" A few chuckles were heard, and then the examiner said with a grin, "Close, But not quite". the rulebook definition of a train is as follows.....**Train.--- An Engine or more than one engine coupled, with or without carsdisplaying markers....** So, take a minute to think about it, few people realize that if they have just seen an engine alone, displaying markers front & rear, they have seen a whole train, according to the rulebook definition.. So if you're a Modeler that is a stickler for detail, like I am., You've got to stick markers on the rear of that freight or passenger to indicate the rear of the train., or lite Engine running on your layout. Or by definition your not Running a train! Note : markers have to be in place by day, and lit at night, as I model the 50's,, but hey, most of us run our layouts in the daytime setting.. Oh well, next time someone asks you what is a train, you now know the rulebook definition. Well, until next time..... Tony....

