

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

JULY 1996

Minutes of Western Ky. Chapter N.R.H.S. June 17th., 1996

MEETING NIGHT NOTICE.....

Please Note !!!!!..... The Madisonville N.R.H.S. meeting will be on Monday, July 29th. The meeting will start at 7:00 p.m. at the Badgett Center. The meeting night was changed due to Don Clayton being on a trip, on the regular meeting night of the fourth Monday. Please note this Change

Minutes of Western Ky. Chapter.
Madisonville, Ky. June 17th, 1996

Minutes : Approved as read with an addition by Chuck Hinrichs concerning the board meeting he recently attended. Requirements for the Chairman of the Board, Treasurer, and other Officers were brought forth.

Treasurer's Report: Robert Metcalfe provided an up to date report which he gave to Dennis to give to me. It is as follows :

Beginning Balance.....\$564.43

Income:	
National Dues Received.....	\$28.00
Chapter Dues Received.....	\$12.00
Donations.....	\$11.00
Total.....	\$51.00
Expenditures:	
Postage.....	\$55.83
Supplies.....	\$1.84
Total.....	\$57.37
Ending Balance:.....	\$588.06
Membership Stats:	
Beginning Membership.....	53
National Members added.....	2
Ending Membership.....	55

In addition, a raffle was held for donated items, and netted \$15.00, thus bringing our treasury up to \$603.06.... This was deposited by the Secretary on 6-21.

Director's Report; None

Old Business : Bob McCracken requested the membership to consider being guides for the Art Train.

New Business: Wallace Henderson showed a Postal Stamp cover depicting the L & N Station in Clarksville, and he reports

the depot is being restored. Reports given on the Tennessee Bicentennial train. He also reported on KRM, and a new Caboose there. Also reported on Engine #2716 and its upcoming operations in July. Rev. Kniffen reports he attended a "Locomotive Fireman's School" with Billy Byrd as the teacher, and apparently passed the course!!! Don Clayton reports our July Meeting will be the 5th Monday in July, the 29th. This being due to his being out of town on our regular meeting date. Bob McCracken reported on his recent trip on the "Madison County Zephyr". Wally and Don reported briefly on their recent trip to Canada. An upcoming article will be presented by each on the U.S. and Canadian segments of the trip., and be submitted to the Newsletter. Gordon Lawson pointed out an error in the recent Bullitin concerning the Central Station (Illinois Central) in Chicago.

Next Meeting: Monday July 29th at 7:30 p.m. at the Badgett Center. Program by Wallace Henderson, with refreshments by Rich Hane.

16 members were present, and no guests



Greetings from the Old GOAT

Sightings : Hope everyone has been enjoying the nice hot summer weather. It's been too hot to do any Railfanning. Who, but a real foamer, would be chasing trains in this kind of weather ?? the Old Goat has better things to do, than chase trains, in the summertime,. But he can write about other people, who do chase trains in the good old hot summertime. Just think, Christmas is less than five months off from now. Maybe that thought will cool you off a little. Let's see what news items we have to report for this month of July.

Last Madisonville N.R.H.S. Meeting Report..... Only 16 members were at the last meeting in June. This is the second month in a row, that the attendance has been down. Let's hope for more members at the July meeting. the Railroad action was as follows..... The first train was on the Morganfield branch. It was a loaded Coal train from Webster County, Dotiki Mine at Clay, the train is the (V528). It had some problems coming into Madisonville. Children were putting ties, branches, rocks, and any thing else on the tracks, before the train arrived back at Atkinson Yard. The police checked the area, but found no children. The items were removed from the track, and the train came on into Atkinson Yard. 30 minutes after the coal train arrived at Atkinson Yard, the next train was pulling into Atkinson Yard. This train was the Northbound manifest train (Q556) at 7:35 p.m. This train was on the Atkinson Cutoff. Then at 8:00 p.m., Southbound tote train (R123) with 2 CSX B36-7's, and 1 CSX B40-8 rolled

through Madisonville on the Earlington Main. Then at 8:30 p.m., Southbound Manifest train (Q595) followed the tote train on the Earlington Main. Power for the manifest train was 1 CSX SD40-2, and 1 CSX C40-8W. this was the last train during the meeting. Let's hope for more members and more trains for the July meeting.

