

THE CROSS-TIE

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Railroad Quick Hits

- Citing growth on its "Express Line," Union Pacific is expanding and upgrading its refrigerated boxcar fleet. UP has purchased 500 new refrigerated cars and is underway with the upgrade of more than 2,600 refrigerated boxcars it currently owns. The cars, designed by Trinity Industries, will hold 40 percent more.
- Amtrak has announced an expanded menu on all long-distance trains. The expanded menus offer all passengers exciting new selections for breakfast, lunch and dinner — many with larger portion sizes and reduced prices.
- Amtrak has announced a new train between Boston and Washington. The Federal departs D. C. at 10 p.m. and arrives in Boston at 8 a.m.

RAILROAD HISTORY RUNS DEEP IN GUTHRIE, KY., TRAINS STILL RUN

By Todd DeFeo
The Cross-Tie

GUTHRIE, Ky. — Driving into this small town, hugging the Kentucky-Tennessee state line, one can feel a sense of history, long forgotten over several decades.

At one point in history, five railroads served the city. Today, one Class I Railroad and one short-line railroad still pass through Guthrie on a daily basis.

Trains first reached Guthrie in the 1850s. And within the next 30 years, Guthrie became a hub for travelers and railroads. Trains left Guthrie, connecting to almost anywhere in the Eastern United States.

The first, and most famous railroad to serve Guthrie, was the **Louisville & Nashville Railroad**.

Chartered on March 5, 1850, in the Commonwealth



R.J. Corman operates a short-line out of Guthrie, Ky. The city has a long railroad history, dating to the 1850s. (Todd DeFeo/The Cross-Tie)

of Kentucky and on Dec. 4, 1851, in the State of Tennessee, the Louisville & Nashville Railroad operated until Dec. 31, 1982.

The second railroad reaching Guthrie was the Memphis, Clarksville & Louisville Railroad, which received its charter from

Tennessee on Jan. 28, 1852. The line connected with the Memphis & Ohio Railroad and the Louisville & Nashville Railroad in Guthrie to provide connecting service between Memphis and Louisville.

The first train on the

(Continued on page 2)

OPERATION LIFESAVER DAY OBSERVED

Nationwide, thousands of Americans observed National Operation LifeSaver Day May 14.

According to Operation LifeSaver, a national safety awareness program, a vehicle and train collide about every two hours in the U.S.

Nearly 500 people die annually and an additional 1,200 are injured as a result of trespassing on railroad property and right-of-ways.

Since its inception in 1972, the national Operation Lifesaver program has been credited by the Federal

Highway Administration with saving an estimated 10,000 lives and preventing 40,000 injuries.

Operation Lifesaver partners with state agencies and local organizations to offer educational programs and rail safety.

FROM THE FRONT: GUTHRIE, KY.

(Continued from page 1)

Memphis, Clarksville & Louisville Railroad ran on Oct. 1, 1859, according to published notices in The Clarksville Chronicle.

The line operated, excluding the years during the Civil War and an 11-day strike in 1868, until Sept. 30, 1871, when it was purchased by the Louisville & Nashville Railroad.

The third railroad to reach Guthrie was the **Edgefield & Kentucky Railroad**. The railroad was incorporated Feb. 13, 1852, and completed "in the latter part of 1859," notes historian Kincaid Herr. The Edgefield & Kentucky Railroad connected Nashville, Tenn., and Guthrie, Ky., and offering connections to regional cities, including Henderson, Ky., and Memphis, Tenn.

"Soon after the close of the civil war, Gen. (Jeremiah) Boyle took hold of the Edgefield, Henderson & Nashville Railroad, which had been dragging along with great difficulty for several years, and with his usual zeal imparted life to the enterprise," according to "A History of the State (Fourth Edition)," published by Battle, Perrin, & Kniffin in 1887.

"He visited Europe to negotiate with the French stockholders of the road, and so successful was he that he was able to prosecute the work with great rapidity to its completion. He subsequently devoted himself with great vigor to the inauguration of the narrow-gauge system in Kentucky, and by his presentation of the subject gained

"The problem was solved by turning to L&N's president, Milton H. Smith, who signed a contract on Aug. 30, 1884 with the Elkton Railroad."

