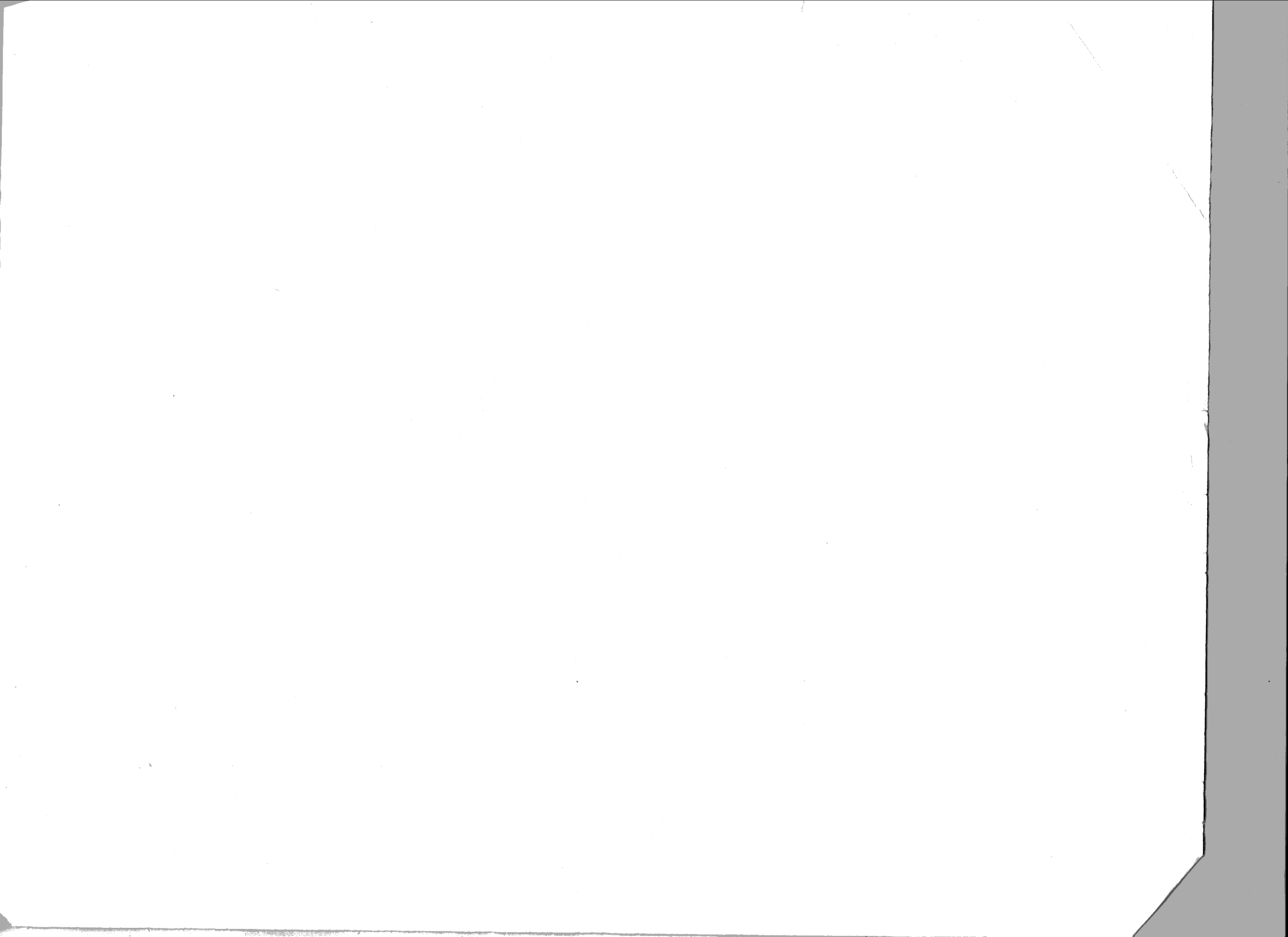


CAMPING ON LOW OR NO DOLLARS

An Alternative Travel Guide to Cool Camping Places and
Obscure Urban Hiking Trails Throughout the United States
and Canada

2008 Edition
TRD and Co.



FROM ALICEVILLE TO WENDOVER: An Alternative Hiking and Camping Guide to the US and Canada

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This is the 2015 edition of the crew change section of Train Doc's 1988 Basic Guide, including revisions and new info on yards and crew change points throughout the US and Canada. Rail operations are constantly changing and it has been years since we have been to some of the listed locations. Some info included is sure to be out of date and inaccurate—especially specific train schedules/ times. Local bus routes and landmarks also change. We generally try to date (13) specific train schedule info so you can see how recent the info is. Thanks to many friends for info contributed since the last edition. Some info here is available thru 'railfan' and corporate RR websites and listserves—especially info on recent changes, train schedules, etc. You might want to do some internet research on specific lines/trains/yards if you need specific updated train routings/schedules.

WARNING: Do you know what slack action is? Do you know what type of accidents account for most train rider deaths and serious injuries? Riding trains can be dangerous. Over the last few years there have been way too many terrible accidents in which train riders have been killed or seriously injured. In almost all of these cases one or more of the most basic safety rules for riding trains were ignored—in some cases by beginners and in others by riders who should have known better. This guide is about the details of how to find places to get on and off trains—it does not teach you how to ride safely. If you are a beginner we *strongly* advise you to read the 'Basic Guide' or other sources of info on how to ride safely *and* to start out riding with someone who knows what they are doing. The basic safety rules are really important. If you don't know or forgot them or have just gotten lazy and and ignore them—you are putting yourself at great risk. A few (by no means all) important rules--that by not being followed have led to recent tragic accidents--include:

Don't ride on loaded cars such as gondolas or lumber cars. It may seem like the cargo is so heavy it won't move but the reality is that loads can and will shift. Even huge pieces of metal or massive loads of lumber. When they do you will be crushed to death or seriously injured.

Always expect slack action! Moving and stopped trains, as well as strings of cars in a yard, can have sudden jarring movement, forward or backward, at any time. Especially be aware of this when crossing over/thru cars, getting on or off, or when on a moving train (especially if you could be vulnerable to falling off from a severe jolt). When on a grainer porch, open boxcar or 'suicide car' (floorless cars that are best avoided altogether!), always be ready for that sudden jolt. If you are not, you can easily be thrown off the train and killed or injured.

When crossing cars, never step on the knuckle (coupler)— people get their feet crushed this way. Use the ladders and small walkways, always keeping a firm grip on the grab irons in case the train suddenly moves. Avoid crossing over cars without ladders and walkways (such as auto racks and some coal cars) if at all possible.

Always check before crossing a track. RR cars when being switched can move almost silently. Sometimes the sound of one train or an idling locomotive masks the sound of a

rapidly approaching train on another track. Be very aware of this as you are getting off a train when there is another track—especially if you are on an outside of a curve.

Avoid getting on or off moving trains. But if you do, there are safer, less safe and really stupid ways to do it. Learn this BEFORE you are faced with a decision about getting on or off a moving train. At the vast majority of locations listed here you can get on and off STOPPED trains, always the safest move. Some places are listed where *some* trains may pass by slow enough for *some* people to catch on the fly *some* of the time. But slow enough for one person may easily be too fast for you. There are many variables involved—how much experience and gear you have, the weather, traveling companions, type of freight car, available light, having a dog or bike along, steepness of the ballast, your height, etc. Train speeds at any one location can vary greatly—speed limits may have changed and trains don't always follow them anyways. Don't believe this guide (or other people) when you hear that you might be able to catch on the fly at a certain place. Never feel pressured to catch on the fly at a certain location just because the people you are with are doing it or others have done it there in the past. If you ain't sure you can make it, don't try it. If you fuck up—even once—you don't get a second chance—your limbs ain't gonna grow back.

Being wasted, or even somewhat drunk or high, while on or around trains increases your risk and the likelihood you will disregard the above rules and other safety practices around trains.

Disclaimer: This guide is not intended to encourage people to hop trains or trespass and is for informational purposes only. For people who are riding trains anyway, having accurate information helps to increase overall safety and to decrease the chance of accidents or any possible interference with RR operations. This in turn helps decrease any possible risk or burden to RR companies from having riders on the property.

Another warning! A lot of effort, by many people over many years, has gone into putting this guide together. It is intended as detailed info for people who already know how to ride so please do not publish or post on the web any of this info. This guide should never be sold for more than the cost of copying it and the vast majority of our community prefers that it be kept 'low profile' and never be put on public display or sale. We know this is hard to accept for many people in the online era...but not every damn thing in the world needs to be on the internet! Please be careful and discreet with your copy of the guide and only give copies to riders who you know will be responsible with it. This document is copyrighted. Those without written permission are NOT authorized to publish any material in this guide or to post it electronically. Thanks...and enjoy!

USING THE GUIDE:

- Listings are by state or province and then city and include all points we are aware of where freight trains originate, do crew changes, or regularly stop for other reasons (such as putting on helpers, fueling, set-outs, turn around points, etc.).
- Yards in suburbs or in smaller towns nearby or within larger metropolitan areas are generally listed under the main city. Yard and/or suburb names, if known, are **bolded**.
- Separate RR companies in a city are listed in alphabetical order--except in some cases where they share the same yard area.
- If the railroad name is underlined (UP) it indicates a mainline track that in general will have more than one train each way daily (D). If the railroad name is not underlined (AA) it indicates a secondary or branch line operation where only one train each way a day--or sometimes less than one train each way daily—is likely to stop in this town.
- Following the RR name is a symbol indicating what type of operation or rail activity can be expected:
 - * - Main confirmed crew change point and/or crew originating point
 - # - Minor originating point; turnaround; or possible, but unconfirmed, crew change point.
 - + - Helper add-on or cut off point, refueling point, or other non-c-c point where trains regularly stop.

NOKL lumber (L), ARMN (L), CLSX, KCS (L). D (x Tu). GM MNPWC to Salt Lake/W. Colton (LA) 4-9am. ID ARMN (L), TBOX (L), CNW 490 hoppers (L), TILX (L). IM/DS 'KGILA' to LA 9am-2pm D (xM). ID PST, EMP, UMAX.
Pacific NW: ID lots of K-Line and APL, some Genstar. No Evergreen family. 'MNPJK' to Pocatello/Hinkle 10am-5pm. ID ARMN (E), autoracks (E), IBT lumber (L & E), SRY lumber (E), NS box (E), CRYX. (advise bag to avoid possible bust on IM/DS in Pocatello). D (x Tu&W) IM/DS 'ZKCBR' to Pocatello/Portland 12mid-6am. ID K-Line, HubGroup, CSX. note: may be short, so wait at Uinta overpass area. IM/DS 'ZG2BR' to Pocatello/Portland 9am-2pm D. ID K-Line, EMP, UMAX, HubGroup. IM/DS 'IG4SE' to Portland/Seattle random day/time. ID K-Line, Triton, APL. IM/DS 'IG4SEB' to Portland/Seattle random day/time. ID same as 'IG4SE'. likely big s/o at Albina/Port. IM/DS 'IDUSE' to Portland/Seattle random day/time. ID HubGroup, UMAX, APL.
Oakland: IM/DS: ID China Shipping (CCLU), England Transport (ENGZ), Hanjin. Some APL, K-Line, & PST. Evergreen family only goes to Oakland. IM/DS 'KMNOA' arvr D (x W&Th) 0300-12n. ID CSX, PST, APL, EMP, HubGroup, UMAX. Be on rear 1/3 by Roseville to go Oak. D IM/DS 'ZG2LT' to Stockton/Lathrop likely arvr 1600-2000. ID EMP, UMAX, HubGroup, PST. IM/DS 'IG2QA' to Oakland random days, ~ 12n-2pm. ID Hanjin, UMAX, PST. GMs 'MNPRV' and 'MNPRVB' to Roseville at random times (likely 9am-12n and 10pm-12mid D). ID ARMN (L & E), NS Box (E), ADMX (L), MWCX (L) SSW (E), NOKL lumber (E). These go Portola/Feather River route. (note also 'Ogden, UT' listing on these). Various WBD GMs also orig here: 'MGRRO' to Ogden/Salt Lake dep random days 2am-5am. ID CRDX (L), NOKL lumber (L), MWCX (E), GLNX (E). 'MGRPC' to Pocatello dep random days 4am-8am. ID SRY & IBT lumber (E), JRSX, FURX, PROX, SHLX. Overall, think it makes best sense to approach from S side of Uinta as mentioned and focus on mainline c-c.