Bits and Pieces of Stuff from the Membership..... Eddie James reports sighting a Norfolk Southern track inspection train on the Louisville to St. Louis line. The train was 1 Norfolk Southern Locomotive, 1 Norfolk Southern special service caboose, and 1 Norfolk Southern track inspection / observation car. Bill Grady in Louisville, also sighted this train in the Louisville area. Eddie James noted a CSX manifest train running on the CSX Texas line, with only 1 CSX AC44CW #21 powering the train of around 50 cars. CSX has around 200 of the AC units now. But the units are few and far between on the Western lines of CSX. Most of the AC units are used on the Eastern lines of CSX, due to the mountains. The AC units can out-pull the older DC units by about 2 to 1. Spencer Brewer reports sighting several Chicago Northwestern, and Union Pacific units passing through Earlington during June. Wallace Henderson sighted Southbound CSX tote train (R121) on June 19th, with these two cars. The tote train had CSX open observation car "Baltimore" and Santa Fe "Test Research Car" behind the locomotives. Wallace notes that the Santa Fe car looked to be 1920's vintage. The Old Goat noted a Southbound manifest train on June 12th, power was one CSX C40-8W, and 1 Conrail SD40-2. On June 13th, the Old Goat sighted a very strange train passing through Hopkinsville. The power was 1 CSX C30-7, 1 CSX SD50, and 2 Amtrak F40's #307, and #397. The train was made-up of 135 empty CSX 50 ft. Waffle side boxcars. Nothing else.

but 135 empty boxcars. Plus every one of the boxcars were marked "Home Shop, Do Not Load". The Old Goat thinks that the boxcars were coming off their lease, and were being returned to their owner. A second possibility was that the cars were on their way to be cut up for scrap. Strange train, a unit train of boxcars !!!!! On June 22nd, The Old Goat, noted a Southbound military train, power was 1 Union Pacific AC60CW #7019, and 1 Union Pacific C30-7. Thanks to everyone for this information.

Artrain is Coming to Madisonville.....

Artrain: America's Museum in motion is returning to Madisonville from July 18th to July 21st. the train will be 3 or 4 passenger cars containing a Smithsonian Associates collection featuring 32 pieces of art called, "Art in Celebration". All the paintings, and sculptures in the exhibit represent events that happened in the United States. The Hopkins Co. Arts Council is the sponsor for the Artrain in Madisonville. In fact , Hopkins Co. Art Council is the only group to sponsor the Artrain In Kentucky. This is the second time that the Artrain has come to Madisonville. the last time it was in Madisonville was 5 years ago. People won't just be walking through the exhibit, but they will get to see the Art being created. Several local Artists will be demonstrating their styles to the public. The train will be open for group tours from 8:15 a.m. to 1:15 p.m. Thursday, and 8:15 a.m. to 3:15 p.m. on Friday. Public viewing will be noon to 7:00 p.m. Saturday, and 11:00 a.m. to 6:00 p.m. Sunday Admission costs \$3.00 for Adults, \$1.50 for Senior Citizens, and \$1.00 for Students. The train will arrive via the P&L, and will be parked beside Fugate Lumber Co., on the Corner of McCoy and Park Avenue. Besides the Artrain exhibit, a group of Train Collectors will setup their equipment for display. Chapter member, Tom Wortham will have a photo exhibit featuring his collection of

Railroad Depot Photographs on display. These photos will make the trip worth time by itself. Lot's of Illinois Central shots !!!! Please take the time to stop, and take a look at the displays.