— *Dennis Mize, about the Elkton & Guthrie Railroad*



Guthrie sits on the Tennessee-Kentucky state line. (Todd DeFeo/The Cross-Tie)

the favorable attention of the public."

The Louisville & Nashville Railroad later purchased the Edgefield, Henderson & Nashville on Dec. 6, 1879.

A fourth road, the **Evansville, Henderson & Nashville Railroad**, also served Guthrie. The road, which wasn't completed until 1871, was taken over on Oct. 1, 1872, by the St. Louis & Southeastern Railway Company. The Louisville & Nashville Railroad purchased later the road on Dec. 6, 1879.

A fifth road serving Guthrie never actually operated as an independent entity.

The **Elkton & Guthrie Railroad** was incorporated on Feb. 10, 1871, as the Elkton Railroad Company.

"Work on the railroad was very slow and 13 years later, only the right of way had been cleared and the roadbed graded," Dennis Mize wrote in his 1999 book *L&N's Memphis Line*.

"To make matters worse, the line was out of money and the prospects of raising

additional funds for laying track and purchasing rolling stock were bleak," Mize wrote. "The problem was solved by turning to L&N's president, Milton H. Smith, who signed a contract on Aug. 30, 1884 with the Elkton Railroad."

On May 12, 1957, the Interstate Commerce Commission granted the Elkton & Guthrie Railroad permission to abandon its tracks.

"It is interesting to note that the Elkton & Guthrie never owned any rolling stock and never operated its own railroad," Mize wrote. "For its entire life, the line was leased to the L&N."

During the passenger railroad peak in the 1920s, upwards of 40 freight trains and 30 passenger trains "were operating through Guthrie and a significant amount freight and passengers changed trains," Mize notes.

Today, the railroad's history can be seen in the town's layout, but the station and many of the tracks leading to town can only be found in the history books.

THREE WESTERN AMTRAK TRAINS EXPERIENCE RIDERSHIP INCREASES

OAKLAND, Calif. – Amtrak in April reported ridership increases on three of its trains.

Amtrak's *Pacific Surfliner* achieved record ridership for the second quarter of fiscal year 2003. Ridership was up 29.2 percent during the January-through-March quarter with 507,268 passengers traveling along the route.

Amtrak operates 11 *Pacific Surfliner* roundtrips Monday through Thursday and 12 roundtrips Friday-Sunday between San Diego and Los Angeles, with four extending to Santa Barbara and one continuing to San Luis Obispo.

Amtrak's *San Joaquins* reported record ridership for the second quarter of fiscal year 2003. Ridership increased 12.7 percent during the January-through-March quarter with 179,990 passengers traveling along the route.

Amtrak's *San Joaquin* trains offer four daily roundtrips between Bakersfield and Oakland and two roundtrips between Bakersfield and Sacramento.

Amtrak's *Capitol Corridor* achieved record ridership for the second quarter of fiscal year 2003. Ridership increased 6.3 percent during the January-through-February quarter with 285,420 passengers traveling along the route.

Amtrak's *Capitol Corridor* trains provide service between Sacramento and the Bay Area with eleven daily roundtrips. A 12th roundtrip begins on April 28, 2003.



The southbound Amtrak Crescent passes through Norcross, Ga., en route to Atlanta in August 2002. Amtrak in April reported ridership increases on three of its trains — the *Pacific Surfliner*, *San Joaquins* and the *Capitol Corridor* — in the western U.S. (Todd DeFeo/The Cross-Tie)

"In an age when public transportation has struggled to remain competitive, it is gratifying to see the partnership between Amtrak and Caltrans produce such continued strong ridership results," said Tony Harris, Chief Deputy Director of the California Department of Transportation.

"This partnership has fostered strategic thinking at all levels, the results of which have been such innovative programs as Kids N' Trains to introduce school groups to train travel; Rail2Rail to permit greater flexibility for travelers who use Metrolink and Amtrak; and aggressive advertising that stresses discount offers and the advantages of modern rail travel," Harris added.

The combined ridership on Amtrak's three state-supported routes is up 18.5 percent the first half of this fiscal year compared to the

same period in FY02.

The routes include the Bakersfield-Oakland/Sacramento *San Joaquins* and the San Luis Obispo-Los Angeles-San Diego *Pacific Surfliners*. These three California intercity rail corridors rank in Amtrak's top five busiest routes.