Greybull (BNSF*) YD is on W side of DT. The depot is c-c. **Guernsey** (BNSF*) Also see **Wendover** listing. Almost all coal. YD is NE of DT and runs NW-SE. From INT of HWY 26 and Kansas Ave., go 2000FTN on Kansas to NW end of YD---HWY 26 RRU at far SE end. **Laramie** (UP+) YD is on W side of DT. 3rd St. is PT/E of YD. N end of YD is at Curtis St./Old Stockyard RRU. S end is at I-80 RRU. Easy access to YD, walk in wherever you want. GEO NBDs are WBD; GEO SBDs are EBD/SBD. GM 'MGRDV' to Denver arvr Tu+Th+Sa+Su, ~ 3-9am (11). 90% certain to work (small s/o & p/u). See 'Green River' listing for ID. You might be able to catch it around Clark overpass over YD. Note: If you try to ride this and end up in DT Cheyenne, bail off as you are on wrong train! GM 'MDVGR' to Green River arvr D (x M), ~ 7pm-12mid. (11). Also likely to work. Go to INT of 3rd St. & Hancock St. Walk 750FTW to N end of YD. p/us sitting up along here (I think). **Rawlins** (UP+) Many trains stop here for refueling, some run-thru. Slower trains may c-c here, others run with one crew Cheyenne--Green River. C-C is 150FT S of INT of E. Cedar & 1st St. WY state penitentiary is here, be discreet. EBD GM 'MGRDV' to Denver will arvr ~11pm-2am. c-c and may s/o (13). See 'Green River' listing to ID. **Sheridan** (BNSF*) YD is on NE side of town. YD is PT/E of Broadway and 5th St. crosses YD. I-90 overpass at N end of YD. WBD are GEO NBD here, and EBDs are GEO SBD. **South Torrington** (UP#) This is just S of DT Torrington, but I doubt there is much traffic. **Wendover** (BNSF*) Yes, this really is a c-c for trains running BTN Casper and Cheyenne. EBDs to Nebraska do c-c in Guernsey. From DT Guernsey, go ~3MW on HWY 26 to point ~ 1/4MW of 'Cold Spring Campground.' Turn R at 'Frederick Ranch' and go ~ 6 1/2 MNW on Oregon Trail Marker Rd. to RRX, which is c-c. Maybe two GMs D each way.

Ride Hard, Live Free, Be Safe!

- For some listings, YD phone numbers are listed. If you use these don't say you want to hop a freight—just say you are a "railfan" taking photos or something like that. Often, but not always, they will give you DEP info, times, etc. Expect more suspicion these days. If you don't feel comfortable doing this, don't call.
- When you see a "statement in quotes" or the term "reportedly..." this is info we've heard but haven't been able to confirm.
- A few RR related sites--such as RR museums--are listed. The diner recommendations are--with a few exceptions--cheap old RR car type diners. Because of space limitations we don't include missions, resources for free food, dumpsters, etc. nearby yards, sorry! When we know there are NOT any stores near a YD we will try to mention that.
- Checking En-route/Arrival Points:** One on a train, check the listings for the main towns it will go thru and for your intended destination. That may help you be aware of potential set-outs along the way and any issues with the yards at your final destination. This is important at Chicago due to the complex yard situation and number of yards that are way out of town.
- This is written assuming you are NOT using a scanner or tracing cars on a cell phone. If you are, your strategy may be different at times, particularly regarding needing to ask yard workers for specific train info/destinations.
- Borders:** We do not advise crossing international borders on freight trains in any direction. Go thru legal immigration. While some thru routes are shown, this is just FYI and so you can avoid getting on a train that might accidentally take you across a border. Freight entering the US are usually subject to strict security including possibly dangerous 'VACIS' x-ray scans.
- Use this guide with a healthy skepticism, strive to figure things out for yourself, and trust your instincts. You may find better ways to approach specific yards than those listed here. If you do, please let us know. Remember seeing something happen once doesn't mean it always happens! In giving directions please be very specific as we want to be as precise as possible.

What's New? Fracking and moving oil/sand have had huge impacts on rail operations in recent years. CP has agreed to sell some of its ex-D&H lines in Pennsylvania and New York (Albany area to Binghamton and everything in Pennsylvania) to NS. It will keep the line between Montreal and the Albany area....Rapid City Pierre and Eastern (RCPE) now operates the former CP/DM&E between Tracey, MN and Rapid City, SD, plus several branches....MM&A went bankrupt in 2014, following its oil train explosion disaster in Quebec. Its tracks are now operated by new Central Maine & Quebec. Some railroads seem to have become halfway serious (at least for now) about locking DPUs. If this becomes widespread, many entries here will be outdated. New strategies for getting rides in some places would be required.

ABBREVIATIONS: (this guide uses many abbreviations in order to save space).

Directional/Geographical Abbreviations:

E, EBD: East, Eastbound, etc.	M: Miles.	FT: Feet.	INT: Intersection BTN: between
DT: Downtown	CH: City Hall.	PO: Post Office	RRU: Railroad Underpass
HWY: Highway.	RD: Road	ST: street	RRO: Railroad Overpass
PT: Parallel to (Exp: "PT/E of": Parallel to and east of...)			RRX: Railroad Grade Crossing with a HWY
BL: Block(s). (Exp: 3BLSW: Three blocks southwest of...)			X: Except (as in D (x Su)-except Sunday).

C'nue: continue HF -- hole in the fence ~ 'approximately' or 'about' w/ with w/i within w/o without
 GEO: geographic direction (direction it appears to one standing there). This can be different than the direction of travel for the train—for example, a train going EBD may leave a certain town GEO NBD before turning to head E.

Railroad Operations Abbreviations

C-C or c-c: Crew Change or "Division Point" —a place where trains stop to put on a new operating crew.

c-c (underlined) Exact location of crew change (where the locomotives will come to a stop).

Trn trn YD: Yard YO: Yard Office YT: Yard Tower STA: Station or Depot

ARV -- arrival (re: arrival area) at a yard (ARV YD) or arrival time of a train

DEP: departure—examples would be 'the train will DEP at 10am or 'to reach the DEP YD....

Dest Destination Orig Originate Term Terminate D daily

WYE: Wye-a three legged triangle track junction '2back' --'doubling up' or 'doubling back' (see below)

A/R: As Required—Some trains operate less than daily, just when there is enough traffic to haul.

Cans: containers (40' or 45' or 48' or 53' shipping container boxes, the main cargo of IM/DS trains).

MP or m.p.: milepost (trackside marker showing mileage: "look for MP322"). O/S: Out of Service--abandoned trackage

ID: To identify by--looking for certain RR cars or containers to help determine where train is going. This might be as simple as 'has lots of tankers' or may be specific reporting marks like 'TBOX' or 'FBAX.' (this does not mean all cars must be as per ID).

In some cases it is then noted whether cars are likely to be (f) loaded or (e) empty.

BP: Border Patrol (aka INS or ICE) (x)PD: Police Department (i.e. Chicago Police Department -- CPD)

Freight train and car types:

GM: General Manifest (aka mixed or "junk" trains—boxcars, gondolas, grainers, tankers, flatcars, owlcars, highbacks ("HB"), etc).
IM: Intermodal trains which can consist of 1) "pigs" (piggybacks—officially known as "TOFC" (trailers on flat cars); 2. "COFC" (containers (cans) on flat cars), and "DS" (double stacked containers in "well" cars, aka "48s" or "53s"). DS cars carry both 'domestic' cans "dom" (those used within North America, often 48' or 53' long... e.g. JB Hunt, Schneider, Alliance, Swift, Hub Group, CSX) and 'international' "int'l" cans, (40' long... e.g. Hyundai, Evergreen, OOCL, Med. Shipping, APL, Cosco). More rarely you will see a **PIB** ('pig-in-a-bucket')—a semi-trailer riding in a well car. Discreet rides but not the safest—be careful, especially getting on and off!

Railroad Terms and Slang: Railroaders have a whole lingo of its own, way too extensive to explain here—read the "Basic Guide" or "Speaking of Trains" or other sources if you are confused—terms you hear. Here are a few used frequently in this guide:

Air sheets: Some YDs use "airsheets" for strings of cars that have been made up but are awaiting power. These are either slips of paper stuck in the knuckle of the front coupler on the first car of a string or else 4" x 6" hard paper cards, with an eyelet with thin wire and attached to grab irons on front of the car showing RR and train #. This can be helpful, particularly if you know your train number/symbol. Discreetly look at airsheets—and replace them afterwards. Do not remove them!

Block swapping Is when trains have sections of their consist switched off for pick-up by another train headed to a different destination. This can happen in a yard or out at a remote siding.

DPU's (Distributed Power Units) are unmanned "slave" locomotives midway back or on rear end of many trains—especially heavier trains. As of 2014 many are starting to be locked. It is unclear whether the trend towards locking DPUs will become widespread or not. If so, some of the advice in this guide relating to catching DPUs may already or soon be outdated.

'Doubling up' (2-back) is when, while making up a train, the road power couples onto a first string of cars, pulls it forward, and then backs down on to a second string of cars. AKA: 'make a double', 'double back', 'double over', etc.

EOT or 'Freddie' End Of Train device—the electronic box attached to the rear end of a train.

On duty (OD). This is the time a crew starts work at a YD to operate a specific train. The actual DEP time may be shortly afterwards, if the train is already ready to go, or may be quite some time later, if some switching or other work is first required. If a train is listed as "OD 4pm" it may leave just a few minutes later but more often an hour or so later.

Hazmat: a HAZardous MATerial car (e.g., chlorine, ammonia, gas, propane, cyanide tankcars or covered hoppers) slang: "there are four 'hazmats' on this train". I think these always display a "flame" warning placard. The number lets you know the contents: ethanol=1987 (crude) oil=1267 sulfur=2448

A "turn" goes out from a terminal to another town, switches, and returns to the original terminal.

The Railroads: These are the major 'class 1' (also noting the RRs merged into these systems over the last 25 years) and regional RRs. 'Shortline' RRs are not included here due to space.

Large 'Class 1' systems:

BNSF Burlington Northern Santa Fe (ex-AT&SF (Atchison, Topeka and Santa Fe) and ex-BN (Burlington Northern))
CN Canadian National (includes ex-BCR (British Columbia Rwy), B&LE, DM&IR (Duluth Missabe & Iron Range), DW&P (Duluth, Winnipeg & Pacific), GTW, IC (Illinois Central), and WC - Wisconsin Central.
CP Canadian Pacific (includes ex-SOO - Soo Line, and D&H - Delaware & Hudson).
CSX CSX (ex-Seaboard, B&O, C&O, L&N, Clinchfield, RF&P, WM, parts of Conrail)
KCS Kansas City Southern (includes ex- Midsouth/G&M and GWW (former IC)).
NS Norfolk Southern (ex- N&W - Norfolk & Western, SRR - Southern Railway, parts of CR - Conrail).
UP Union Pacific (ex-SP - Southern Pacific, MP - Missouri Pacific, WP - Western Pacific, C&NW - Chicago & Northwestern, DRGW - Denver & Rio Grande Western, plus SSW, MKT). UP toll-free# 800-323-8779

Regional Railroads:

AGR Alabama & Gulf Coast	ARR Alaska Railroad	A&C Arizona & California
A&M Arkansas & Missouri	APN Apalachicola Northern	AZER Arizona & Eastern
B&P Buffalo and Pittsburgh	CB&NS Cape Breton & Nova Scotia	CF&E Chicago, Ft. Wayne & Eastern
CMQ Central Maine & Quebec (ex-MM&A)	CORP Central Oregon & Pacific	CSAO Conrail Shared Assets
CSO Connecticut Southern	EM Eastern Maine	FEC Florida East Coast
FXE Ferromex	HRRC Housatonic Railroad	IAIS Iowa Interstate
INRD Indiana Railroad	IORY Indiana & Ohio Railway	KRR Kiamichi
KYLE Kyle Railway	LIRC Louisville & Indiana	LS&I Lake Superior & Ishpeming
MNA Missouri & Northern Arkansas	MNRY Maine Northern	MRL Montana Rail Link

YD is N of DT, PT/N of E. C St. and E of N Center St. 3 BLN of PO. STA at N end of YD is c-c. A good place to wait to catch SBD is at bridge over North Platte River. Some trains work YD, others may do quick c-c and go. Some SBDs get held here long periods, possibly because there are periodic restrictions against crossing the military base just N of Cheyenne at night.

