

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

JANUARY 1997

Minutes of Western Ky. Chapter N.R.H.S. November 25, 1996

Minutes: Approved of the October Meeting.

Treasurer's Report:

Beginning Balance.....	\$493.68
Oct Newsletter Postage...	\$20.80
Flower expense.....	\$43.40
National Dues.....	\$14.00
Postage.....	\$00.96
Nov Newsletter Postage...	\$19.20
Postcards for joint meeting and Christmas Banquet.....	\$22.00
Envelopes for Newsletter.....	\$1.84
Copies for Nov. Newsletter.	\$11.13
Total Expenditures.....	\$133.33

Ending Balance 11-25-96
\$360.35

Director's Report: Chuck reports, that at the board meeting, all of the incumbants were re-elected. Dues notices are on the way.

Old Business: details were finalized for our Dec 9th Christmas dinner at Mr Lee's restaurant. After dinner we will adjourn to the Badgett center for a surprise speaker and program. For the Ladies, Kaye Stubblefield will present a slide show entitled "Wonders of Nature"

New Business: Elections were held, and the new officers for 1997 are as follows:

President.....Bob McCracken
Vice President....Ricky Bivins
Secretary-Treasurer...Wally Watts
National Director...Chuck Hinrichs
Editor-Newsletter...Chuck Hinrichs

was the 50th anniversary of the L&N Georgian passenger train.

Present at the Nov 25th meeting were.

Bob McCracken
Wally Watts
Ricky Bivins
Wallace Henderson
Don Clayton
Billy Byrd
Harold Kniffen
Dennis Carnal
Ron Stubblefield
Bob Moffett
Chuck Smith
Betty Smith
Rich Hane
Greg Uley

Ricky Bivins informed the Chapter that Chuck Hinrichs has the annual activities report written, and will submit this to National. Wallace Henderson gave information on the upcoming Amtrak- Greyhound bus connection between Louisville and Chicago. Don Clayton gave an Historical note of interest. Nov. 17th



Sightings..... greetings from the Old Goat..... Hope everyone had a very nice holiday season. Plus, i hope the New year brings everyone much happiness and good times throughout the coming year, let's see what we have to report this month..

Dues are Now Past Due..... If you have not paid your dues, you are late... The dues were due on Dec 31st. Robert Metcalfe reports that around half of the membership had paid their dues by the last of December. if you do not pay your dues by the end of March, you will be dropped from the membership roster,. Please pay your dues ASAP.

Congratulations to Chris

Dees...Due to a planned promotion within Siemens Company,. Chris Dees is moving from the Marion, Kentucky plant to the Princeton, Indiana, Headquarters as... Supervisor of the Test and Quality Assurance Lab. **Way to go Chris !!!** Chris should like living in Princeton, even though he will become a Hoosier. for a Railfan, Princeton has a lot to offer..... The CSX Mainline from Evansville to Chicago crosses the Norfolk Southern Mainline from Louisville to St. Louis. these two lines see around 40 trains per day. the CSX Mainline from Cincinnati to St. Louis runs through Vincennes. 30 miles North of Princeton. 30 miles North of Vincennes is Terre Haute. here you will find the Conrail Mainline from St. Louis to Indianapolis and points East. Plus, in Terre Haute CP America's Mainline from Chicago via CSX heads for Louisville.. Add to these Mainlines, several shortlines, Indiana Southern, indiana railroad, Algiers, Winslow & Western, plus others are in the area. Princeton also has Dave's Train Shop on the Courthouse Square in downtown Princeton. This shop should be a source for Chris to gather railnews for this Newsletter, Right Chris.? Good Luck, Chris !!! Keep in Touch.