CSX running Trains on Paducah & Louisville..... For the second summer in a row, CSX has been detouring their trains from Louisville to Madisonville. Starting in June,, One CSX train has been running each way between Louisville and Madisonville. the trains are a pair of manifest trains (Southbound train (Q525, and Northbound Q526). The trains are being detoured due to trackwork on the CSX Mainline Subdivision between Louisville, and Nashville,. More CSX trains will be detoured in the near future. Only 4 axle power from CSX is being used on the trains. More news next month.

Union Pacific take over of Southern Pacific..... On July 3rd, The Surface Transportation Board gave it's approval of the Union Pacific/ Southern Pacific merger. This Merger makes the Union Pacific Railroad the largest Railroad in the United States. Looks like the railroad industry has went from the "Super Seven" to the "Fantastic Five" of major Railroads in the U.S. Too Bad..., The Old Goat hates to see the S.P. go. The S.P. was my favorite road, when railfanning in Southern Illinois,. (Ed Note: Violins Please !!....) Better get back over there soon, before the "Great Yellow Wave" spills over the timeless red/grey paint scheme of S.P. forever. Maybe the newer S.P. C44-9W's, and AC44-9W's., used on the old Cotton Belt lines into St. Louis, will stay in S.P. paint for a few years. Let's hope the units won't need rebuilding for sometime, because when they are rebuilt, goodbye S.P. paint forever. One thing about mergers, they make getting shots of the fallen flags more exciting,. Now on the U.P. Chester, and Chicago Subdivisions, a railfan can shoot fallen flag paint schemes from S.P., Cotten Belt, Rio Grande, C.N.&W., plus units from the old B.N. & Santa Fe.

Throw in units from maybe soon to be gone Conrail, CSX, and Norfolk Southern, and you have locomotives from all the "Super Seven" Railroads. Folks, with merger rush picking up at this time, even GE Dash 8's in CSX paint may not be long for this Earth !!! Think about it !!!!!

Goodbye Southern Pacific, it's been nice Railfanning you for the past 15 years. Bigtime Railroading Southern Pacific Style !!!!!

Chapter trip on the Nashville & Eastern Railroad..... On June 1st, 28 Chapter members, friends, and invited guests were riding the rails on the Nashville & Eastern, from Nashville to Gordonsville, Tn. The Chapter had rented the lounge section of Dr. Cushman's private "Hollywood Beach" bedroom/ sun lounge car for the trip. The Old Goat didn't make the trip, so I don't have a detailed trip report. I hope someone on the trip will write a report for the Newsletter. In fact, several people could write reports of the trip. We know everyone would have something different to report,. So get busy writing a report for a future Newsletter. The Old Goat thought it would be good to list the people making the trip, and showing their hometowns. Some of these people came a long way to make this trip on the Nashville & eastern railroad. Let's see the lineup.....

1. Reid Adams, Nashville, Tn.
- 2 Dave Authur, Los Angeles, Calif.....Amtrak/ Metrolink employee
- 3 Jim Bergant, Louisville, Ky.
- 4 Don Clayton, Madisonville, Ky.
- 5 David Cooper,Paris, Tn.
- 6 Rich Copeland, Philadelphia, Penn.....Amtrak Employee
- 7 Chris Dees, Calvert City, Ky.
- 8 Cliff Downey, Almo, Ky.
- 9 Rex Easterly, Franklin, Ky.
- 10 Melanie Easterly, Franklin, Ky.
- 11 Mark Entrop, Chicago,Ill.....Amtrak employee
- 12 Rich Hane, Madisonville, Ky.

- 13 Chuck Hinrichs, Hopkinsville,Ky.
- 14 Shirly Hinrichs, Hopkinsville,Ky.
- 15 Roger Hinrichs, Hopkinsville, Ky
- 16 Anna Hinrichs, Hopkinsville, Ky.
- 17 Kayla Hinrichs, Hopkinsville, Ky.
- 18 Wallace Henderson Hopkinville
- 19 David Hayes, Hardinsburg Ky.
- 20 Brian Grace, Nortonville, Ky.
- 21 Noreen Lenox, Northfield, Minn.
- 22 Ron Stubblefield, Marion Ky.
- 23 Kay Stubblefield, Marion Ky.