Cheyenne (BNSF*) YD is NW of DT at 27th St. & Ames Court. NBDs to Montana approach from S on 2 bridges, passing over UP mainline and then a second bridge just before track curves to L (W) coming up to depot on N side. The NBD c-c is on S side of 24th St. RRX there, ~ 1000 FT S of YO. NBD GM 'DENLAU' to Laurel, MT 9am-6pm (14). Catching SBD, avoid area N of the overpass and get on front part of stopped train. N of overpass tracks cross Warren Air Force Base. Riders may be arrested if found by MPs. (UP*) C-C is at the old RR STA right DT. EBDs, WBDs, and SBDs are also made up in YD there DT. EBD IM/DS 'ZOAG2' to Chicago ariv 10am-1pm (W-Su)(14). Straight shot no work. ID see Sparks, NV. A good place to wait for WBDs: Go ~ ½ ME of DT, to INT of 15th St. & Morrie Ave. Walk 200FT S on Morrie to mainline tracks. You can also catch many EBDs at this point and avoid passing STA as they frequently stop out here to E of STA. Another location for WBDs is to wait where an Oakland and a Portland train usually do p/u. Walk W thru D4 on HWY 30 (aka Lincolnway) to INT with Ames Ave. Turn L (S) on Ames, walking 1500FT, passing under W end of YD. As you come out of S portal of Ames tunnel, immediately turn L (E) onto the walkway along N side of creek. Walk ¼ME along that walkway. Look across creek to S and you'll see 'Cheyenne Collision Center' business. O'Neil St. is ~ 250FTE of CCC. Using street sign of 'O'Neil Street' you see, go N up embankment to fence. Go thru HF. WBD IM/DS 'IG2OA' to Oakland ariv 11pm-6am D (x W, Tues eve). From HF described opposite O'Neil St., the p/u front end of mine last May was ~ 10 tracks over from hole. This appears typical. ID APL, Hanjin, Mitsui-OSK, Genstar, & China Shipping. P/Us go to Oakland. String is lately 1800-2000FT long. WBD IM/DS 'ZKCBR' to Portland ariv D (x Tu) 3-9pm. I'd guess p/u location about the same (maybe even same track). ID K-Line, Triton, maybe autorack loads too. P/U cans go to Portland. Autoracks may get s/o at Hinkle. It was very dead over at that area while I waited. Avoid crossing over here across main YD though.... **NOTE:** Leaving Cheyenne, if your WBD turns S, don't worry—it is doing a 'low level bypass' of Sherman Hill then will c'nue W to Green River, WY. Trains running BTN Denver and Green River, WY: bypass DT Cheyenne and c-c at Speer. Go SWSW on 1-25 from cloverleaf INT of I-25 & I-80. If you look off to W, you will see water tank (check out historic wood carved hobo 'tags' on tank) and RR wye of 'Speer'. If hitching from Cheyenne, after crossing 2nd RRU, get off at Valley Reservoir/Rte. 223 exit and walk back 3000FT to that RRU. This track goes up to Speer wye junction. Don't confuse with BNSF track .75M further N. The c-c for WBDs is 2MW of water tower. You can wait off SW side at M.P. 519. Crew van comes W along RD on NE side there. D (x M) GM to Green River ~ 4-7pm, D IM/DS 'ZDVSC' to Salt Lake City ~ 5-7am (13). SBD c-c is 1000FT S of water tank so you'd want to be waiting NW of water tank. D (M, Tu, & Sa). SBD IM/DS 'ZLADY' to Denver will c-c here, maybe mid-afternoon (D?), with head end ~ 4000FTW of water tank, on S-most track (12). SBD GM 'MGRDV' to Denver, ~ 5-8am (Tu+Th+Sa+Su) (11). **Cody** (BNSF#) YD is N of town, across river, on HWY 120. After crossing river, go ½ M further and tracks are off to R running E from there. **Gillette (BNSF*)** YD is on N side of DT, 3BLN of PO. W. 1st St. is PT/S of YD and Brooks Ave. is at E end. INT of Rohan Ave. and W. 1st St. is W end. "EBD/SBD c-c is at first RRX W of BNSF STA DT." SBDs can go to Edgemont/Alliance or Guernsey/Sterling. It is possible for a Denver train to go either way. "WBD/NBD c-c may be past first RRX E of BNSF STA?" **Granger** (UP#) Rarely, WBDs may set-out here, dropping sections for Pocatello before going on to SLC. If your WBD slows and moves to track furthest to R (N) at milepost 844, it may be stopping to break train and take a block ~ .75M on loop to NW to go to Pocatello. It will then return and c'nue on to SLC.

Green River (UP*) For EBDs: The c-c is either at STA on N side of YD DT at INT of N. 2nd St. & E. Railroad Ave. (be SW of STA across RR bridge on other side of river) or it can be ~ 2ME of STA at far E end of YD (just on W side of row of signal masts). Even after c-c at STA, many thru EBDs stop in YD E of STA on 3 mains on N side. To access this area, cross S over Uinta overpass, noting 'Speed Limit - 35 mph' sign for NBD traffic on opposite side near top of overpass. Across from that sign, go down embankment to E to go thru HF. Walk back N --- maybe a few strings here --- to get to those 3 mains. Most IM/DS to Chicago area, some to KC/St. Louis. If many 'K-Line' cans, a good clue that it may head SE to KC/St. Louis. IM 'ZOAG2' to Chicago/Globel 2 W-Su 8am-noon (14). ID: See Sparks, NV. All EBD GMs on mains will term at N. Platte. Other GMs orig in YD ~ ½ ME of STA, just E of Uinta overpass: EBD GM 'MGRNP' to N. Platte dep Tu-Sa, 12n-2pm. ID NAHX (loads), SMNX, PTLX, ACFX, ASHX, CRDX. EBD to Denver: IM 'ZLADY' will c-c at STA on W+F+Su, 8-10am (14). ID 5-10 autorack (L) at front +Genstar, EMP, FEC, NONZ, Hanjin, APL. Wait at or on far side of RR bridge over river. Expect 10-11 hr to Den. GM 'MGRDV' to Denver orig here M+W+F, dep 4-7pm. Will work in Laramie (13). Likely ~ 8th-10th track over from S side under Uinta, with rear ~ 500FTW of Uinta. ID FURX, TTZX (L), JRSX (L), GONX (F), GLNX (E). **Note:** If you try for a Denver train but go thru to c-c in DT Cheyenne at STA, you're on wrong train. Bail, get a BNSF SBD. **WBDs:** The c-c is at STA (fast for most IM/DS, a bit longer for GM). WBDs go 3 ways: Salt Lake City/LA; Ogden/Roseville/Oakland, or NW to Pocatello and Portland/Seattle. Split for NWBD is 30MW at Granger (mp 848): veering R goes to Pocatello/Pacific NW. Split for Oakland/LA trains is at Ogden, UT where SWBDs turn S down to Salt Lake City. ID cans to try to figure out WBD destinations. (EMP and FEC go any direction): **Salt Lake City/LA:** ID almost total Pacer (PST), CSX, HubGroup (HGIU). **Not** China Shipping (CCU), Hanjin, K-Line, Evergreen (Uniglor), Hatsu Marine, Italia, Lloyd Triestino). Almost no APL. GM 'MNPRO' to Salt Lake ~6-10pm D. ID IBT &

will be. WBD #199 (autos/DS) to Calgary ~ noon-3pm D (14). Usually many rideable 53s. Be ~ 1ME from c-c for the #199. Local turn to Madison is called for 6am (M-F), leaves GEO EBD (12). Local to La Crosse days. **Prairie du Chien** Note: SMRT bus runs BTN PdC and La Crosse for \$3, 3x/day. (WSOR#) Wells St. runs W thru town to YD along the river. EBDs (GEO SBD) to Madison are mostly coal. This line busier than in previous years. Confirm DEP with main shipper-Prairie Sand & Gravel Co. Call at 608-326-6471 or 608-326-5384. Go to N end of park by river and in advance of a train DEP you should see coal hoppers (h) on siding by industrial area. BNSF mainline runs thru here but they don't usually stop. **Prentice** (CN*) My guess for c-c for NBDs is ½ MS of DT, just on S side of RRX by water tower. EBD c-c is, presumably, just on N side of that RRX. **Stevens Point** (CN*) YD is SE of DT. From INT of Main St. & Michigan Ave., go .75MS on Michigan to RRO. YD runs E-W, extending ~ 2000FTW (to Church St. RRO) and also ~ 1ME from Michigan RRO. You see line looping to SE ~ 500FTE from Michigan, going over Patch St. RRX. (WBD depts to Taylor/E. Winona would come from W of Michigan, GEO EBD, then take that loop to be SBD). Some Chicago-Superior, WI trains may run-thru w/o c-c here, running on mains on S side, but many do stop/c-c. For thru EBDs (mainly to Fond du Lac/Chicago) wait just W of Michigan RRO by cement lot there. For WBD thru trains you probably want to be well E of there, further down Patch St. For DEP out of YD: **EBDs: For Green Bay:** GM #416 'push-pull' typically dep 10am-2pm with one unit on front, one on back (12). **GEO WBD GM depts from YD** are either NBD to Superior or WBD to Minneapolis. **For Minneapolis:** GEO WBD GM LS17 to Mpls dep D midnight-2am from tracks on N side of YD (12). It normally doubles over and then sits with units W of Michigan St. RRO. You can wait for it on N side of YD just E of that overpass along Wayne St. Look for BNSF brick red grain hoppers to ID. **For Superior:** D GM is #403. Time varies but night is normal. ID empty lumber (e). Stevens Point Brewery ("Point Beer") is S of office/depot. From Church St. RRO at W end of YD, go 500FTS to Francis St. Turn SW onto Francis, going ~ 750FT to INT with Water St. Brewery across INT there.

Superior (BNSF*) The 28th St. YD is 2MS of DT. Go S on Tower/Rte.35 (there is a bus). For N end of YD, get off at 28th St. and go R(W), cross first track to YD. Crew shack in front of tower is good place for info, stash your gear first. For best access, c'nue S on Tower past 28th St. another ¼M. Go behind store (Kmart?), cross first track and go thru woods to tracks. SBD GM to Northtown/Mpls 'SUPNTW' (aka 'Soup to Nuts') ~ 2-3pm (08). WBD (depts GEO SBD) GM 'SUPMIN' to Minot via Grand Forks. Runs 3x weekly-Su (early PM), W (early AM) & F (AM)(08). Some grain and coal unit trains, number varies seasonally. YO: 715-394-1270, -1254, -1257. **An alternative for WBD coal:** Go to INT of Tower Ave. & Winter St. in DT. Turn W (away from DT) on Winter St. and walk ¼M. Walk to the 3rd RR track by "ADM Grain" signpost. Turn R on that 3rd track and walk down it 250 FT to where there is a steel fence gateway on each side of the track. Wait for next coal train coming out of that gateway. (Usually ~ 3 per day) and try for a rear unit or DPU. Unloaded trains come out ~ 3 ½ hours after entering. It either stops or goes through at 1-3 mph, I'm told. Other two BNSF YDs in the area, 17th St. YD in Superior and Rice's Point in Duluth are mainly for local/transfer traffic.

(CN*) Ex-Duluth, Winnipeg & Pacific **Pokegama YD** is out in the woods 6MS of town. Take #17 bus (limited hours) from DT 4MS to INT of Tower Rd/Route 35 and 63rd St in **South Superior**. C'nue S walking on Tower/Rte.35 ~ 1 ½ M to second RRU. Go down embankment and follow this second track W—the one that goes under RRO, not the one that branches off to the L (S). C'nue 1 ½ MW along the tracks, over one bridge and into the SE end of YD. Stick to S side of YD along the woods. SEBDs to Chicago (via Stevens Point/ Fond du Lac) depart GEO SEBD. NBDs go to Ranier, MN (then on into Canada). NBD IMs (1-3 D) will go thru to Winnipeg/Vancouver. See Ranier, MN listing. Several Winnipeg-Superior-Chicago GMs each way. NBD c-c at W end of YD, go up at least ½ M to wait.

(CP*) **Stinson YD** runs PT/W of Hill Avenue and S of 28th St. Access to S end of YD is off Stinson Ave. just W of INT with Hill Ave. GM #482 to St. Paul at 6-7pm (Tu, F)(A/R)(13). Occasional SBD grain extras too.

(UP*) **Itasca YD** is in Itasca, 5MSE of Superior, right behind "Choo-Choo" bar on W side of HWY 2/53. The #16 bus comes right here. D UP GM 'MITDM' to St. Paul/Des Moines usually depts ~10pm (12). Runs on BNSF trackage rights. SEBD 'MITAD' goes to Adams, WI 2x/wk (Su & Th) usually called around 4:30pm (12). I would guess you would connect to another train in Adams on to Mtlw/Chicago fairly easily. Some extras—mostly coal, some grain/potash. DEPs are usually on first few tracks behind Choo-Choo bar there. Note that NBD GM from St. Paul may run direct into CN Pokegama YD, not into Itasca.

Taylor (CN*) YD on N side of DT, running SW-NE. Bridge St. crosses W end. C-C both directions may be E of Bridge St. D (x Su) WBD to E. Winona around 1-2am. EBD to Stevens Point in pm (99). **Wausau** (CN#) YD is right DT BTN McIntosh St. & Scott St., PT/W of 10th St., 2 BL away. **Wisconsin Rapids** (UP*) 2x/wk GMs btn Adams and Superior c-c here.

WYOMING -- Bill (UP*) Coal only, I believe. This is a very busy location on the joint BNSF-UP 'Orin' coal line. Empty NBD trains will likely branch off onto coal loading spurs N of Bill. This is ~ 40MN of Douglas on HWY 59. **Casper** (BNSF*)

NBS	New Brunswick & Southern	NEC	New England Central	NM	Northshore Mining
NRI	Nebkota Railway	NWP	Northwestern Pacific	NYSW	NY, Susquehanna and Western
PAL	Paducah & Louisville	OHCR	Ohio Central	ONR	Ontario Northland Railway
OVR	Otter Valley Railroad	PAR	Pan Am Railway	PAR/PAS	Pan Am Railways/Southern
P&W	Providence & Worcester	QNSL	Quebec, Northshore & Labrador	RCPE	Rapid City Pierre and Eastern
R&N	Reading & Northern	SLR	St. Lawrence & Atlantic	TFM	Transportes Ferrocarriles Mexicanos
TM	Texas-Mexican RR	VRS	Vermont Railway (includes GM - Green Mountain RR, WCRR & C&P)		
W&LE	Wheeling & Lake Erie	WNY&P	Western NY & Pennsylvania	WSOR	Wisconsin & Southern

NOTE: A large number (100+) of regional and smaller shortline RRs are now owned by Genesee & Wyoming (G&W). Many use their distinctive orange and black paint scheme on their units and may or may not be lettered for the local RR name.