Report on Past N.R.H.S Meetings during the Holidays..... The first meeting of the holiday season was on Saturday, Nov 9th. It was the open house / joint meeting between the Madisonville, and Owensboro N.R.H.S. Chapters. The membership enjoyed the trains, videos, food and fellowship. Don Clayton reports a record attendance of 74 people. Let's hope for a bigger and better joint meeting next year. The next meeting was the regular Madisonville Chapter meeting on Nov 25th. Once again, the attendance was low for some reason. Only 14 members were on hand for the meeting. Lets try and attend the next meeting in January, and bring our attendance back to around 20 or 25. The Railroad action during the meeting was slow during the November meeting. The first train was at 8:00 p.m. It was Southbound manifest train (Q595) on the Earlington Mainline. Power for this train were two CSX C30-7's and one CSX C40-8w. The next train was at 8:15 p.m. on the Atkinson Cutoff. It was Southbound manifest train (Q647). This was the last train for the meeting. the members at the meeting watched a video on the history of the Monon Railroad. This video was supplied by Greg Utley. The next meeting was on dec 9th. This was the annual Christmas dinner meeting of the Madisonville chapter. 26 Members and friends enjoyed a good dinner at Mr. Lee's Restaurant. After dinner, they went to the Badgett Center for the program. The program was a slide show from the former Director of passenger service for the B&O / C&O Railroads, till the takeover by Amtrak in 1971. Many thanks to our guests for taking the time to be with the Chapter, and thanks for a nice program. The last meeting for the Holiday season was the Owensboro chapter Christmas dinner on Dec 14th. Around 35 members attended the dinner at Shady Rest BarBq in Owensboro. After dinner, the membership enjoyed a slide show by Dr. Wesley Ross from Lexington. The program was in two parts, the first showing dinner trains.

past and present from around the country. The second part was on the TTI Railroad running from Paris to Maysville, Ky... The night was enjoyed by everyone.

Neff Video on the CSX Subdivision

During the last week of Oct., 1996 Neff video was in the area taping a video on the CSX Henderson Subdivision between Nashville to Evansville. They started taping on Tuesday, and stopped taping on Sunday. The Old Goat, Chuck Hinrichs, and Keith Kittinger were on hand, helping with the project. Neff Video, Owner Steve Neff was helped with the taping by two of his friends from the Harrisburg, Penn. area. One person was Jim Cassait, a former Conrail Dispatcher, now working as a Conrail Conductor. Conrail has closed a few dispatching centers, and laid off some of the dispatchers. Jim has worked in the transportation dept, as well as in the mechanical dept. of Conrail, before becoming a dispatcher. the other person. Jim Haag is a former Pennsylvania State Trooper. He had retired from the State Police after a 25 year career. He is planning to start work. early in 1997 for Conrail in the Special Service Dept... That's Conrails Police dept. for those of you that don't know. All 3 of them were very nice to work with. They invited us to visit them in the Harrisburg area. We have a standing invitation to railfan Conrail anywhere we would like, and they would be our guides. They could take us where most railfans are not welcome, into shops and yards in the area. We just might take them up on their offer in the near future. the video on the Henderson Sub. should be ready around the first of March.. The video will run either 60 or 90 minutes,. The price will be either \$24.95 or \$29.95 depending on the length of the video. The Old Goat may have a supply of the videos to sell to the chapter. I hope everyone buys a copy of this tape, to show support for a local video project. This video is the first Railroad video shot in this area. start saving your money now.

Neff Video plans to shoot a video in 1997 to cover the Union Pacific Chester Subdivision in Southern Illinois. Look for more details later.

1996 Old Goat Railfanning Review

This is a look back at the railfanning done by the Old Goat and friends in 1996. let's take a look back..... the first road trip of 1996 was to Louisville for the Great American train Show on March 9th. the Old Goat and Ron Stubblefield made the trip to Louisville. On the way, they saw two or three CSX trains between Elizabethtown and Louisville. At GATS, they saw Bill Grady, Lee Gordon, Keith Kittinger, Kerry Robinson, Jeff Kern, Lionel Davis, and Robert Metcalfe, After the show was over, they went to Bill & Lisa Grady's house for eats and slides. A good time was had by everyone. Next, was the first trip to Southern Illinois on April 5th. The Old Goat and Ron Stubblefield were on the road. They were going to the U.P. Chester Subdivision between Ware and thebes. they arrived trackside at 12 noon. They sighted 11 Southern Pacific, and U.P. trains in the next 5 hours. On the way home, they sighted a BNSF empty Coal train at Joppa Jct. This train made a total of 12 trains for this trip..... Then on April 12th. The Old Goat and Ron Stubblefield were on the road again. This time a little further North, the location was Centralia. On the way, they sighted a CSX local in Mt. Vernon, that had just ran over a back hoe at a grade crossing. No one was hurt in the accident. Arriving in Centralia at 11:00 a.m., they were greeted by a Northbound Illinois Central local. This train was then followed by an Eastbound Norfolk Southern piggyback from St. Louis. Then, a southbound I.C. manifest rolled through town.. We next went on a little sightseeing trip to places like Shattuc, where BNSF crosses the CSX ex-B&O mainline to St. Louis. Then to Salem, Where the U.P. Chicago Subdivision crosses the same CSX line. We noted 4 trains while in Salem. Now we turned back toward the South.