(note: Maiden Name: Franklin...

- 24 Carol Sulanke, Bloomington, Ind.
(David Letterman's cousin)
- 25 Thom Sulanke, Bloomington, Ind
- 26William Turner Hopkinsville, Ky.
- 27 Ralcon Wagner, Nashville Tn
- 28 Wally Watts, Madisonville Ky.

Thanks to Don Clayton for supplying this list for the newsletter.

Weather Problems for the Illinois Central, and Union Pacific.....

The Illinois Central had a train derailment due to a Tornado, that passed through the middle of the train. On April 20th, 30 cars of the Southbound Conrail/ Effingham to Memphis (CRME) manifest train derailed South of Dyersburg, Tenn.

on the Illinois Central's Fulton Subdivision. the Tornado passed through the middle of the train, and blew 30 cars east of the tracks, the locomotives didn't derail. 25 cars were empty, the other cars were loaded with metal, dye, starch, and syrup. Around 500 ft of track was damaged, and was closed for sometime. Amtrak train # 59 detoured onto Norfolk Southern, ex-Illinois Central tracks from Fulton, Ky. to Milan, Tenn., then onto CSX ex-L&N tracks to Memphis. The Union Pacific had a empty coal train, that was parked in a siding, and was blown over by a Tornado at Clem, Oklahoma, on May 26th. 37 hopper cars were blown over by the winds. fortunatly for the railroad, the cars were thrown Eastward into a field, and not onto the main line trackage. Union Pacific also had weather problems on the Chester Subdivision, as well as the Chicago Sub. in Illinois. Plus the DeSoto Sub., South of St Louis. On April 28th, a mudslide 20 miles South of St. Louis blocked the DeSoto Sub. A Northbound Union Pacific manifest train (NLSL) North Little Rock to St. Louis was stopped by the mudslide. the mud had piled up 5 ft deep against the side of the train. the lead locomotive was derailed by the force of the slide. the crew was removed by helicopter from the train.

All freight traffic, and Amtrak trains #21 and #22 detoured via the Chester Sub. till May 1st, when the DeSoto Sub was reopened. Washouts due to heavy rains closed the Pinckneyville Sub., and the Sparta Branch in the Chester, Illinois Area. Plus CTC was out of service for days on both the Chester, and Chicago Subs. causing many delays. The Union Pacific had a derailment, on the Chester Sub., on May 5th, the location was Ives, Missouri, 12 miles West of Dexter. 15 cars of Westbound manifest train (INHO) Indianapolis to Houston derailed. the Union Pacific detoured trains via the re-opened U.P. DeSoto Sub. and via Southern Pacific, South of Dexter. the line re-opened the next day.

Nashville Union Station Train Shed Burns..... On Friday, June 28th a 3 Alarm fire detroyed parts of the 96 year old structure. The Station and train shed were opened in 1900, and were still used until 1979, when Amtrak service stopped serving Nashville. the train shed was on the list of National Historic Landmarks. the 500 foot long shed, with steel and pine trusses 250 feet wide, is the countries longest single- spanned, gable roofed building. the fire started in a building between the shed and the Nashville Union Station Hotel around 3:30 A.M.. the fire damaged part of the roof of the hotel, but firemen were able to put out the fire quickly. But, the hotel had extensive smoke and water damage on the back side of it. the fire was controlled in about 2 hours.

A group of downtown Nashville landowners had wanted to turn the train shed into a Library, with a 3 story parking garage underneath it. But, they were having trouble funding the \$ 10 Million project. The shed is owned by a group called the Shed Limited, a partnership. that took ownership of the shed in the late 1980's. the partnership was paying interest on the mortgage held by CSX, while trying to find a use for the train shed..

Well, that's all for this edition of "Sightings" this month. Please read the following trip report " A Tale of Two Torches" by Chris Dees. This report covers our fantrip chasing the Union Pacific Olympic Torch Special. Most of the stuff is true, you can weed out the bull!! Thank you for writing the report, and thanks to the "Great Rondini" for providing the transportation, I think ??