"By analyzing the equipment cycling, identifying locations to improve schedule conflict areas and by redeploying the assignments of existing train crews, Amtrak was able to help us implement an increased level of service for the CCJPA and our customers while keeping costs to a minimum," said Capitol Corridor Joint Powers Authority (CCJPA) Managing Director, Eugene Skoropowski.

"The bottom line is that we will have more service and still live within the appropriated state budget. This is a 'win-win' for all."

"In an age when public transportation has struggled to remain competitive, it is gratifying to see the partnership between Amtrak and Caltrans produce such continued strong ridership results."

—Tony Harris, Chief Deputy Director of the California Department of Transportation.

FATALITIES IN TRAIN DERAILMENT

HINESVILLE, Ga. — Two people were killed following a May 8 grade crossing wreck here.

Amtrak's southbound *Silver Star* struck a lumber truck at 7:20 a.m. May 6 and derailed, officials said. The truck's driver — Boyd James Van Horn of Richmond Hill, Ga. — was fatally injured in the crash.

"It felt like a really hard bump," passenger Darren Hinzman told *The Associated Press*.

"Then I felt a crash. Chairs were falling forward,

objects were falling."

The train's engineer — Larry Wayne Edenfield of Macclenny, Fla. — died May 9 from injuries he sustained in the wreck. He was a 30-year railroad veteran, serving 17 with Amtrak.

"He was a veteran locomotive engineer with an excellent record," David L. Gunn, Amtrak's President and CEO said. "This tragedy touches us all, and we mourn his untimely passing."

According to Amtrak, 22 passenger and five crew

members were injured in the crash.

The train, which was en route from New York to Miami, had 150 passengers and 14 crewmembers aboard at the time of the collision.

The crossing was marked by standard X-shaped railroad warning signs, Amtrak said in a statement. The tracks are owned, operated and maintained by CSX Transportation.

Trains are allowed to travel 79 m.ph. through the area, Amtrak said.

STATION DEDICATED TO SLAIN OFFICER

PLAINFIELD, N.J. — Flanked by state and local leaders, NJ Transit Board Chairman Jack Lettiere and State Assemblyman Jerry Green on April 30 dedicated a newly restored historic depot to a slain officer..

In honor of the restored station, NJ Transit dedicated the building in the memory of Plainfield Police Officer Abigail J. Powlett, the state's first female officer to be slain in the line of duty.

"Police officers, firefighters and emergency rescue workers are our everyday heroes," Assemblywoman Linda Stender said. "Abigail Powlett's service is a shining example of the dedication and commitment these brave men and women supply to their communities."

Taking its rightful place among historic surroundings, the newly restored Plainfield Station has returned to its majestic grandeur, fitting of the Queen City it calls home.

"This project is one that brings many benefits to NJ Transit customers and the

surrounding community, consistent with Governor McGreevey's Smart Growth vision," Lettiere said. "By improving this station, in partnership with the local community, we help to further encourage the use of public transportation and reduce congestion in Central New Jersey."

The Plainfield Station improvements follow a successful \$1.6 million project at Netherwood Station, also located in Plainfield. The improvements at Netherwood included the restoration of the station's exterior, redesign and improvement of two parking lots, and installation of historic lighting and new landscaping. The upgraded station has increased ridership, from 178 on an average weekday in 1995 to 526 today.

"The Plainfield Station is an example of what we as state, county and local leaders can accomplish if we work together, and I am very proud to have played a part in this effort," Green said. "Plainfielders have a

great opportunity to build on a solid foundation, but we must work together, we must work as a team. If we do this, these improvements can act as a catalyst for redevelopment of the entire North Avenue Historic District."

Plainfield Station is one of 19 stops on the Raritan Valley Line, which serves 8,100 daily passengers from Hunterdon, Somerset, Middlesex and Union counties. On Monday, NJ TRANSIT welcomed its newest addition to the Raritan Valley Line — the \$24.8 million Union Station in the Township of Union.

"The restoration of Plainfield Station — which serves more than 700 riders each weekday — is critical to the continued growth and vitality of this city," said NJ Transit's Executive Director George D. Warrington.

Officer Powlett was on the Plainfield Police force for three years at the time of her death. She is survived by two children — a son and a daughter.