The first stop was back at Mt. Vernon, just in time to shoot two Norfolk Southern trains and one union Pacific train. We finished the day at Benton, shooting one more Union Pacific train and two Southern Pacific AC44CW's running lite on the Illinois Central. Total trains for the day was 16 trains from 6 Railroads. the next road trip was on May 18th, The Old Goat, Ron Stubblefield and Harold Kniffen were on the road to Southeastern Missouri. This was the first railfanning trip with Ron for Harold, and he was looking forward for it to begin. the first stop was at VMV Shops in Paducah. This was the first time Harold had seen the former Illinois Central shop and was impressed with what he saw. We noted our first train at Scott City around 11:00 a.m... During the next 6 hours, we sighted 18 trains from 4 Railroads. harold seemed like he really enjoyed his first trip with Ron. i think we all had a good time on this trip. Back on the road on May 27th, the Old Goat, Ron Stubblefield and Chris Dees were off to see the Olympic Torch Relay train as it traveled along the BNSF tracks in Southeastern Missouri. The day was dark, rainy, and stormy, the rain didn't stop till late afternoon. But, we got shots of the train rain or no rain. Bill Grady, Lee Gordon, wallace Henderson, Chuck Hinrichs and Cliff Downey were noted along the way. We noted a total of only 10 trains for the day. the lack of trains and most of all the rain was Bill's fault. He brings along his little black rain cloud wherever he goes. Just call him Mr. Sunshine. Then in August, Bill Grady was in madisonville to give the program at the N.R.H.S. Meeting. Everyone enjoyed the show very much, and were sad to see the program end. We hope Bill can return sometime in 1997 for another program. the day after the show. August 27th, the Old Goat, Bill, Keith Kittinger, and Ron Stubblefield took a short trip to the paducah area. in around 3 hours they noted 8 trains from 4 railroads, not too bad for three hours on a Tuesday morning.

On September 7th, the Old Goat was on his way to Paducah to meet Jim futrell from Mayfield. They were on the way for one more railfan trip to Southeastern Missouri on the S.P. before the Sep. 12th U.P. takeover of S.P.. Arriving at the Thebes Bridge at 11:00 a.m., they were greeted by a Westbound U.P. manifest train with U.P. power. they next crossed the Mississippi River at Cape Girardeau and headed to Scott City. At Scott City, they noted an eastbound S.P. manifest train changing crews. They would travel West as far as Bell City, about 35 miles from Scott City. They would sight 18 trains during the next 7 hours. 6 of those trains would be S.P.. Not a bad day of railfanning the S.P. one more time, before the end. Thanks Jim for a day of bigtime railfanning S.P. style.... The next trip was on Oct. 21st. to see the first Passenger train in years to travel down the I.C.'s Edgewood Cutoff, West of Paducah. The Old Goat, Ron Stubblefield and Chris Dees were on the way again in a downpour of rain around 8:00 a.m. heading for Fulton. Chris was asking if Bill grady was going to join us for the trip, since the weather forecast had called for clear and sunny weather. Well, Bill, wasn't in the area and the rain had stopped by the time we arrived at Fulton. Our plan for the day was to travel North from Fulton looking for a good location to shoot the train. The train had left Chicago at 7:00 a.m. and was pulled by the two I.C. E9s. and carried 19 passenger cars belonging to members of the American Association of Private Car Owners. the train was to stop in Memphis overnight, before going on to New Orleans the following day for the groups annual convention... Chapter member Don Clayton was riding the trip from Chicago to Fulton. His plan was for Wallace Henderson to meet him in Fulton and bring him back to Madisonville. As you will read that didn't happen. The Old Goat, Ron, and Chris. were checking out every bridge and grade crossing, North of Fulton looking for THE SPOT to shoot the excursion.