I hope someone will take the time to write a report on the Chapter trip on the Nashville & Eastern Railroad. We need your information for the Newsletter. Plus, we need your vacation reports for the Newsletter. A lot of the members have been on Vacation riding trains this summer. Please take some time and write a report for the Newsletter. do you Hear ME, Don, Wally.....

Chuck, Wallace, Bill., etc, etc,.....?

Don't forget to send in news items and sightings for the Newsletter. We want the members to get their monies worth each month. So send in your stuff. Send your Information to either of the following addresses. Thanks for your past and future support of the Newsletter. One more time!!!! Remember the July meeting is on July 29th, the 5 Monday in July at 7:00 P.M. at the Badgett Center in Madisonville. be there!!!!

Dennis J.Carnal
P.O. Box 212
Earlington, Ky. 42410-0212

Dennis J. Carnal
704 Choctaw drive
Madisonville, KY. 42431-3365

Phone #502-825-0693

A Tale of Two Torches

By : *Chris Dees*

Memorial Day 1996 is truly a railfan adventure I'll not soon forget. It conjures up memories like those gained on the NKP 765 trip on P&L, the U.P. E-Unit excursion in Southern Illinois, and the recent chapter trip on the Nashville & Eastern. However, this Memorial Day started out like the opening scenes from the movie Twister, and ended up like Nightmare on Elm Street. As Ron and the Old Goat pulled into the driveway at the homeplace in Calvert City, the weather radio was reporting something regarding the statistical probability of cyclonic activity in the area. As we loaded up Ron's Jeep with all the scanners cameras, a 55 gallon drum of Coke, 4 whole fried Chickens, 5 dozen cake donuts, a slab of BBQ Buffalo Ribs, a dozen Quarter pounders, and 25 Ham bisquits (Did I mention Scanners & Cameras), the clouds towards the West were looming ominously with a deep purple- blue and black color. As we finished packing the Jeep, Dennis got his first attempt at operating the front seat.

without becoming physically impaired - he never really got the hang of it during the entire trip. Now loaded up, it was off to see the Torch. Approaching Paducah, Ron had to pull over and batten down the hatches on the little Jeep. Soon thereafter, we became an undersea submersible, as a wall of rain engulfed us. The rain never really let up until after the torch train arrived in Cape Girardeau, but it was welcome due to its cool and refreshing values.

The next stop after Paducah was Wickliffe, where Ron gassed up his little red wagon and the Old Goat got gassed up. With our tank topped off, we approached the beautiful Ohio river at a high rate of speed. Ignoring the 20 mph speed limit on that sharp left hand turn at the bridge, the Old Goat almost got an opportunity to see the intricate material composition of a concrete abutment. As soon as we crossed the Ohio, the Old goat was seen partaking of the vine.....and what a strange vine it was. Slamming down the foul smelling concoction, Mr. Old Goat met Mrs. Snapple's Orange Mango Madness. With a stench worse than the Old Goat himself, this mixture of orange juice, kiwi, elderberries, and chokeberries, was quickly compared to a cheap imitation of Chanel #5 that an old acquaintance of Ron's used to wear. Fortunately for Ron's Jeep, the Old Goats stomach, and the Ohio River EPA, no worshipping of the ceramic diety would be necessary today, although several gastrinal percolations were heard. Arriving in Cairo, we spotted our first idiot of the day, a man on a bicycle riding in front of Ron, (His driving does have attention lapses at times,) With Mango Madness still on his breath, Dennis pointed out that anybody in Ron's path was an Idiot and this was confirmed later in the day by the sighting of Wallace Henderson, Cliff Downey, Lee "Flash" Gordon, and "Wild Bill" Grady. As we traveled along Ill 3. the scanner started crackling with the sounds of U.P./S.P. trains near the Thebes bridge,. Arriving in Gale, we saw our

first train of the day, a Northbound UP coal train with 2 GE widecabs. After taking some pictures, we were off to Missouri