Train Info on the Web: A few "railfan" web sites, and some corpo RR web pages, post freight train numbers and (theoretical) schedules. Some are good about updating, some not. These seem to be especially useful:

Updated RR Symbols for CP, CN, NS, CSX and PAR/PAS): <http://www.angelfire.com/ri2/canadianpacific/>

CSX intermodal schedules: www.csxi.com

Train symbol list (somewhat dated) for several RRs: http://railroadfan.com/wiki/index.php/Main_Page.

NS intermodal: <http://www.nscorp.com/nscintermodal/intermodal/> (DEP times usually 2-4 hrs after listed cut-off times. Check originating terminal (Chi, NJ, etc) to see if there will likely be set outs along the way).

General railfan sites with many links include: www.railserve.com, www.trainweb.com, and www.trainorders.com.

You can join Yahoo Groups to gain detailed access to lots of info on specific railroads and their operations.

Car tracing: Some RRs allow customers to trace their shipments by car number. Some are open to the public, others require a customer password. This can be done from the RR web site or, in some cases, 800 numbers.

UP: 800-272-8777. CSX: 800-235-2352 (works all RRs but not for car's final destination)

CP: 888-999-8111 (for cars on its system only) NS: 800-241-9230 (requires customer password).

MAJOR LONG-DISTANCE RAIL ROUTES WITH CREW-CHANGE POINTS OR OTHER REGULAR STOPS

This is a list of major North American routes, indicating crew-change points (and a few other main places where many trains stop, for refueling, work, etc). Most lines have at least some trains operating all the way from one end to the other—although many trains will terminate ("term") at intermediate points or branch off onto other routes. A few routes—where parallel railroads have merged—use "directional running"—turning two separate parallel lines each into "one way" routes. When riding unfamiliar routes check out the listings of c-c points you will be going thru so you are aware of any particular warnings or issues.

Key to Symbols in this section:

\$ = Two or more different yards - check options + = Not a regular c-c but many trains stop

% = Some trains do crew-change/stop, some run thru

? = Unconfirmed whether this is a c-c at present or not

WEST COAST NORTH-SOUTH ROUTES:

1. Seattle - Los Angeles (UP): Seattle\$ - Tacoma, WA% - Portland, OR\$ - Eugene, OR - Klamath Falls, OR - Dunsmuir, CA - Roseville, CA (some IMs via Sacramento, CA) - Stockton, CA%\$ - Fresno, CA% - Bakersfield - then either West Colton or Los Angeles\$).

2. (Vancouver, BC) - Seattle, WA - Barstow, CA (BNSF): Vancouver, BC//Everett, WA - Seattle% - Tacoma, WA% - Auburn, WA% - Vancouver, WA - Wishram, WA - Bend, OR - Klamath Falls, OR - Keddle, CA - Stockton, CA - Riverbank, CA+ - Fresno, CA% - Bakersfield, CA - Barstow.

WESTERN-CENTRAL US EAST-WEST ROUTES

3. Chicago - Oakland (UP) "The Overland Route": Chicago\$ - Rochelle, IL%+ - Clinton, IA - Boone, IA% (GM/coal) - Missouri Valley, IA% (IM) - Fremont, NE% (GM/coal) - North Platte, NE (GM term) - Cheyenne, WY - Rawlins+(fuel stop), WY - Green River, WY - Ogden, UT - Elko, NV - Sparks, NV (a few WBDs go via Portola, CA) - Roseville, CA (GMs term) or Sacramento, CA% then to either Oakland, CA or Stockton, CA.

3a. Chicago - Los Angeles (UP): (Same as #3 to Green River) Green River, WY - Salt Lake City, UT - Milford, UT - Las Vegas, NV - Yermo, CA - Los Angeles/Long Beach, CA\$

3b. Chicago - Portland/Seattle (UP): (Same as #3 to Green River) Green River, WY - Pocatello, ID - Nampa, ID - La Grande, OR - Hermiston (Hinkle YD, GM term), Portland\$ (some IM/GM term), Tacoma% (some IM/DS term) - Seattle\$.

3c. Memphis - Oakland (UP): Memphis (Marion, AR) – Dexter, MO – Dupo/St. Louis - Jefferson City, MO – Kansas City (KCK or KCMO) – Marysville, KS – North Platte, NB, then same as #3.

4. Denver – Stockton/Oakland (UP & BNSF on trackage rights): Denver CO – Bond, CO (UP only), Kremming, CO (BNSF only) - Grand Junction, CO - Provo, UT (BNSF) - Salt Lake City, UT - Elko, NV - Sparks, NV (may go via Portola instead) - Roseville, CA - Stockton, CA.

5. Chicago – LA/Bay Area (BNSF) "Santa Fe Trans-Con": Chicago\$ - Fort Madison, IA (GMs run-thru to/from Galesburg) - Kansas City, KS (many GM term) - Wellington, KS - Amarillo, TX - Clovis, NM - Belen, NM - Winslow, AZ - Needles, CA - Barstow, CA (GMs term) - then either San Bernardino, CA\$ - Los Angeles/Long Beach\$, CA, or Bakersfield, CA - Fresno, CA – Bay Area\$.

5a. Houston - Fort Worth – LA/Bay Area (BNSF): Houston, TX\$ - Teague, TX - Fort Worth, TX\$ – Wichita Falls, TX (GM/coal) - Childress, TX (IM only) – Amarillo, TX (GM/coal) - Clovis, NM – then same as #5)

5b. Houston, TX – Denver (BNSF): Same as #5a to Amarillo, TX\$, then Trinidad, CO (NBD)/La Junta (SBD) – Denver, CO. Note: Unit coal (e) goes Houston – Temple – Sweetwater – Slaton - Amarillo.

5c. NOLA - LA/Bay Area (BNSF): New Orleans – Lafayette, LA – Beaumont, TX - Houston, TX – Temple, TX – Sweetwater, TX – Slaton, TX – Clovis, NM, then as #5.

5d. (Atlanta, GA) - Memphis – LA/Bay Area (CSX/BNSF): Atlanta, GA\$ - Birmingham, AL – Memphis, TN – Thayer, MO – Springfield, MO – Tulsa, OK – Enid, OK – Amarillo, TX, then same as #5.

6. New Orleans – Los Angeles (UP) (Sunset Route aka 'the sand line'): New Orleans\$ then either Lafayette, LA or Livonia, LA (two routes) – Beaumont, TX\$ - Houston, TX\$ - San Antonio, TX\$ - Uvalde, TX+% (see warning) - Del Rio, TX - Alpine, TX - El Paso, TX or Santa Teresa, NM - Tucson, AZ - Yuma, AZ - Colton, CA (GMs term) - Los Angeles/Long Beach, CA\$.

6a. Kansas City – Los Angeles (UP): ("Golden State Route") Kansas City, KS – Pratt, KS – Dalhart, TX – Vaughn, NM – El Paso, TX (then same as #6).

6b. Ft. Worth, TX – Los Angeles (UP)(T&P): Ft. Worth, TX – Sweetwater, TX – Pecos, TX – El Paso, TX (then same as #6).

7. Chicago – Seattle/Portland (BNSF) (the Hi-Line): Chicago\$ - La Crosse, WI – Minneapolis/St. Paul, MN\$ - Dilworth, MN - Minot, ND - Glasgow, MT - Havre, MT - Whitefish, MT - Hauser, ID - then either - Wenatchee, WA – Seattle\$ (some on to Tacoma) or Pasco, WA - Vancouver, WA\$ (some to Portland, OR\$, some DS to Tacoma, WA).

7a. Minneapolis – Laurel, MT (BNSF) (the Low-Line): Minneapolis/St. Paul\$ - Dilworth, MN - Mandan, ND - Glendive, MT - Forsyth, MT – Laurel, MT (some go Mpls, MN – Willmar, MN – Aberdeen, SD – Hettinger, ND - Forsyth, MT – Laurel, MT).

7b. Denver, CO/Lincoln, NB – Laurel, MT – Seattle/Portland (BNSF/MRL): Either Denver, CO - Sterling, CO\$ or Lincoln, NB – Ravenna, NB to Alliance, NE – Edgemont, SD - Gillette, WY - Sheridan, WY - Laurel, MT - Helena, MT - Missoula, MT - Hauser, ID (Then as #7 to Seattle/Portland).

7c. Denver/Lincoln, NB – Laurel, MT (alternate route) (BNSF): Either Denver, CO – Cheyenne, WY – Wendover, WY or Lincoln, NB – Ravenna, NB – Alliance, NB – Guernsey, WY to Casper, WY – Greybull, WY – Laurel, MT.

8. Chicago – Denver (BNSF)(CB&Q Route): Chicago\$ - Galesburg, IL - Creston, IA - Lincoln, NE - McCook, NE – Denver, CO.

9. Memphis, TN - Lincoln, NE (BNSF)("Frisco Route"): Memphis, TN – Thayer, MO – Springfield, MO – N. Kansas City, MO – Lincoln, NE (then see #8 or #7b or c).

CENTRAL NORTH-SOUTH ROUTES:

10. Minneapolis–Memphis (BNSF): Minneapolis\$ - La Crosse, WI - Galesburg, IL - W. Quincy, MO - St. Louis, MO - Chaffee, MO – Memphis, TN.

11. Minneapolis, MN - Houston, TX (BNSF): Minneapolis, MN - Willmar, MN - Sioux City, IA - Lincoln, NE - N.KC, MO - Ft. Scott, OK - Tulsa, OK - Madill, OK - Dallas, TX - Teague, TX - Houston, TX.

12. St. Paul, MN – Kansas City, MO (CP): St. Paul (Pig's Eye) – Marquette, IA – Davenport, IA (Nahant) – Ottumwa, IA – Kansas City.

13. Kansas City – New Orleans (KCS): Kansas City, MO - Pittsburg, KS - Neosho, MO+% (SBDs helpers) - Heavener, OK - Shreveport, LA - Latanier, LA - New Orleans, LA\$.

SW of WSOR INT, next to WSOR roundhouse- two sets of tracks, I think furthest set SE are CP. (UP*) YD is SE of DT, SE of GM plant. D UP GM (many but not all autoracks) to Chicago. (WSOR*) Operating HQ for the Wisconsin & Southern. Go to INT of Court St. & Pearl St. Go ~ 300FT S on Pearl to first RRX. Turn R(W) and YD is right there. D (x Su?) ~ 8pm to Clearing YD in Chicago. GM "JMA" to Madison D, usually afternoons. 'JH' goes to Horicon (05). **La Crosse (BNSF*)** North La Crosse YD is ~ 2MN of DT La Crosse, just PT/E of Onalaska St. 1-90 crosses over N end of YD. For WBDs (GEO NBD) go to INT of HWY 35/George St. and St. James. Go ~ 1ME on St. James, becoming Gateway RD as it veers to the L, to RRU. Go down to the single track line there. The c-c is at YO ~ .33MN of you here on N side of another overpass and the CP crossing. You might be better positioned 1/3MS of St. James overpass along trax to RR bridge over small La Crosse River where you can wait. Some GMs will pass by YO and then work in the YD. For EBDs walk or take #2 bus to INT of N. Salem Ave. & Hamilton St. Walk thru woods on E side of loop there ~ 100FT to YD. There is one mainline track and then further E is the YD, where some GMs work. EBDs (GEO SBD) go to Chicago or Galesburg. D SBD loaded taconite train (look for BNSF 600,000-series coal style hoppers) has rear end DPU, goes to Memphis/Birmingham, likely in 3-9pm timeframe (09). (CP#) Not a c-c but some GM trains work YD ~ 2000FT NE of Amtrak STA. HWY 35/George St. crosses over SW end. E throat is 1800FTW of BNSF crossing. D local to Portage around 6-8am (05). Local to St. Paul 3x/wk (05). **Madison** (CP#) Go to INT of 1st St. and E. Johnson on E side of town. CP deadend 3-track 'YD' begins just on N side of Johnson. YD is PT/E of WSOR YD. Walk up 1+MN. Commercial Street crosses the tracks at N end of YD by 'Oscar Meyer' plant. Turn will come in from N around 10am (M-F), work, and return to Portage around noon (09). From there you can connect to Chi or MN. (WSOR*) Go to INT of 1st St. & E. Johnson. Go ~ 200FT W on Johnson to RRX. Turn R(N) at road just on opposite side of RRX. Go ~ ¼M down to **Johnson St. YD**. This is PT/W of small CP "YD." GM 'T006' to Janesville dep around 6am (D?) (12); Other DEP's sporadic but ask discreetly-crews unfriendly. 3x/week on Reedsville line. The 'T007' to Prairie du Chien dep early evening (probably 2-5x/weekly (12). Go to INT of W. Dayton & N. Murray. Go 2BLS on Murray to RRX. Train is built right there on that RRX. **Manitowoc** (CN#) Go to INT of 14th & Washington St. Go 3BLN on 14th to where 14th curves. That is YD right there. **Marinette** (EL&S#) YD is at INT of Marinette Ave. & Hall Ave. & State St., just on SE side there. **Mellen** (CN#) NBD terminus of train from Stevens Point and point of origin for SBDs, departing from wye heading SW. HWY 13 runs across W end of wye, E. Taylor Ave. runs E. over a small YD on NE end of wye, and Terrace Ave. loops around SW leg of wye (PT/SW of wye). Turns from here N to Ashland and E to White Pine.