They found what they were looking for at a county road bridge at the North end of Maxon siding, only about 6 miles South of Metropolis. We arrived at this spot at 11:00 a.m. About this same time, we heard the I.C. Dispatcher in Chicago calling the "Amtrak Special" at Bluford, only 90 miles to our North and two hours ahead of time !!!! Then, we heard a train coming from the South towards us. It was the Chiles Switcher from Fulton running to Paducah. Power was one I.C. GP10 and one I.C. GP38-2. We decided to stay at our location. The bridge was over a long cut, around 2 miles in either direction from us plus, during the two and a half hour wait, only three cars passed our location. Don Clayton reported the train ran at 79 mph. from Chicago to Edgewood, just South of Effingham. Once on the Edgewood Cutoff, the train ran at 60 mph. this is the top track speed allowed for piggyback trains on the cutoff. Chapter member, Spencer Brewer planned to see the train at Metropolis. Well, he got there just in time. Spencer arrived at Metropolis at 1:00 p.m. he thought he had plenty of time, but he was wrong. As he walked up to the tracks, the excursion rolled by his location. He didn't have time to run and get his camera, but at least he got to see the train. A few minutes later, the train was passing through Maxon, with our gang in hot pursuit. the train passed the detector at Fancy Farm at 60 mph. It arrived in Fulton, still two hours ahead of time at 3:00 p.m. the units were already fueled and ready to depart Fulton, by the time our gang arrived in town. We drove to the South Fulton yard limit to wait for the train. we didn't have long to wait, around 10 minutes. As soon as the locomotives passed the yard limit sign, they were off to the races again. Back to 79 mph for the trip to Memphis. We waited for a Southbound manifest train to leave the Fulton Yard, power was 3 I.C. GP40-2's. Time to eat back at Fulton. We got our food and went to the Fulton Amtrak Trailer, I mean station, to see if anymore trains were

running. A few minutes later, the Cairo Turn returned to Fulton, power was one I.C. GP10 and one GP38-2. The Fulton yard switcher was working the yard, by the yard office. One unit was an EMD Leasing unit, and the other was a Chicago Central Unit. Plus, at the roundhouse was an Union Pacific ex-D&H GP39-2 fresh from rebuilding and painting at VMV. The real surprise was seeing Don Clayton talking to David Cooper. Don was still waiting for Wallace Henderson to pick him up. the time was now around 5:30 p.m.. David had arrived to see the excursion train, but he was two hours too late. Don had been waiting and hoping for someone to arrive to take him back to Madisonville. He spent the last two hours at the Yard Office. We waited for Wallace for a little while longer. We later found out from Wallace, that he was still waiting for the so and so train, at a location, North of Fulton. We took Don Home, with an arrival in Madisonville around 7:30 p.m.. We all had a good time on this trip, except for Wallace. The next trip for 1996 was on Thursday, October 24th. the Old Goat, Keith Kittinger, Harold Kniffen and Ron Stubblefield were on the road at 6:00 a.m. headed for the Union Pacific Chester Subdivision. the reason for the early departure was to meet the Union Pacific Steam Locomotive #844 pulling an excursion from St. Louis to Little Rock, with an overnight stop in Poplar Bluff. The train left St. Louis at 8:00 a.m. and was due in Chester at 10:30a.m.. But this train was running a little late, about 30 minutes. A large number of people were on hand at Chester as the train arrived in town. The train was all Union Pacific, the #844 pulling around 12 cars. A nice looking train !!! Leaving Chester, with some people at every grade crossing, but only a few chasing the train, we made a run for the crossover at Jacob, North of Gorham. This is the location. that Ron put the pedal to the metal. After this thrilling cross country run, Harold was heard saying, as he crawled from the

backseat "I think I should stop and kiss the ground after that ride " .. He further stated that after living over 60 years, that was the first time, that he had ever rode in a car or truck turning curves as fast as what had just taken place. But he was loving every minute of the chase !!!! By the way, we bet the train by 10 minutes and the train was running 60 mph !!! Way to go Ron, !!!! And we all lived to tell the tale !!! The train next stopped in Gorham for two photo runbys. We had sighted Wallace Henderson North of Gorham, but he had dissappeared and we didn't see him for the rest of the day. the next stop was the Big Muddy River Bridge, South of Gorham. A large group of railfans, including Ricky Bivins, were waiting for the train at this next spot. By now the train was over an hour late. the train next stopped in Scott City, where the largest group was on hand. the downtown area was full of people wanting to see the Steam Engine. moving on to delta, Missouri, the 844 was greeted by the Iron Mountain 7 Southern Passenger train at the diamond. Who would have guessed on seeing two running Steam Locomotives at the same time in 1996 in Southeastern Missouri !!! The Union Pacific excursion stopped in Delta for a short time, so railfans could take pictures of both Steam Locomotives. Our last stop to see the excursion was at Perkins, Missouri. by now, the train was two hours late. with a stop to make in Dexter before stopping for the night in Poplar Bluff. The Steam Excursion was following three Westbound U.P. trains. The track speed from Scott City to Poplar Bluff is 60 to 70 mph. for Piggyback trains. The first and second trains ahead of the excursion was a piggyback followed by an APL Doublestack train. The 3rd train was a manifest train. The last train was running about 10 minutes ahead of the steam excursion. The steam excursion had been running over 60mph for parts of the trip from St. Louis, but was still running two hours late, due to the many stops.