*"Police officers,
firefighters and
emergency rescue workers
are our everyday
heroes."*

*— New Jersey
Assemblywoman Linda
Stender*

SPECIAL REPORT: PASSENGER RAIL

PASSENGER RAIL COALITION TESTIFIES ON FUNDING NEEDS, AMTRAK LOOKS AHEAD



Amtrak — the nation's passenger railway — operates trains, including *The Crescent*, nationwide. The States for Passenger Rail Coalition is lobbying for more money to fund passenger rail. Also, Amtrak has outlined a 5-year rehabilitation plan. (Todd DeFeo/*The Cross-Tie*)

WASHINGTON — Stressing the critical need for federal funding support for passenger rail improvements, States for Passenger Rail Coalition Chairman David King testified before both houses of Congress in April.

"For years the states have been investing in railroad crossing safety improvements, purchasing passenger equipment and renovating or building multi-modal stations," King said. "But we cannot do it alone. We need a strong federal partner if we are to move forward and improve our nation's passenger rail system."

The States for Passenger Rail Coalition is a grass roots organization of 24 states working together to develop, improve and expand passenger rail service. The group has been working together to develop support in Congress to create a federal funding program for state sponsored projects to enhance intercity passenger rail service in the United States.

King testified April 29 and April 30 before the Senate Committee on Commerce, Science and Transportation and before the House Transportation and Infrastructure Committee.

In order to strengthen and expand the national passenger rail system, the group is asking Congress to:

- Authorize \$1.8 billion in tax credit bonds and \$550,000,000 in general funds during the next three years for state sponsored infrastructure, equipment and station improvements.
- Fund a pool of new equipment jointly administered by USDOT and the states
- Adopt legislation to help address the security needs of the rail industry — especially in wake of recent world events.
- Increase funding for grade crossing safety improvements.
- Direct the USDOT to conduct studies on pub-

lic access and cost allocation issues as required for needed infrastructure and service improvements, and

- Develop a fair and equitable solution to address liability concerns of multiple railroad organizations operating in the same area.

Chambers of commerce and business groups in the Southeast, Midwest and other parts of the country have joined with the multi-state coalition to express support for passenger rail enhancements and expansion.

"Business leaders in our states are not motivated by a sense of nostalgia, but rather their impetus comes from a hard-nosed business analysis that our current transportation system has a serious weakness," King said. "And that weakness hampers our ability to compete globally. We need an efficient and effective rail system that can supplement other modes of transportation."

(Continued on page 6)

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But we cannot do it alone. We need a strong federal partner if we are to move forward and improve our nation's passenger rail system."

*— David King,
Chairman of States for
Passenger Rail Coalition*

PASSENGER RAIL: AMTRAK'S PLAN

(Continued from page 5)

Amtrak's 5-Year Plan

Amtrak's five-year strategic outlines capital investment and an operating plan to restore its physical plant and train equipment to a state of good repair and improve the railroad's operational reliability.

The plan is based on prudent investments in existing infrastructure and equipment, and proposes no new significant passenger services, focusing instead on improving the reliability and cost-efficiency of the passenger railroad's existing services.

"This plan is very specific and precise," Amtrak President and CEO, David L. Gunn said. "It details exactly what we propose to do with equipment, track, signals, interlockings, bridges, maintenance facilities and other assets and how it will improve our operational reliability."

"While there has been much discussion of 'reforming' Amtrak in recent years, no matter what reforms policymakers may want, you have first got to get costs and reliability under control. This strategic plan focuses on running a fiscally tight business and bringing the railroad to a state of good repair so that it costs less to operate and costs less for the taxpayer."

To support the strategic plan, Amtrak proposes that annual federal funding range from \$1.8 billion in FY '04 to under \$1.5 billion in FY '08 for the combined capital investment and operating needs, with more than half of this funding invested in two major capital categories: the 1,959 track miles of

infrastructure that Amtrak owns and maintains and the passenger fleet, which would be better standardized to increase reliability and availability, while reduced by about 10 percent — from 2,278 passenger cars and locomotives today to 2,057 in FY '08.

Infrastructure improvements under the plan include the installation of 428,000 concrete ties, supporting 162 miles of track; replacement of 270 miles of rail; refurbishment of 200 miles of catenary; replacement of 225 miles of ballast, supporting ties and rails; and replacement of 40,000 switch ties and 26 interlockings.