Milwaukee (CN#) Operates turn #511 into CP's Muskego YD from mainline at Duplainville. I assume it goes to Fond du Lac. (CP+) Not a c-c for thru Chicago – Portage trains. Some may work at **Muskego YD**. Workers a mixed bag here. 'Amtrak' main line splits off in DT Milw and runs thru Amtrak STA. Many freights bypass STA and take the freight main running to S of Amtrak STA, running thru YD. Others come thru on mains. 16th St. passes over mid-YD. For **WBD** GMs to **St. Paul/Mpls**: Take #14 - Forest Home' bus from Transit Center DT or just walk .75MW from Amtrak/bus on St. Paul St. to 17th St. (that's 16th St. overpass above you there....#14 bus runs on overpass, go down staircase to St. Paul St.) Walk 200FTS from INT of 17th & St. Paul to RRX. You can wait in area along here or further W toward Skate Park bldg. at point opposite INT of Greves St. & St. Paul. If you arv here by ~ 5pm D, you will have ~ 3-4 regular WBDs stop in ~ next 15 hours (some may s/o). The #199 'racks & stacks' WBD (DS for rides on rear) to Calgary, probably arv ~ 6-7am. Very likely to stop and sit 15+min. After c-c in St. Paul, it will stop to work at Shoreham YD in Minneapolis. Be maybe 1500FTE of skate park. (see end of EBD waiting spot). For EBDs to Chicago/Bensenville: you can access YD by the casino on S side or right by little staircase across from 'A&D Auto' at 450 S. 11th St., ~ 1MS of DT. YD is opposite A&D there. Alternately, for EBDs to Chicago: go to INT of 6th St. & St. Paul (at Amtrak/bus STA) go ½ MS on 6th St., passing over river, to traffic rotary. Turn L (E), going 2000FT on Florida St. to RRO. ('#11' & '#15' buses come by here) On opposite side, just to S, climb up to trax and walk back N over Florida and another 300FT to discreet waiting spot on E side. You're at split of Amtrak main line and YD lead. Many EBDs (GEO SBD) creep out of YD here or even double-back. Note: WBDs here are likely to just pull into YD, probably best avoided.

(UP*) **Butler YD** in suburb of **Wauwatosa** NW of city. Go to INT of N. 124th St. & Capitol Dr. Walk E on Capitol Dr. 500 FT to RR bridge overpass. Walk up embankment and turn L (N) into the YD. "Capitol" bus comes out here to mall.

(WSOR#) YD is 6MNW of DT. W. Hampton Ave. is at N end of YD and N. 30th St. is PT/E of YD. N. 35th St. is PT/W of YD and W. Capitol Dr. is S end. 'MH' local goes to Horicon. Turns BTN Janesville & Horicon may work in **Waukesha**, 10MW of Milwaukee, but don't come any closer into town. 'MH' to Horicon around 11am (09).

Neenah (CN#+) D WBD GM #415 BTN Green Bay and Stevens Point will reverse directions here (in wee hours) (12) before continuing. I think the switch for reverse maneuver is ~ 1 ½ MNW of CH. From INT of Cooke Rd. and HWY 41, go 750FTE on Cooke to switch. Train WBD to Stevens Point will arrive from NE. Wait at N. Lake St. RRX, ~ 800FTN of INT of Lake St. and Main St. EBD #416 will do same move in reverse around 10am-2pm (12). **Portage** (CP*) This is c-c for all trains BTN Chicago and St. Paul. The c-c is by Amtrak STA and YO at N end of Dunn St., N of DT and just W of Dewitt St./HWY 51 RRO. For EBDs, you can go W from DT ~ 1 ½ M on HWY 16/W. Wisconsin St. to RRU. This is about where the rear end of stopped EBDs

side of Fishing Creek. Not a c-c, but D GM trains WBD "Q317" and EBD "Q316" stop to work. EBD, almost all of Q316's cars can be dropped here and a whole new string picked up. Local goes N to Benwood. **Parkersburg (CSX*) Low YD** runs N-S, PT/E of Ohio River N of DT. Go to INT of Garfield Ave. & 19th St. Turn W on 19th St. and go ¼M to RRR. Turn S at RRR and YO is 500FT away, on W side of YD. D GM each way—they may have long layovers here. EBD Q316 usually arrives late afternoon and departs (GEO NBD) 9-11pm. WBD Q317 usually arrives mid-morn. and departs (GEO SBD) ~4-10pm for Huntington (05). Coal too. Trains taking branch over Ohio River to Marietta use the **High YD**. YD runs E-W PT/N of Little Kanawha River SE of DT. From INT of 7th St. & East St., go 2000FTS on East St. to RRO, which is E end of YD. Marietta local departs ~4-5pm (M-F). Also loaded coal train for Marietta will come thru the **Low YD** and around on the transfer track into the **High YD**. It then reverses directions, going WBD over the Ohio. **Pax** (CSX#) Little town located ~35MSE of Charleston and 15MN of Beckley. If SBD from Charleston on I-77, look for 'Pax' exit. Descending ramp off I-77, immediately turn L (E), passing underneath I-77, then immediately turn R (S), and go ~1M to 'Pioneer Fuels' load-out. You are just W of Mt. Hope. Trains go E to main line at Thurmond. They can then go either EBD (GEO SBD) toward Hinton or WBD (GEO NBD) toward Charleston/Huntington. **Sutton** (CSX#) Coal only - D train(?) Origin may be across river from DT. This is ~35MSW of Weston, off I-79. **Thomas** (CSX#) Coal only-D(?) train. Go ~7MNE of town on HWY 90 to RRR at **Henry**. There, to your R(S) ~1M, are mines where train would orig. **Vaughan** (CSX#) D(?) coal train. This is 30ME of Charleston. Go ~5MS on Pack Fork RD from Lizemores. Train orig. there or at point ~2M further S. **Weston** (CSX#) YD is on W side of river, just on NE side of HWY 119. Coal only. **Wheeling** (CSX#) See Benwood. **Whitesville** (CSX#) **Elk Run Junction YD** is 1MN of town and is a coal train staging YD. Seems fairly busy. Loads will run N to CSX mainline at St. Albans. **Prenter** load out, (home of Jesco White) is on Seth sub, SW of here. **Williamson** (NS*) YD is 1MSE of DT, PT/SW of HWY 52. This line is busier than before as it is now a DS route BTN Norfolk and Chicago. Possible some trains run-thru?

WISCONSIN — Adams (UP*) From INT of State St. and HWY 13 DT, go ~.75MS on HWY 13 to RRR. Turn R (W) and go into E end of YD. YO is ~.75MW from HWY 13 RRR, on N side of YD, and is c-c. D WBD(s) to St. Paul pull W into YD past HWY 13 before doing c-c. The 'MADIT' goes to Superior, WI on M & F, dep 8-9pm (12). GEO EBDs are headed to Milwaukee & Chicago. GM to Winona, MN usually runs on M and Th. Has unmanned caboos (12). **Altoona (UP*) YD** is 3ME of Eau Claire CH. Go to INT of HWY 53 & Highland Ave. Go E on Highland Ave., which becomes Spooner Ave., and c'nue 2M to depot. The "400 Club" Tavern, owned by a railroad, is recommended. D GM 'MSSPR' to Chicago usually late night/early am (09), 1-2 GMs WBD to St. Paul. Roadtrailer train doesn't c-c here. **Ashland (CN#)** YD at Ellis & 3rd DT or catch at lumber mills 1 ½ MSE along tracks. **Chippewa Falls (CN#)** YD is 2MSW of DT, running N bank of Chippewa River. YD is under HWY 53 overpass. Columbia St. runs SW from DT into E end of YD. Not a c-c point, but D GM trains "almost always" stop and work YD. Leinenkugels Brewery is here. **Crivitz (ELS#)** YD is SE of town. INT of Sarah St. & County HWY W is N end of YD. GM to Green Bay D (x Sa) in afternoon. Turns to Channing, MI D (x M), some days to Marinette (99). **East Winona** (BNSF+ & CN+) A RR junction not on road maps. Follow HWY 54 across Miss.River from Winona, MN. After crossing over Latch Island to Wisconsin side, but before INT with HWY 35 (where there is a small store), take driveway/access Rd. on S side down to BNSF shack. Go R(S) along tracks 2+M to junction. CN turn comes in from Taylor/Stevens Point to interchange cars (including dropping off DS) with BNSF, often 5-7am, (x Su or possibly less often these days.) (09). BNSF EBD GM may stop to drop cars for CN, timing seems random. A WBD Tacoma bound IM typically picks up(?) DS cars for CN—often late afternoon/evening D(05). Most BNSF trains blow right thru but the occasional one stops in the siding here as there is a stretch of single track SE of here. **Eau Claire (UP*)** See Altoona listing. **Fond du Lac (CN*)** Shops YD is in North Fond du Lac, ~3 ½ MNW of DT FdL. Take #10 bus to INT of Van Dyne Rd & Lake Shore Dr. Walk ~¼ME on Lake Shore Dr. to RRR. YO (tel 414-929-6010) is across RR there. YD to your L(N) there at RRR is where Chicago DEPs are made up. To your R(S) is where DEPs to Stevens Point, Gladstone, and Superior are made up. Many GM trains work/break up here. Several GM to Chicago D, D GM to Sault St. Marie. 2-3 GM to Stevens Point. These NBDs might be caught doubling over at N YD throat. Thru IM trains (Chi-Winnipeg/Vancouver and Chi-Green Bay) should c-c on mainline along E side of YD near Lake Shore Dr. RRR. Some workers a problem here. **Green Bay** Visit National RR Museum S of town on Broadway. All RR action is W of the Fox River across from DT. (ELS#) Escanaba & Lake Superior runs right out of CN's North Green Bay YD with a D (x Sa) turn to Crivitz, departing 8-9am (99). (CN*) Main YD is ex-CNW **North Green Bay YD** on N side. Go to INT of Velp Ave. & Atkinson. Turn E on Atkinson and YD is directly underneath overpass ~500FT ahead. GMs to Milwaukee/Chicago, North Fond du Lac, and one to Stevens Point—which will reverse directions in Neenah. CN also runs N to Iron Mountain, MI on ex-CNW line. **Horicon (WSOR#)** Go W of DT on Lake St. to INT w/Juneau. Go 2BL S on Juneau to E end of YD. Locals, plus road jobs to Janesville (eve), Milwaukee (7am) and Oshkosh (7am)(10) operate out of here. **Janesville** (CP#) CP turn from S. Beloit works plastics factory, maybe ½ M

14. Shreveport, LA - Laredo, TX (Mexico City) (KCS/KCSM): Shreveport, LA - Beaumont, TX —(passes thru Houston, TX) — Kendleton, TX — Robstown, TX — Laredo, TX // Nuevo Laredo — Leel (outside Monterrey) — Saltillo%+ -Vanegas, SLP — San Luis Potosi, SLP — Queretaro (E of town) — Mexico DF.

15. Chicago — New Orleans (CN): Chicago\$ - Champaign, IL - Fulton, KY - Memphis, TN - Jackson, MS - New Orleans, LA.

16. Superior, WI - Mexico (UP): Superior, WI - St. Paul, MN - Mason City, IA - Des Moines, IA (SBD)/S. Omaha, NE (NBD) - KC, MO - Parsons, KS(SBD)/Coffeyville, KS(NBD) - McAlester, OK - Denison, TX - Ft. Worth, TX - Hearne, TX (most). Taylor, TX%? - San Antonio, TX — then either Eagle Pass, TX or Laredo, TX.

17. Chicago, IL - Mexico (UP): Chicago, IL\$ - Villa Grove, IL% - Salem/E.St.Louis, IL - Dexter, MO - Pine Bluff, AR (SBD)/N. Little Rock, AR(NBD) - Big Sandy, TX(SBD)/Longview, TX(NBD) - Hearne, TX - San Antonio, TX then either Eagle Pass, TX or Laredo, TX.

17a. Chicago (Joliet), IL — Houston/Ft.Worth, TX (UP): Joliet/Global 4, IL - Bloomington, IL - E. St. Louis — then same as #17 thru Pine Bluff (SBD)/NLR, AR - (NBD) — then either - Longview, TX(NBD) - Shreveport, LA - Houston, TX or Big Sandy, TX — Dallas/Ft. Worth, TX.

EASTERN EAST-WEST ROUTES

18. New York—Chicago (NS): New Jersey\$ — Harrisburg\$ - Pittsburgh, PA% - Conway, PA—Cleveland, OH\$% - Toledo, OH\$% - Elkhart, IN% - Chicago\$.

18b. (New York)-Harrisburg, PA — Kansas City, MO (NS): Same as #18 to Toledo, OH and then Peru, IN — Decatur, IL — (some via St. Louis, MO) - Moberly, MO — Kansas City, MO\$.