The dispatcher in the former Southern Pacific Dispatch center (Desk 16) called the 844 on the radio as the steam excursion was passing through Perkins. The Dispatcher asked the Engineer, Mr. Steve Lee, this question: "Mr Lee, don't you think you are running that train a little too fast ?? . You keep running on the block of the train ahead of you. Why don't you slow down some, and let the Railfans in the area take a few more pictures ?? Steve Lee's reply was, "The Railfans have been taking pictures since 8:00 a.m., Also I'm in a hurry to get to Poplar Bluff" . To that comment, the Dispatcher in Denver replied, "Desk 16 Out" . End of Discussion. With that last look, we too said goodbye to the Union Pacific #844,,,, Oh by the way, the Union Pacific did run a few other trains during this trip. Between 10:00 a.m. and 3:30 p.m., we sighted only 7 trains. Very few trains for almost 6 hours on the Chester Subdivision. But as we drove from Scott City to Ware between 4:45 p.m. and 5:30 p.m., we heard on the radio or sighted 7 Westbounds and heard Three Eastbounds arriving at Scott City. Looked like traffic was picking up, just as we were leaving for home. But, we were ready to call it a day. everything had gone OK and the trip was deemed a super day by everyone. The Old Goat and Ron made one more trip in 1996. It was to St. Louis to the GATS in Collinsville the Saturday after Thanksgiving. We didn't do any railfanning on this trip. Neither one of us took a camera or scanner. We did sight an Eastbound Norfolk Southern manifest train east of Fairview Heights and two Conrail trains in Collinsville. We went to the show to do some shopping, plus it rained all day, so railfanning was out of the question anyway, but , we still had a good time and bought lots of stuff. Well, looking back at 1996 has been fun. It was a somewhat busy year. Add to these, some local railfanning on CSX and P&L and that just about does it for another year. thanks to everyone that went along for the ride in 1996.

Here's looking to 1997 for more good times with friends trackside. Hope to see you soon !!!

That's all I have to report for this edition of "Sightings". If any of you have yearend reports, that they would like to see printed, send them in. Remember to send in your 1997 dues as soon as possible. Let's try for 100% renewals in 1997. Plus, remember to invite anyone that you know, that likes railroading to our meetings. Everyone is welcome ! I know of three possible new members for 1997 myself. Thanks to everyone for the information that was sent in to this Newsletter in 1996.. We need everyone's support. If you have news items, trip reports or any thing else about the railroads in this area, send the information in. Send the reports to the Editors address or to my address., it doesn't matter which address, just send us your information. Keep in Touch. later Dudes.

Dennis J. Carnal
704 Choctaw drive
Madisonville Ky. 42431-3365

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

Phone # 502-825-0693

Some of you may have heard of the Darwin Awards.... It's an annual honor given to the person, who managed to take him self out in a most spectacular manner, thereby eliminating his genes from being passed on to the next generation. Last years winner was a fellow who was killed by a Coke Machine, which tipped over on him as he was attempting to shake and rock a free soda out of it.. Well, on to this years winner..... The Arizona State Patrol was called to investigate an alleged plane crash that occured out on a lonely desert road. . As they drove up to the site. they came across wreckage strewn across a large area