Negotiating the Mississippi River Bridge at Cape Girardeau with a little more finesse, we were able to locate a Northbound BNSF manifest snaking its way along the riverfront. A bit later in Scott City, after passing the famous "Eddie James" sign, we located a red Ford Explorer with 2 Louisville foamers, Lee "Flash" Gordon and "Wild Bill" Grady, sitting at the North end of Illmo Yard. After taking some pictures of a couple SP trains and listening to one of the SP crewmen complain about the weather, it was time for Ron's favorite part of the trip - lunch. Although no trains went by the local Burger King, we were amazed by "The Famous Disappearing Whopper", a new trick which the intriguing Rondini mastered with ease. After catching up with the latest foamer news from Paducah, Madisonville, and Louisville, we were off to Chaffee to await the train. At this point, Chris turned on his super scanner to begin listening for any news. Although the Old Goat stated he knew the frequencies for the trip. Chris's CD-ROM frequency database had detected the real frequencies for utilization in the super scanner. Rumor has it that Chris has the ability to link his small palmtop PC and Amateur radio transceiver through a satellite global positioning system to allow hacking of the BNSF Dispatcher center in Fort Worth, Texas. With this setup, Chris was able to control the entire BNSF CTC system at will. Although not confirmed that Chris's computerized system was a fault, a lot of railfans were wondering if the signal problems BNSF had were really caused by the rain. Finally, the moment arrived,. As 2 Georgia Pine Green SD40-2 units came onto the horizon, video cameras and 35mm cameras hummed away to get the pictures of the flame from Mt. Olympus and the 19 U.P. passenger cars. "Wild Bill" mentioned that the

cauldron car should be rented on our next NRHS outing so that Ron & Rex could cook burgers while riding on the back of the train. It was estimated that at least 2 dozen

Quarter Pounders could be cooked at one time with gourmet perfection. After changing crews, the torch was off for Cape Girardeau, but at a slow pace due to the BNSF signal problems. At the same time, our trip was also heating up. What we first thought to be some spilled Mango Madness was actually engine coolant as Ron's Jeep started boiling. With a shout of "Damn the Torpedoes", Ron's little Red Wagon made it to the Cape in time to get our last torch train pictures at the riverfront. After taking the pictures and seeing the torch being passed to the runners, we were off to find a service station. Three blocks from our destination, the little Jeep turned into a little teapot, Whistling like a I.C. Mikado. An hour and \$50 later, the culprit - a sticking thermostat - was repaired and we were back on our way home. Pulling into McClure, we photographed another UP train before heading off for West Vienna to catch another BNSF coal train Following this BNSF train (Old Goat Note : Do you know what the letters BNSF stand for ??? Not Burlington Northern / Santa Fe..... But, " **Big New Santa Fe**".) Ron and the Old Goat were exposed to a new area, the Joppa & Eastern branch to Joppa, Illinois's steam generating plant. Looking more like a line out toward Nebraska or Wyoming, this line was built in the late 1980's to allow UP to abandon its old branch through Karnak. With 4 big BN 6 - axles on the lead, we were able to get some great shots of this interesting little line. And that's about it for the tale of the torch train. it was very fun and will be something I'll never forget every time I see a Bottle of Snapple Orange Mango Madness. Thanks for a great trip Ron & Dennis !!!
Thanks to Chris for sending in this trip report.

The Florida report by: Tony L.Clark

I made up my mind that if a train crossed my path, and if time was to be had, and it was interesting enough, I might stop. Don't get me wrong, I like trains as well as the next guy, but my first goal was to get around that asphalt mad-house known as Atlanta, Ga. And then to travel as far South as the Day would allow.