19. Boston Area (Ayer, MA) - Chicago/Toledo (NS): Ayer, MA — Albany Area\$ - Binghamton, NY - Buffalo, NY - Conneaut, OH (%GM) — Cleveland, OH\$% - Bellevue, OH (GMs term) — then either Fort Wayne/New Haven, IN% — Chicago\$ or Toledo, OH.

20. Norfolk — Chicago (NS): Norfolk, VA - Crewe, VA - Roanoke, VA — Williamson, WV — Portsmouth, OH - Bellevue, OH — then same as #19.

21. Boston Area/New York — Chicago/ East St. Louis (CSX): Either Worcester, MA - or Northern New Jersey\$ to Selkirk, NY then Syracuse, NY(% , some IM work) - Buffalo, NY - Cleveland+ (refueling) - then either - North Baltimore/NWO, OH(%) - Willard, OH%, Garrett, IN%(GM) — Chicago\$ or Crestline, OH% - Indianapolis (Avon YD), IN — E. St. Louis, IL.

22. Portsmouth, VA/Philadelphia, PA — Chicago/E. St. Louis (CSX): Portsmouth, VA — Richmond, VA — Cumberland, MD or Philadelphia, PA\$ - Baltimore, MD\$ - Brunswick, MD% - Cumberland, MD then - New Castle, PA - Willard, OH — then as #21.

23. Jacksonville — New Orleans (CSX): Jacksonville\$ - Baldwin, FL% - Tallahassee, FL% - Chattahoochee, FL% - Pensacola, FL - Mobile, AL - New Orleans, LA (some trains then handed off to UP, see #6).

EASTERN NORTH-SOUTH ROUTES:

24. Chicago — Jacksonville (Miami) (NS/FEC): Chicago\$ - Ft. Wayne, IN — Cincinnati, OH — Burnside, KY - Chattanooga, TN - Atlanta\$ — Macon, GA% - Valdosta, GA% - Jacksonville, FL — (IMs c'nue to Miami, FL on FEC).

25. Chicago — Atlanta/Jacksonville (Miami/Tampa) (CSX/FEC): Chicago\$, IL - Danville, IL%? - Evansville, IN - Nashville, TN\$ then either Chattanooga, TN\$ — Atlanta\$ or Birmingham, AL (many term) — Manchester, GA% - Fitzgerald, GA% - Waycross%(GM term) - Jacksonville, FL then either Miami, FL (via FEC) or Winterhaven, FL — Auburndale, FL% then either Miami, FL or Tampa, FL.

26. New Jersey — Miami (CSX/FEC): New Jersey\$ - Philadelphia%\$ - Baltimore%\$ - Richmond, VA (Acca YD) — Collier, VA+ - Rocky Mount, NC - Florence, SC - Savannah, GA — Waycross, GA% - Jacksonville, FL\$ - then same as #25.

27. Harrisburg, PA — Birmingham, AL-New Orleans (NS): Harrisburg, PA\$ - Greencastle, PA% (some IM) - Hagerstown, MD% - Manassas, VA - Lynchburg, VA — Linwood, NC - Greenville, SC — Atlanta, GA — Birmingham, AL — Meridian, MS — NOLA.

28. Northern NJ — Memphis (NS): Northern NJ\$ - Harrisburg, PA\$ - Greencastle, PA (IM%) - Hagerstown, MD% - Shenandoah, VA - Roanoke, VA - Bristol, VA - Knoxville, TN - Chattanooga, TN — Muscle Shoals (Sheffield), AL - Rossville/Memphis, TN\$.

29. Columbus, OH — Hamlet, NC/Spartanburg, SC (CSX): Columbus, OH — Russell, KY (all GMs term.) — Shelbyana, KY — Erwin, TN — then either - Bostic, NC - Charlotte, NC+ - Hamlet, NC (GM term) or Spartanburg, SC (and then various routes into/thru Georgia).

NORTHEASTERN US ROUTES:

30. Montreal - Harrisburg, PA (CP/NS): Montreal, PQ - Rouses Point, NY - Saratoga Springs, NY - Binghamton, NY - Harrisburg, PA\$.

31. Portland, ME - Schenectady, NY (PAR/PAS): Several overlapping crew districts. Portland/Rigby, ME - Dover, NH% - Lowell, MA% - Ayer, MA% - East Deerfield, MA% - North Adams, MA% - Schenectady/Mohawk YD, NY% - Rotterdam Junction, NY% (CSX hand-offs to Selkirk).

ROUTES WITHIN CANADA AND BETWEEN CANADA AND THE US:

32. Montreal - Vancouver (CP): Montreal, PQ - Smith Falls, ON - Toronto ON\$ - Mactier, ON - Cartier, ON - Chapleau, ON - White River, ON - Schreiber, ON - Thunder Bay, ON - Ignace, ON - Kenora, ON - Winnipeg, MB - Brandon, MB - Broadview, SK - Moose Jaw, SK - Swift Current, SK - Medicine Hat, AB - Calgary, AB\$ - Field, BC - Revelstoke, BC - Kamloops, BC - North Bend, BC (EBD)/Boston Bar (WBD) - Vancouver, BC\$.

32a. Chicago - Winnipeg, MB or Vancouver, BC (CP): Chicago\$ - Portage, WI - St. Paul, MN - Glenwood, MN then either Thief River Falls, MN - Noyes, MN - Winnipeg or Enderlin, ND - Harvey, ND - Portal, ND - Moose Jaw, SK (Same as #32 Moose Jaw - Vancouver, BC).

32b. Winnipeg, MB - Edmonton, AB (CP)(PNL - Prairie North secondary Line): Winnipeg - Brendenbury, SK - Wynyard, SK - Saskatoon, SK (Sutherland) - Wilkie, SK - Edmonton, AB.

33. Toronto - Vancouver/Port Rupert, BC (CN): Toronto\$ - Capreol, ON - Hornepayne, ON - Armstrong, ON - Sioux Lookout, ON - Winnipeg, MB\$ - Melville, SK - Saskatoon, SK - Edmonton, AB - Edson, AB - Jasper, AB - then either Blue River, BC% - North Kamloops, BC - North Bend, BC(EBD)/Boston Bar, BC (WBD) - Vancouver\$ or McBride, BC - Prince George, BC - Smithers, BC - Prince Rupert, BC\$.

33a. Winnipeg, MB - Edmonton, AB (CN)(PNL - Prairie North secondary line): Winnipeg\$ - Canora, SK - Humboldt, SK - North Battleford, SK (Saskatoon) - Edmonton, AB.

34. Calgary/Medicine Hat, AB - Portland, OR (CP/UP): Calgary, AB\$ or Medicine Hat (Dunmore), AB and then Lethbridge, AB - Ft. Steele (Cranbrook), BC - Eastport, ID - Spokane, WA - Hinkle, OR - Portland, OR.

35. Chicago-Winnipeg, MB (CN): Chicago\$ - N. Fond du Lac, WI - Stevens Point, WI% - Superior, WI - Ranier, MN - Winnipeg\$.

36. Halifax - Toronto - Chicago (CN): Halifax, NS - Moncton, NB - Edmundston, NB - Quebec City, PQ(Joffre) - Montreal, PQ\$ - Belleville, ON% - Toronto, ON\$ - Port Huron, MI - Battle Creek, MI - Chicago\$.

WASHINGTON, DC -- (CSX#) Note: Be careful getting on/off trains in Washington DC proper. A high security corridor is being developed along CSX from VA thru **Benning YD** in the SE part of city. If you are riding thru here from Richmond or Cumberland or Baltimore, stay very low-pro. Some SBDs may stop in **Riverdale, MD** (see listing). Otherwise, you can take a MARC commuter train to Brunswick, MD (see listing). (NS*) Main area YDs are **Manassas, VA** (see listing, you can take a commuter train there weekdays from Union STA) and **Hagerstown, MD** (Take Metrorail on Red Line to Shady Grove terminus in Rockville. From there, you take 'MTA' commuter bus #991' (\$5, M-F, mostly PM rush hour) on 1-hr. ride to Hagerstown. Then see Hagerstown listing.

WEST VIRGINIA -- Belle (NS*) This little town is 12MSE of State Capitol in Charleston on HWY 60 near Dickinson. YD is PT/SW of HWY 60, 2MSE of Belle, behind shopping center with 'Kroger's' and 'MacDonalds.' D GM #381 departs around 9-10am (Tu-Sa) NBD to Columbus (07). Some NBD coaltrains may have helpers added here. **Benwood (CSX*)** YD is ~ 4 1/2 MS of **Wheeling** on HWY 250. YD is PT/W of Marshall St. "Benwood Junction" is at point opposite INT of Marshall and 16th St. S end of YD is at INT of W. Baltimore St. and River Rd. **Blair (CSX#)** You need to go ~ 12MSE on HWY 10 from Logan. Turn L (NE) on Buffalo Creek Rd. Go ~ 15MN to Blair. Then c'nue ~ 3 1/2 MN on HWY 17 to where you see conveyor coal loader off to your R, ~ 500FT away. This area called **Sharples. Bluefield (NS*)** YD and c-c is DT, PT/N of Bluefield Ave. & Princeton Ave. Mainlines are first trax S and N of YD, either direction on either line. "Forest area at E end of YD on the NE side of old trestle just past police shack is good waiting spot, both directions." EBD GM trains go to Roanoke, WBDs to Portsmouth, OH. WBDs are generally fueled in Bluefield. **Charleston (CSX#)** Not a c-c, but D GM trains E to Hinton/Richmond (midnight-3am), W to Russell, KY (mid-morning?) (05) stop and work. Mid-YD is ~ 4MNW of state capitol. Montrose passes over YD ~ 1000FTS of INT with MacCorkle Ave. This is in South Charleston. I-64 crosses over W end of YD. Go to INT of 'D' St. and 1st Ave. on N side of YD. HWY 61 runs under I-64 at extreme E end. **Cowan (A&O#)** Appalachian & Ohio now runs this ex-CSX line. YD is 1MN of DT. Coal only. 1-2 D trains at random times. Empty SBD train will come in, get broken into sections, then be loaded at mine N of YD and then reassembled. Loaded NBD train will wait at least 10 hours from time SBD arrived for road crew to rest. **Danville (CSX#)** Danville YD is a coal train staging YD. HWY 119 overpass goes over mid-yd. Smoot Ave. (AKA HWY 85) runs PT/NE of YD. Seems fairly busy. Loads will run N to CSX mainline at St. Albans. Loadouts S of here include **Sharples** (see Blair listing above) and **Ham**, off of Rte. 28. There are 4 loadouts SE of here (wy'e is at Madison) on the Pond River sub. Farthest out is the Lick load out, on HWY 85, a few MS of Rocklick. Check map or www.coalcampusa.com for further info on all of these WV coal loadouts. **Dickinson (NS*)** See Belle. **East Lynn (NS#)** This town is 25MS of Huntington. I suspect this line now o/s. You should ask in Huntington before coming down here. Take HWY 37 ~ 8MSE from Wayne. If coming here SE on HWY 37, that is RR there BTN HWY and river. Line terms here, D coal train to Russell, KY? **Grafton (CSX* & A&O#)** Most trains pull into **East YD**, 1/2 ME of DT down along the stream, for layover and c-c. Some EBD coal trains may be held just W of town on either Parkersburg or Newell lines, c-c there, and go. All coal, except 1 GM each way: EBD D GM Q316 to Cumberland scheduled for 10am; WBD D GM Q317 to Russell, KY scheduled for 12:30am (09). GEO WBD CSX coal trains can be NBD to Newell/Pittsburgh or WBD to New Martinsville/ Parkersburg, Appalachian & Ohio SBDs (may at times have CSX power) go to Cowan. Keep a low-profile: CSX railcop based here is strict and will arrest riders w/o warning. **Hinton** Small RR museum DT across from library. (CSX*) The c-c is at YO ~ 1/3MNE of CH, just N of Summers St. WBDs are GEO NEBD (river on your L as you depart); EBDs are GEO SWBD (river to your R as you are departing). Almost all coal except for EBD GM Q302 (D around 7am) and WBD Q303 (D, around 4-5am) (09). In the heart of old C&O New River Gorge line—check out old coal dock at W end of YD but keep a low profile, local cops watch for trespassers on RR property. **Huntington (CSX*)** Many coal trains unload onto barges on Ohio River here. Go to area BTN 4th St. & 22nd St., N of 3rd Ave., along the riverfront? Trains may stop at YD PT/N of 8th Ave., ~ 2ME of PO, opposite big "Huntington CSX Shops" sign on building. Departures will be empty and headed to WV and KY mines. A pair of D GMs, 'Q316' EBD to Cumberland around 7-8am & 'Q317' WBD to Russell around 5-6am (10) come thru here. They may at times work here but do not c-c. **Kenova (NS#)** Some trains stop/work here. "From HWY I-64 take exit #52 right on the WV side of the state line. Go NW off of exit ~ 1/4M and YO is on your R. (Don't be seen or approach YO with gear). **Keyser (CSX+)** Almost all coal trains on this line (except D GM Q317). All WBDs to Grafton usually stop for helpers here. My best guess for bagging rear unit on front of coaltrain: From HWY 220 overpass over YD right DT, go 1 1/2 MNW on HWY 46 (or RR) and wait. For Q317 I'd wait ~ 1MNW of overpass. **Kopperston (NS#)** YD on NE side of town, PT/SE of HWY 85. D coal train? I think actual load-out is 7MS of town. **Logan (CSX#)** Peach Creek YD, ~ 2MN of town along E side of river, is a busy staging YD for coal trains. Follow HWY 10 2MN of Logan, cross E over river and S end of YD is 1000FTN. Loaded coal goes NW to Huntington, empties E & S to various load-outs. These include **Pardee** as well as **West Gilbert**, near the int of HWYs 80 and 52. **New Martinsville (CSX+)** Brooklyn Jct YD is 1MS of DT, just on S

coming from Seattle pull across trestle and may stop briefly for clearance before rolling thru DT Tacoma at 10mph. Wooded area just E of trestle good to wait. See UP PDX Albina YD listing if you are riding into there from here. Keep a low-profile around Fife, unexpectedly high police presence at times. Some NBD IM/DS and GM will drop cars in Fife. SBD IM/DS I-SEBA (MWF) will p/u.