ending in a blackened crater that was located a fairly good distance up the side of Rock cut . At first satisfied that they had indeed found what remained of a downed plane, one of the officers noticed a large lump of twisted burnt metal , which he recognised as what was left of a V-8 engine block, while the other found the differential casting & three automotive tire rims, after some discussion, they came to the conclusion that this was a very strange airplane, or someone had developed a supersonic automobile. Which really isn't far from the truth, A few day later, someone in Phoenix filed a missing persons report. it seems a certain individual who in his spare time tinkered with hotrods, had somehow aquired a JATO pack (Military Surplus Of Course) The JATO is a solid fuel Rocket or Rockets used to assist heavily loaded C-130's or other cargo type planes off of short runways, Anyway this person strapped the JATO pack onto a 1967 Impala , took it out to a long stretch of desert highway, wound the old Impala up to speed, and then ignited the JATO.....The facts as best as could be determined.. The driver ignited the Boosters at 4 miles from the crash site. This was determined by the prominently scorched asphalt at that location. If the JATO was operating properly, it would have reached maximum thrust within 5 seconds of ignition, causing the Impala to reach speeds well in excess of 300 mph and continuing at full power for an additional 20-25 seconds, the driver---- soon to be pilot---- most likely would have experienced g-forces usually reserved for fighter pilots in combat. It is more than likely that as a result of this, the driver became insignificant for the remainder of the event. The Auto remained on the straight highway for about 2.5 miles (15-20 seconds) before the driver applied and completely burnt out the brakes, blowing a tire.(or a wheel bearing said to heck with this). the car left the road going up an embankment

Becoming airborne for an additional 1.4 miles, until impacting the cliff face 125 ft. above the road leaving a blackened crater 3ft deep in the rock. Not enough of the driver remained to identify.

From Bill Grady In Louisville.

Scanner Stuff from Chris Dees..

I'm often asked by other railfans I see out and about what radio frequencies I've got tuned in on my scanner, and how I receive, comments often include "I'm not hearing that conversation", "How did you find out about that BNSF Engine" or "Whats the frequency"? well, here's some tips:

The best beginner's reference manual for Radio frequencies is Kalmbach's **Compendium of North American Railroad radio frequencies**. It does have some mistakes and omissions- I sent 4 typed pages of corrections for the last edition.

A good reference manual on general Railroad Radio is Vincent Reh's **Railroad Radio** from Byron Hill Publishing, I highly recommend it, as it explains most everything.

if you have a computer with CD-ROM, spend \$30 and purchase the U.S. frequency database from Percon Corporation (WWW.PERCONCORP.COM) This database program contains every FCC license in the United States, including Railroads, as Percon is the government contractor who handles this information, A companion mapping program allows importing of data to plot actual transmitter sites. It is updated twice a year.

While probably not needed by anyone except the die-hard scanner nut, Radio Shack does offer a frequency counter for around \$100. You have to be very close to the transmitter to get a frequency readout, so usually this item is considered a luxury. It did come in handy in determining Hardin Southern's frequency on their first day of operation, However.

Program your frequencies in descending frequency order, this way the scanner doesn't work as hard jumping around from frequency to frequency, it's also faster.

Program your scanner banks by a grouping method, have all your Paducah frequencies in one bank, Evansville in another, Nashville in still another, etc. You can then turn on only the bank or banks you need, additionally speeding up your scanner.

Typical mobile scanner antennas come with several feet of coax cable to route from your vehicle's roof to the scanner, that extra coax cable is robbing you of the signals from afar. You need to remove it, here's how.

Mount your antenna in the desired location on your vehicle.

run the coax to the location inside your vehicle where you'll normally put the scanner while in use. don't stretch the coax, just route it neatly.

You've now likely got several extra feet of coax right where the connector attaches to the scanner, using side cutting pliers, cut off the extra coax and discard it. You may have just removed over 50% of your recieved signal loss.

Go to Radio Shack and get a solderless BNC connector, insert the cut end of the coax from your antenna, turn one screw, and you're done !!

The last technique may sound a bit like Jeff Foxworthy's test for being a redneck who listens to trains on the scanner, but it works... It really does !! it involves using a mag-mount for your base scanner at home, inside the house.

Mount the antenna as high as possible on a shelf, or similar furniture that the wife or mother approves of

trim the excess coax and install connector as previously mentioned

Since a mag-mount ideally needs to be placed on a metallic surface

for good operation, you'll need to find something metal to sit the antenna on. while this may be mom's favorite aluminum pie plate, there's a less painful way.

Take a piece of cardboard and wrap it in aluminum foil, tape it up like a christmas present, and place the mag-mount antenna in the center of the foil-wrapped cardboard.

TURN ON THE SCANNER AND LISTEN.

I know it sounds weird, but this little contraption works good.... real good !! I can monitor CSX through Bruceton and Madisonville, BNSF's River Sub. in Missouri, and that weak little hotbox detector in fairview.... all from Calvert City, If at Madisonville, you could probably monitor Howell Yard in Evansville, I've also heard SP/UP at Scott City, Mo.

Happy Scanning.

Chris Dees

Thanks to Chris for this information.