Among the improvements to communications and signals would be the replacement of equipment at dispatching centers in Boston, Philadelphia and New York, replacement of seven signal houses and updating 30 miles of electric cable with fiber optic cable. The plan also includes the replacement of two movable bridge spans in Connecticut improvements to eight other bridges — including an annual replacement of 2,200 bridge ties — and completion of a new maintenance facility in Oakland, CA currently under construction.

Under a four-part fleet rehabilitation program emphasizing the retirement of very old cars, the repair of wreck-damaged cars, overhauls to achieve intended asset lifespan and remanufacturing to extend lifespan beyond original design, Amtrak intends to substantially increase the reliability and availability of passenger cars and locomotives. On

average, only 81 percent of cars on corridor trains are available for revenue service, statistics show.

This would increase to 90 percent with increased overhauls and remanufacturing under the plan. Similarly, while only 71 percent of the long-distance fleet is available today, the four-part initiative would increase availability to 89 percent — locomotive availability would also increase from 68 percent to 86 percent.

Overall, 46 corridor passenger cars, 142 long-distance passenger cars, 147 locomotives and all 64 aging Auto Train auto carriers would be retired. Purchases would be made of 14 new RDC units, 75 long-distance cars, 25 switch engines and 80 new auto carriers.

"This plan is comprehensive and thorough," Gunn said. "Every dollar is strictly accounted for, and anyone reviewing the plan can understand where and why the money is being invested."

"The dividend of such investment would be a railroad in good operating condition, with overhauled, safe, reliable, and well-maintained equipment. For the tracks we own, it will mean a state of good repair, far fewer speed restrictions that degrade capacity, riding comfort and schedule reliability."

Over the course of the five-year strategic plan, Amtrak estimates that its operating cash loss will decrease from \$744 million to about \$650 million, as a result of a combination of management initiatives and revenue growth based in part on improved operational reliability.

"This plan is very specific and precise. It details exactly what we propose to do with equipment, track, signals, interlockings, bridges, maintenance facilities and other assets and how it will improve our operational reliability."

— Amtrak President and CEO, David L. Gunn.

KCS and TMM Announce Agreements

KANSAS CITY, Mo. — A series of agreements will place the Kansas City Southern Railway, the Texas Mexican Railway Company and TFM under the common control of a single transportation holding company, officials announced.

“Common control of these three railroads, which are already physically linked in an end-to-end configuration, will enhance competition and give shippers in the NAFTA trade corridor a strong transportation alternative as they make their decisions to move goods between the United States, Mexico and Canada,” said Michael R. Haverty, chairman, president, and chief executive officer of KCS.

The common control of The Kansas City Southern Railway Company and the Texas Mexican Railway under NAFTA Rail, would require approval of the Surface Transportation Board

in the United States. Additionally, the acquisition of Grupo TFM shares by NAFTA Rail would require the approval of the Competition Commission and the Foreign Investment Commission in Mexico.

“KCS already owns KCSR and has significant investments in Tex-Mex and TFM, so these agreements are just a natural business progression offering KCS and Grupo TMM shareholders greater value through the operating efficiencies that will come from common ownership and control,” Haverty added.

Under the Grupo TFM acquisition agreement, TMM Multimodal, a subsidiary of Grupo TMM, will receive 18 million shares of NAFTA Rail representing approximately 22 percent – 20 percent voting, 2 percent subject to voting restrictions – of the company, \$200 million in cash and a potential incentive payment of between \$100 million

and \$180 million based on the resolution of certain future contingencies.

“These transactions will be pro-competitive and allow Mexico to strengthen its position in the North American economy,” said Jose Serrano, chairman and chief executive officer of Grupo. “NAFTA Rail will provide a viable rail alternative, while still preserving existing competitive gateways at the border between Mexico and the United States.”

Haverty will serve as NAFTA Rail’s chairman, president, and chief executive officer. Mr. Serrano will serve as vice chairman of NAFTA Rail and chairman of TFM, while also joining the NAFTA Rail board of directors along with Javier Segovia, president of Grupo TMM. The remainder of the 10-person board will be made up of existing KCS directors. Mario Mohar will remain as chief executive officer of TFM.