Vancouver (BNSF*) Main YD is W of DT, BTN 9th St. & 39th St. Challenging with lots of railcop presence. YD is fenced off (possible to scramble under or over) and has moats in places. Main YO is at INT of Lincoln & 11th St. at S end of YD. This is typical c-c for NBDs to Seattle (coming from Pasco) and also GEO SBDs (EBDs towards Pasco). For thru EBDs: From INT of Evergreen & Broadway DT, take #25 -- Fruit Valley' bus (7d/wk, but no late pm) NBD on Broadway. Bus goes to INT of Fruit Valley Rd. & W. Fourth Plain Blvd. YD is about .25ME of there under Fourth Plain overpass. You are mid- or rear-train of GEO SBDs (EBDs) doing c-c at S end of YD. Access trax thru field on S side of overpass. 1st track is storage, 2nd track is siding, 3rd/4th trax are mainlines. Be low-pro, construction crews here on wkdays. More trains at nite. GMs TACPAS, SEAPAS and EVEPAS arv late PM. One D SBD GM will go into Portland, late AM (15). EBDs to Pasco/Spokane orig'ing in Portland will not c-c in Vancouver. However, some roll quite slowly thru the SE side of WYE N of Columbia River bridge and might be caught in area E of Amtrak Sta. Note: As of early 2015, BNSF is building new "bypass" tracks on E side of YD for trains coming from N and headed E, such as DS out of Tacoma and GM to Pasco. Once this is complete, in 1-2 yrs, strategy for catching these trns will be completely different. Note: Railcop known to watch Portland-Chicago IM/DS from Amtrak platform on that loop-stay down. For thru NBDs to Seattle: Two D GMs will come WBD into town from Pasco, turn N at the wye by Amtrak STA, and then c-c at YO (11th St. RRX). Look for Canadian cars--other GMs, including out of Portland, may work or term in Longview. Coal and grain trains (multiple destinations-beware), and the rare re-routed thru WBD IM/DS headed to Tacoma or Seattle, will also use this routing and will also c-c at 11th St. RRX. You can wait in park by river along SE Columbia Way ~1000FT E of I-5 bridge.

Orig GMs: 3 dep from the 'B' YD area on N side of 39th St. overpass. Some other thru-trains also work this YD. To access this area, either c'nue N on #25' bus to 39th St. or take #2 -- Lincoln' bus to INT of Lincoln & 39th. Walk W to INT of Fruit Valley Rd. & 39th St. (passing over 39th overpass: look to your R (N) and that area is 'B YD'). Turn R (N) on FV Rd. and go 2000FTN to park area you see on your R (E). Go 300FT across there to RR to wait. If fence is too difficult here, you can c'nue another 1200FT N on FV Rd. to the RRX. Take a R (NE) on this spur track and it should lead you into the YD, still across from dep'ing GMs. H-VAWBAR' to K Falls/Barstow, CA is built across here on 4th/5th trax. It will probably have DPU and will do a 2-back before dep. ID 'Canadian' look: SRY boxes, DWC boxes, 3-hole grainers, white PROCOR tankers with styrene loads (placards numbered 2055). Time varies but often DEP 5-8pm D (15). Don't confuse with 'M-VAWPAS' to Pasco, the only other (GEO SBD) EBD which dep 12-3am D (15), has 2 units, no DPU, lumber loads, or the 'Canadian' look of H-VAWBAR. Both of these dep GEO SBD thru YD, then swing E to go along Columbia River. H-VAWBAR goes to Wishram then Bend-K Falls-Keddle-Stockton to Barstow. (NOTE: If you have trouble or don't want to risk getting this train here you could hitch on HWY 14 E to Wishram, WA or via OT Jct., OR (see listings) and get it there at the drawbridge). 'M-VAWPAS' will c'nue E at Wishram. Only other GM built in 'B YD' is NBD 'M-VAWEVE' to Everett (15), on duty 5-8am D, works Longview and Interbay.

Wenatchee (BNSF*) Mainline c-c is 400FT NE of INT of Wenatchee Ave. & Spokane St., 800 FT SE of Amtrak STA. Bull here, keep a low-profile. Mid DPU of EBD GM and rear DPU of EBD IM/DS removed here; unit coal and oil DPUs stay on. For WBDs: "Good place to hang is under pedestrian bridge over river, on riverbank. Stores across bridge." Green signals here can make you think a train is arv even when it isn't. Some int'l WBD DS lay over for hrs at Apple YD (2M SE of Amtrak STA off Malaga RD along river), may s/o head end cars or add power, dep any time. Dom WBD DS usually just c-c and go, thou may p/u power. Nightly GMs 'EVESPO' and 'SPOEVE' work. EVESPO will c-c at STA (10pm-2am) and then go to YD to work, SPOEVE tends to sit in YD longer, leaving mid-late PM, often a short train (15). (CSCD#) Cascade & Columbia River runs N on ex-BN line to Oroville. Train comes into town from N, 10am-12pm, 2x/wk (usu M+Th, sometimes Tu+F), drops off loads (limestone, lumber, sawdust) and p/u empties Usually arv. works, deps w/ 2 hours. Works small yard near DT, not Apple YD (15). Note: From bus STA, one block W of Amtrak STA, you can catch cheap (\$2) buses to destinations such as Leavenworth and Lake Chelan (x Su). **Wishram (BNSF*)** Trains BTN Pasco and Vancouver, WA run-thru, but sometimes side here for meets. Trains BTN Bend, OR and Pasco c-c at STA in W end of YD or pull into YD and park. WBD GM from Bend, OR to Vancouver, WA will c-c at W end of wye off N end of drawbridge. SBD GM 'VAWBAR' to Barstow from Vancouver will stop for c-c 1/2MW of wye at dirt RRX (crew van drives out there). You can walk out there along trax, be well W of that RRX. Usually has DPU on rear (inspected at K Falls). Typ arv 9pm-2am(15). D SBD from Pasco to Bakersfield can arrive any time, but also usually at night (15). It will stop in YD E of drawbridge, c-c can be quick or many hours. Line S of here thru Deschutes River Canyon very scenic. If trying to hitch here from Portland, see O.T.Junction, OR listing. **Yakima (BNSF#)** Not a c-c. Two locals serve Yakima: one from here to Ellensburg and back, Tu+Th only, dep Yakima early AM; the other arrives from Pasco 11pm-2am, works, then returns to Pasco (D x Sa). YD is just N of W. Lenox Ave. overpass on S side. YD is PT/W of N. 1st St. W. I St. is at N end of YD. WBDs are GEO NBD, EBDs GEO SBD. Public trans available to Pasco and Ellensburg.

State/Province Listings:

ALABAMA — Aliceville (AGR#) Alabama & Gulf Coast YD is N of 3rd Av NW. Maybe a local to Columbus? Most nights turn 210 goes to Amory/BNSF + most days turn 211 goes S to Magnolia.,works Boligee, Demopolis and Linden (13). **Atmore (AGR+)** AGR works in the area N of the CSX trax.

Birmingham Gus' Hot Dogs is recommended. Many trains stop before CSX-NS crossing at 13th St. DT, near the Amtrak Sta. You might be able to taxi to the yards from W of 12th St (if you see loaded coal on the CSX side, it's likely to go to Mobile). The rear of GEO SWBD trains on CSX to Atlanta, Jax and Montgomery, ABS, and NS to Meridian and Selma will be near 23rd St. 1-2 BNSF-CSX DSs to Atlanta stop with the engines under the 26th St. overpass, with the rear to the N near 7th Av N + "27th St" at 11pm and 6am (13). NS trains to Sheffield often stop E of 32nd St. Jungles near Sloss Furnaces Park too.

(ABS#) Alabama Southern runs ex-KCS line to Tuscaloosa A/R. Built in CSX's Boyles YD as Z776

(ATN#) Alabama & Tennessee River RWY runs from CSX Boyles YD as Z389 to Gadsden A/R, often stabbed along 32nd St. DIA w/NS on its way out of town, and often goes dead on the law

(BNSF*) East Thomas YD is 2MN of DT. Take #6 Pratt Ensley bus from DT on ~20-min ride. After passing over I-20, get off at INT of Arkadelphia and 12th Ave. W, by BP gas STA. Walk N to RRU. maybe dodging over thru soccer field at 14th St. RRU is W end of E. Thomas YD. Watch for cameras. 3-4 D WBD GMs to Memphis. Many pull past Arkadelphia RRU and double back 1-4 times. "When leaving, WBDs, pull out at ~5mph so you can wait under N side of bridge or even W of it." YDmaster: 320-3651. BNSF hands 1-2 DS to CSX for Atlanta/ Fairburn YD, they recieve close to the 16th St RRX at E. Thomas' E end, but are easily caught DT (see above).

(CSX*) Boyles YD starts 3MNE of DT and stretches 4MN. Thru trns stop at S end, PT/W of ARV YD. The SBD c-c is just N of Vanderbilt RD/27th Ave. N, the NBD c-c is above the Cedar St. RRO (300FTN of MP 387). Take the "#23 North B'ham" bus its to 43th Av+37th St. Walk a BL N to 44th Av and another E, the mains are E past the pair of industrial trax and trees. The ass end of thru trains will stop near 44th Av. Q026 to Chicago (Dom 53s), Q126 to Memphis, and Q102 to Nashville (both with Int'l 40's), Q684 to Chicago, NBD Autoracks go to Louisville. Q101+126 go to Savannah via Waycross (Int'l 40's) and 1-4 DS to Jacksonville (Dom. 53s). SBD thru GM goes to WayX, Autos to FL. GM DEPs are from 'bowl' YD, W of carshop+hump, and maybe 3 tracks to E7. From 44th Av, c'nue 1+MN to far end and ask helpful workers for info. Q502 to Cincy, Q688 to Indy. The Q678 to Atlanta DEP GEO SBD. The Q521 goes to Pensacola. Q579 to NOLA, and the Q689 to WavX. The Q577 to Mobile carries Dothan Sub traffic. CSX opened an IM YD in Bessemer on old Pullman grounds, 9BL W of the #1 S.B' mer bus on Dartmouth Ave. BTN 32nd and 22nd Sts. YD's off the mains so the Q101 (P/U, 1pm Tu-Sa) and the Q102 (S/O, 9pm M-W,F) have wacky routings(13) See DT+BNSF sections for other CSX IMs to Atlanta.

(NS*) Norris YD is in Irondale ~8ME of DT Birmingham, next to Ruffner Mtn Park (w/ trailhead across from the junkyard and quarries a steep 1000ft E of Oporto Madrid at 68th St). (if headed to the NBD/WBD DEP YD you could try going thru the park: - take the #28 to 81st St and walk E to the main entrance then over the mountain). Otherwise, the way you most likely should go: From DT, take a #17 bus to Oporto Madrid and 65th St. Angle onto Madrid Av, and walk 2BLS, turning L(E) onto Georgia Rd. and walk 1M along NS mains to 20th St at 2nd Av.N. The rear ends of both ARVs on the N 2 trax and thru EBDs on the middle 2 trax will be near the Oporto Madrid overpass. Thru trains (IM, GM, coal, etc.) use the mainline that bypasses YD on S side. That track veers off just E of 20th St. S. and runs PT/N of 1st Ave. S. EBD to either Chattanooga, Atlanta or Macon stop shy of the 20th St. RRX at the caboose across from the Whistle Stop Café (known for its BBQ), with all IM to Atl. WBD to Meridian/New Orleans stops at 24th St. For these, cross to 1st Av S and turn L(E) and go a handful of BLs and find a nice tree to wait under. 22Q to McCalla (connects to NOLA tm), 219+23E to Dallas via KCS, and 225+23D to LA via UP (13). For GM DEPs: There are two DEP areas. For NBDs and WBDs: (WBDs may pause before the 20th St. RRX as they DEP) From 20th St.+ 2nd Ave. c'nue 2000ft E merging onto 1st Ave. N. Walk ¼MN on 1st Ave. to INT w/ Ruffner Rd. Turn R (E) going ¼MNE on Ruffner to junkyard on your R. Then bushwalk behind junkyard to main DEP YD, look for crew shack for info. Chattanooga trains dep GEO NE. #16T to Allentown, 142 to Elkhart. WBDs include 329 to Sheffield, 385 to Mobile, 339 goes to Shreveport via KCS. Of the 4 SWBDs built here, two are handed off to UP: the 345 to Livonia and the 393 to Houston. The others go to NOLA (13). For EBDs to Atlanta or Macon: the DEP tracks are on SE side of YD. From 2nd Av N, the clearest way is to go. 6MS on 20th St. S to turn L(E) onto Crestwood Blvd, and hence 1¼ME to John Rogers. Turn L (N) on John Rogers and walk 1000FTN to RRU. Crossover, and drop down to tracks and follow them back NW, curving around to E. This YD is shaped like a "C" with EBDs to GA departing counterclockwise. When built, some trains' head ends may be all the way out to the John Rogers overpass. 153 to Linwood, there are 2 to Macon: the 138 goes via Atl, and 336 via Columbus,GA. NS has an IM YD at McCalla, ~20MSW of Birmingham. Take #1 'S.Bessemer' bus past B' mer to the end of the line at 4th & Academy. Walk another 4MSW on 4th to McAshen Dr. Turn L(SE)

and go <1/2M to RRU. YD is to R. Short IM #290 to Croxton, NJ DEP mid-lam (W-Su). 24E to Atlanta p/u (after 8pm Tu-Sa). IM #23E to Dallas s/o around 7am. Both 23E+24E leave the bulk of their train on the mains while working and c-c in Irondale (13). GM #334 to NOLA should stop here to p/u IM/DS.