South of Elkton, where CSX crosses 181 South, I arrived just in enough time to see the FRED of a Southbound Grain train clear the crossing. Well, this is a good omen !! Daybreak found us at Nashville, making good time Southbound. Just North of Chattanooga CSX crosses I-24 on a high steel span that looks from a driver's perspective to be out of plumb, (however this is only an optical illusion), and at the moment of passing, a Northbound freight was crossing the span. Things remained train free from Chattanooga to South of Atlanta. If you can drive through Atlanta, and make it out in one piece, you ought to be able to hold your own with Dale Earnhardt in the Winston Cup Series., Or be able to pilot the Shuttle with the best of them., Gosh, I wish I still had my old Fairlane, Windows down, Glass-packs, 289 humming along at 75 mph, I'd show those people how a Kentucky boy does it !!! But instead I had an anemic Mini-van, that couldn't get out of its own way. South of Macon, Ga. Norfolk Southern crosses I - 75, don't ask me where, but, I arrived just in time to see 2 GP50's ??? and 7 railbox type boxcars cross over I - 75. This train was already out of sight when I got to the bridge. Late afternoon found us crossing over into Florida, in a little over 10 hours, man, what a relief to have made it. Florida had another surprise,.... the speed limit is 70 mph on their rural interstates. Some where between Lake City & Gainesville, I heard a loud racket from behind, startled, I let off the gas, and began looking for where this low flying jet was coming from. About 500 ft behind me, and coming fast was what looked to be a 1957 fairlane. As this vehicle passed me,

I saw that indeed that it was a 1957 Ford, but, a Ranchero !!!! this Old boy was making about 85 mph, no it wasn't restored, no, it didn't have a muffler, and the driver looked like he was going to or/ coming from a Grateful Dead concert. Oh yes, the plates read Banks County, Ga. Yes, I have a picture.....

Getting off I-75 at Ocala, I stopped for gas, and while refueling, way off in the distance of that evening, the sound of an air horn drifted my way, That has to be CSX, I remember thinking.. Coming into Daytona on S.R. 40 found me crossing over Florida East Coast's North / South Mainline, No trains !! Yuck.. well, maybe I'll have better luck tomorrow.

The Hotel we stayed at is located right on the Atlantic about 3/4 of a mile East from F.E.C.'s Mainline, and trains could be heard late in the night, as regular as clockwork. The next morning we headed down the coast to Cape Canaveral, as Columbia was scheduled to be launched later that month (No Don, they still weren't hiring, nor giving away free rides , But they think I'm a harmless Kook anyway). On the way down, you will pass through New Smyrna Beach on Hwy A1A, F.E.C. has its engine shop & Yard here, but no activity was noted. However FEC maintains its wreck train here, and in its consist, it has a 150 ton Steam, Yes, STEAM powered wrecker painted in FEC blue & Silver still in service. This wrecker is identical to the model offered by Tichy in HO Scale. DON'T even think about stepping on FEC property as they have signs posted everywhere at the front entrances of their property about no Trespassing, It seems a number of people do this every year, and get hurt, and sue them, Plus, with labor squabbles in the past, they are not very Railfan Accessible or friendly !!!!! On the way back from Canaveral, it was noted that an empty Ortner Hopper car train had been set out in the interval in the Yard, but still, no activity was to be found. As a matter of fact, it was to continue like this for the remainder of the week.

With FEC running most of their trains late at night, so I didn't get to see any FEC trains, but I know from the sound of their airhorn, they do enjoy letting people know their coming through late at night. The trip back at the end of the week was uneventful, with the exception of the Grid-lock in Atlanta. a CSX train was seen heading Northbound on the evening of June 8th on the track around Moccasin Bend, on the North side of Chattanooga. At about 10:00 p.m. that night while approaching the CSX crossing South of Elkton, I spotted another Grain train Headed South, as I approached the crossing, the rear of the train cleared the crossing, just as it did the Sat. before. I did have an enjoyable time, as it is nice to get away from it all, and kind of reset yourself, because you know what awaits you back at home. (Job, Bills, Bosses, & Bone-Headed Neighbors). Maybe next year I'll have better luck

EDITOR'S SWITCHLIST

Memories.....