“These transactions will be pro-competitive and allow Mexico to strengthen its position in the North American economy.”

*— Jose Serrano,
chairman and chief
executive officer of
Grupo TFM*

CPR’S SCHEDULING WINS AWARD

PHOENIX — Canadian Pacific Railway’s innovative approach to scheduling has won the 2003 Franz Edelman Award for Achievement in Operations Research and the Management Sciences.

The award, recognized as the “Tech World Series” is presented by the Institute for Operations Research and the Management Sciences.

The railroad won for “Perfecting the Scheduled Railroad: Model-Driven Operating Plan Development” by Phil Ireland, Rod

Case, and John Fallis of Canadian Pacific Railway, and Carl Van Dyke, Jason Kuehn, and Marc Meketon of MultiModal Applied Systems, Inc.

North American freight railroads rely heavily on “tonnage-based dispatching,” in which trains are only run when enough traffic has accumulated.

Canadian Pacific Railway turned to the concept of operating every aspect of the railway on a fixed schedule. The change in railway operating philosophy and prac-

tice has reduced Canadian Pacific Railway’s cost base by more than \$285 million (Cdn.\$500 million), has made service more reliable and has increased profitability.

“We have developed the best scheduled railway model in the industry, and the Edelman Award serves as an important independent validation,” said Rob Ritchie, President and Chief Executive Officer of CPR.

The award was presented May 6 at an INFORMS conference in Phoenix.

An excursion to Cookeville, Tenn.



All photos by Todd DeFeo/The Cross-Tie



The Cookeville, Tenn., depot as it looked on May 3, 2003. The station was built by the Tennessee Central Railway in 1909 and served the road until it went under in 1968. Today, it greets passengers who take an excursion train to Cookeville offered by the Tennessee Central Railway Museum. (Todd DeFeo/The Cross-Tie)



FOR MORE, LOG ONTO:
<http://www.tcry.org>

Trains first reached Cookeville in 1890 when the Nashville & Knoxville Railroad steamed into town. Twelve years later, the Tennessee Central Railway purchased the road. Every May, the Tennessee Central Railway Museum offers its spring rendezvous, a 180-mile round-trip excursion from Nashville to Cookeville. In 1909, the Tennessee Central Railway built a depot in the center of town. Gracing the depot's grounds is steam engine No. 509, a recent addition to the museum's railroad-related collection. This particular "10-wheeler" was built by Baldwin Locomotive Works in Philadelphia.



June 2003

SUN	MON	TUE	WED	THU	FRI	SAT
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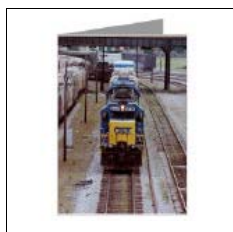
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We're evaluating mailing options. Please send us feedback at
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RAILFANNING IS FUN, BUT SAFETY IS KEY

DICKSON, Tenn. — I was catching some railfanning action here on a recent weekend.

It wasn't long before the familiar sound of warning bells starting ringing and I hopped up and assumed the photographing position. I started snapping pictures of a westbound CSX intermodal freight.

Then, in the corner of my lens I caught an approaching car. For a moment, I thought the car wouldn't stop. The driver pulled within what seemed like inches — it was more like feet in reality — of the tracks. Within seconds, the freight whizzed through the grade crossing.

While the driver obscured my camera's view of the approaching freight, I was-

Down the Tracks...



Todd DeFeo

n't all that worried. What concerned me more was that I almost saw what would most likely have been a fatal wreck.

So, I began thinking about how dangerous trains are. There's no doubt about, trains are deadly, if we're not careful.

And that doesn't only apply to motorists, but also to railfans.

I always play it safe when

I take to a trackside location to railfan. Safety is my — and should be all railfans' — No. 1 priority. For example, if you're watching trains from a railroad crossing, abide by the law and stay behind the gates.

Yes, safety should come before picture quality. Pictures, are a nice plus.

It's no secret that a fully-loaded freight train takes about a mile and a half to stop. Needless to say, a freight isn't going to stop for a careless motorist, much less a careless railfan.

So, the moral of the story is: Play it safe. Live to railfan another day.

Good pictures are a plus of railfanning, but what's the benefit if you're not around to enjoy them, not to sound hackneyed.