Here the other day while visiting over at my Mom's, she mentioned while cleaning out some old things, she had come across some of my stuff that somehow managed to stay in the attic all these years.

Upon opening the box, I came across a few train pictures, baseball cards, some still wrapped up !! (Dennis, do you want the bubble gum that came with them??? Just kidding) And assorted other junk I don't know why I collected at the time, but down deep in the bottom was a 6 page program that was given out on the first Southern Steam excursion I ever went on:..... TVRM's Autumn Leaf Special on Oct. 15/16th, and 22/23rd, 1977. Upon looking through this document boy, did the memories come flooding back !!! Chiefly, because this trip was the first time I had ever seen a working Steam locomotive up close.

And what an impression it made indeed !!! (I know this says something about my age, being the pup that I am). At the depot in Crossville, Tn. that Sat. it seemed like an invasion had taken the place, with people all over the place milling to and fro waiting for the train. When off in the distance, faint at first, but gaining in volume, was the sound of a slow steady exhaust, and then without warning came the shrill wail of the whistle, As 4501 eased into sight, crossing the main highway in Crossville, The Engineer let go with that whistle again !!! Good Lord, the hair on my neck stood on end, Man this was what it was all about After boarding the train, it set out in reverse for Emory Gap, with 2 Southern Diesels heading up the rear, with 4501 coasting backwards. At Emory Gap the Train was turned to head South to Chattanooga on the Mainline, while in the process of turning the train, 4501's left Injector hose snagged a switch point, for some reason the crew wasn't able to shut off the water at the tender, and very shortly things came to a standstill, on account of 1000's of gallons of water now flowing off into a right of way ditch. if I remember correctly, parts (Hoses, Couplings fittings) were driven up from Chattanooga, repairs made, and we set out once again just about dark. The people in charge of the excursion had then made arrangements up on down the line for water to brought trackside in fire trucks to replenish 4501's demand for water . Later after we had got to moving again, dark fell and we still had a good ways to go to Chattanooga, the best of the show was about to begin. I quickly found that I didn't need a seat, but, had managed to wrangle a vestibule window about 5 cars back from 4501. Some where North of Chattanooga, 4501 encountered a grade, and with its load of 16 cars, speed began to drop. As 4501 snaked its way up grade, and around curves, I ran back and forth across the vestibule to Keep 4501 in sight..... Man, did that engine ever talk !!! With the exhaust reverberating skyward with the

sharpness of an explosion.

While watching this sight, I began to notice every so often a bright orange chunk come blasting skyward out of 4501's stack, like a roman candle on the 4th of July, and then fall out of sight along the right-of-way. Boy, that was a show, watching 4501 blasting upgrade, with its headlight illuminating the line up ahead, the glow that would come into the cab when the firebox door was opened, and above all that sweet,smell of coal smoke wafting back down my way,,,,,,Man this was living !!!! At that time as far as I was concerned, my dad had the best job in America, and I was lucky to have been raised in a Railroad family.

As a side note of this trip. I remember sometime later telling my dad what I had seen on this trip, relating of how I had seen glowing lumps getting blasted skyward out of 4501's stack. My father listened, and then asked "Did you try to catch One".....Huh,?.well. no pop, I was too far back,,,,,, He chuckled as he explained to me that what I seen was a burning lump of coal that had been sucked out of 4501's firebox by the exhaust draft, and blown skyward,... He then related of how one time as brakeman he was riding on the rear platform of a caboose, rolling along at a pretty good clip, with just a Mikado, and caboose returning to Central City, when he saw the Mike do pretty much what 4501 was doing that night of the excursion. As the occasion would have it , one of these lumps began sailing skyward only to fall near the moving caboose, Without thinking he reached out to catch it mid flight, as he was wearing gloves,,,,,, he made it !!, but as they say it didn't take him long to look at it !!! Ruined a perfectly good right glove in the process., along with launching a few vitrolic choice words just for the occasion. Ah Memories !!!!! Well, until next time.....Tony.