Boligee (NS# & AGR#) Two RRs cross here, NS also runs SE to Selma. Some trains stop to work. **Decatur** Trains on the shared bridge have a 10mph limit? (CSX*) Go to INT of 1st Ave. SE & 2nd St. SE, by the "Farmer's Market." Go to RRR at that INT, turn L(S) and go 1/2M to where **Oakworth YO** is on L(E) side of RR. Maybe 1/2 of GMS c-c here. (NS+) YD is 2MW of bridge. **Dothan** (BAYL#) YD is 1/2MSE of CH. Go S on St. Andrews to Franklin and E to middle of YD. Turn from Panama City DEP back late evening (M-F), turn to Hilton 8am (M-F) -G&W wants to start turning it at Albany, GA. (CSX*) YD is 1MN of CH, N of Reeves St. RRU off N. Oates/US 231. YO 1BL of RRU is c-c. 2-3 D each way, most work. If NBD, turn R(E) off Oates at Chickasaw St. and go 1BL to trax, NBD c-c can be quick. **Flomaton** (CSX+) A rare train may work, those BTN Mobile and Pensacola have 10mph cap. Wye of RR is 1000ft E of HWY 29 RRU on S side: SBD to Pensacola, GEO EBD are NBD to Montgomery. NBD GM Q520 p/u "90%" of the time, 7-8pm (xP)(13). When stopped, rear end will be by old concrete coal tipple at E end of YD. **Florence/Muscle Shoals Area** (TSRR+) Tennessee Southern works to port S of DT in evening M-F before turning back to Lawrenceburg, TN. Likely switches at siding E of DT, N of Veterans Dr. near Helton Dr. (NS*) **Sheffield YD** is 7MSE across Tennessee River. From DT Muscle Shoals, go 2ME to Wilson Dam Rd/Helton Dr, then 2MS to RR. Turn L(E) and walk into W end of YD. GMS humped here. **GM DEP YD** is on S side ~1/2ME of Wilson Dam. EBD #320 to B'ham DEP GEO WBD. #329 to Memphis. DPUs on coal probably inspected here (to ID coal see 'Memphis, TN'). "Wooded area 10 cars up from where EBD coal DPU stops (1/2ME of Wilson Dam Rd) is good place to wait during c-c/refueling." **Fountain** (AGR#) Tiny hamlet is 8MNW of Monroeville. Turns 212 N to Magnolia and 231 S to Atmore, AL/Cantonment, FL. **Gadsden** (ATN*) Turn M715 W to Guntersville (mornings) and 390 GEO EBD to B'ham/CSX. YD is PT/N of Forest Av. 3MW of DT. Take the 'West Trolley' to INT of Forest and Vandell at YD's E end. (NS) YD is 1MW of ATN YD in Attalla **Huntsville** (NS#) HMCIR INT 1BL N of PO is quiet. IMs 22N+23N BTN Atlanta and Memphis (6x/wk) work in Madison. Take #3 bus W to end at mall. Walk 3MW on Old Madison Pike to Shelton, jog 1/2MS to trax and 1/2MW further. Hughes RD crosses over middle of siding. Locals A81 + A85 return to Decatur, 20MW, after shunting IM S down branch to ramps. **Lincoln** (NS#) From PO, go 1/2MN to trax, then 1/2MW to wye at Honda plant. 298 to Atl, turn 270 flips back W to B'ham/BNSF + onto Clovis, NM. Also 290 to Croxton, NJ picks up late evening, will have IM on rear (Tu-Sa). **Magnolia** (AGR*) Go 1/2MSW of town on HWY 'CR-30' to RRR at N end of AGR's main YD. AGR 411 S to Mobile (2x/wk?), turns N from Aliceville (211, days), and S from Fountain (212) flip here (13).

Mobile All 4 RRs' YDs are close together just N of DT near the State Docks. From Bienville SQ, go N to exGM&O STA (now for city buses). (AGR*, CN*, NS*) Walk N ~1/2M (keeping I-165 to L), along trax to diamond. CN YD is to L, NW of I-165. CN NWBD A489 to Hattiesburg+Jackson, at ~4pm D?(13). DEP from 1st track beyond "swamp" under I-165. The NS YD is another 500ft. ahead PT/E of I-165. NS NBD 385 DEP ~8pm D (13) to Birmingham, works at McIntosh and at Selma "I watched it leave from the Wmost track"(13) The AGR YD is to R(E) across Telegraph Rd. from NS YD. AGR 410 DEP GEO SBD (8am Tu,Th?)(13) and loops around onto NS trackage rights N to Kimbrough, then on its own into Magnolia. Empty coal (CSX, some CN, NS?) DEPs from Port at McDuffie Isl. 2MS of DT, near future shared IM YD. (CSX*) CSX **Sibert YD** is 1/2ME of AGR YD. From GM&O STA, go 2BL E on Beauregard to CSX mains at Port, turn L(N) and commit: walk 1/2MN to no-man's land. WBDs to NOLA, GEO SBD, queue across from CN Carshop. At cell tower there are 5 trax (W to E): 2 YD leads, then 2 mains, a strip of grass and a 3rd main. E of there is the Port. Duck into the strings to the grass strip and work your way N, GEO NBDs stop at far N end of YD, most go to Montgomery. Many work, only Q576 to Nashville is built here (5/13). **Alternatively**, take #16 bus to base of Bay Bridge. Walk under bridge 1/2ME to 2nd set of trax & 1/2MS to canal. When you have cover, cross into YD past office.

Montgomery (AUT*) Autauga Northern runs N to Maplesville from YD ~1MSE of Prattville on ex-NS line. Take the #7 bus to the end of the line, and c'nue walking 4MNW on HWY 31 to HWY 82. Turn L(W) and walk 1/2MW to RRU. YD stretches to N, a CSX local comes out here too. (CSX*) All trains pass by Union STA slowly (<10mph). 2 YDs are near each other N of DT. **Chester YD** is best for Atlanta and New Orleans. From DT go ~1MN on Court St. to INT with Race St. on L. SW throat of YD is to the R(E). **S&N YD** runs NW/SE, is 1/2MW of N. Court St. on Race St. GMS that work YD use nearest trax (on NE): The Q681 to Waycross via Dothan is pared off the Q577? The Q521 to Pensacola (mine DEP at 11am). 4 mains are on W side and c-c for SBDs (mostly to Mobile) is beneath overpass by big YO. The c-c for NBDs to Birmingham/Nashville is at shack at N throat. Q648 goes to Chicago. (M&B#) Meridian & Bigbee slogs to Meridian, works Selma, Myrtlewood, and heavily at Linden (may go to Magnolia now?). It turns at CSX/S&N YD (should be easy catch there) and should stop at far W side of CSX Bell St., 750 FT W of RRU to manually throw switch? Look for G&W units and almost entirely boxcars, some KCS in late afternoon ~4x/wk (13).

Muscle Shoals/Sheffield See Florence listing. **Reform** (ABS#) Night turn W to Artesia, MS, days E. **Selma** (M&B+) YO is on Selma Av 1BL NE of Range St. (NS*) This is c-c BTN Mobile/McIntosh and B'ham (~3 NBDx/day). YD's SW throat is at INT of J.L. Chesnut Jr. Blvd and HWY 41, 1/2MNE of DT. **Talladega** (CSX+EARY+) The 2 RRs INT in Bemiston, 2MSW

busy location; a few stop, most don't. Split of Wenatchee/Seattle and Pasco/Portland line is about 1MW of here right on Latah Creek viaduct (inbound EBDs usually use a separate route and join Wenatchee line just E of bridge). See 'Hauser, ID' listing for likely IM/DS destinations. All unit grain headed to Pasco/Vancouver, WA (some then up to Seattle/Tacoma). WBD unit coal will go via Pasco and Vancouver, WA to either Centralia (~ 1/3 of trains), or on to Tacoma-Seattle and up to Canada! WBD unit oil goes same route as coal but can term in PDX, Tacoma, Ferndale or Anacortes. Coal and oil have DPU on rear but may be locked.

(UP*) YD on E side of Spokane and S of BNSF YD. From BNSF YD, go S on Fancher to Sprague Ave. Otherwise, both #29' bus (on Trent) & #90' (on Sprague) come by here. If on #90 going to YD, get off at INT of Sprague & Fancher. Walk off NW corner there thru 'Home Depot' lot to go into E end of YD. SBD (GEO WBD) GM 'MSKHK' to Hinkle dep ~6-8pm D. ID PROX (c), TTGX auto (c), IBT (l), ARMN (l). Turn to Plummer dep 3x/wk (MWF?) late am to Plummer, meets StMa. Thru trains BTN Hinkle and Eastport/Calgary do main line c-c w/o entering YD. EBD c-c is with head end just W of Park Rd. RRR, near INT of Rutter and Park; WBD c-c is just E of Fancher Rd. RRR, near INT of Rutter and Fancher. NBD (GEO EBD) GM 'MHKET' to Eastport/Calgary arv 5pm-10pm D. ID (see 'Hermiston, OR' listing). **MRVET to Eastport/Calgary** is 3-4x/wk (14). At times another Hinkle-Eastport GM also runs. Rear end of stopped EBD should be near, or GEO SW of, 'Skyway Cafe.' **METHK to Hinkle** arv 8pm-1am D (13). ID PROX, CP, SOO, GATX. Grain and potash extras. Sometimes another WBD GM. UP also receives PGEX coal from MRL at Erie St. for Boardman, OR (20MW of Hinkle) at least 1/day (13).

Sumas (BNSF#) YD is on W side of town. RR is PT/W of Cherry St. and W. Front St. runs E-W across RR. WYE on SW side where SBDs turn off toward SE is where you want to be for a ride, I think. GM to Everett late evening (01), D x Su, M. As of early 2015 some unit coal (e) are being routed via Sumas to Burlington, then Everett and Spokane/MRL. **Tacoma** (BNSF*) In Seattle area, this is best location for BNSF SBDs to Vancouver, WA. Possible to get EBDs to Spokane etc via Vancouver/Pasco, but to go via Wenatchee you are better off in Everett or Seattle. For BNSF IM/DS (works for UP orig UP IM/DS too): 'Sounder' commuter trains to Tacoma from Seattle during weekday commute hours or take #590/594 bus from 2nd Ave in DT Seattle. From Tacoma Dome STA or DT Tacoma, take #41' bus, getting off at Portland Ave & E 26th St in front of 'La Quinta Inn'. Walk E across Portland. Turn L (N) and walk about 300FT to street sign of 'Bay St. & Portland Ave.' C'nue 250FTN, going down descending loop of road with auto overpass. There, on your R, at corner of fences, should be a HF. It may be patched, if so, note about 100FTN, just to other side of overpass, is gateway (closed/locked). 5th vert. support post of fence to L (N) of it has HF. Other holes patched or come and go. This area seems relatively low-pro. Go thru and, walking along N under overpass, go 150FT to RR. Across those 5 tracks, you'll see descending track that curves off to L, with Puyallup River bridge 300FT N. Both BNSF and UP dep'ing IM/DS come down that track. To be dep outbounds, these must be powered by big, 6-axled units (otherwise they are just strings getting switched around). Many just drift (1-5 MPH) or stop on this descending loop track. UP EBDs to Chicago/Memphis are GEO WBD, then turn S to go to Portland, then E towards Pocatello and beyond. In early 2015, BNSF IM/DS usually go S (GEO WBD), but sometimes N - in which case train backs out over river, with conductor on rear DPU; conductor then gets van ride to head end which will be near you here at overpass. Train then reverses direction and dep GEO EBD, going N to Seattle. Train can c-c at a number of places in Seattle and sit for long periods there before c'nue to Everett and E towards Spokane and beyond. If BNSF IM/DS is SBD, train will typ have 3 units on head end and no rear DPU; if NBD to Seattle, it will have 3 on head end and 2 rear DPUs. Don't confuse with inbound DS term'ing in Tacoma; these will come in on mains (first 3-4 tracks) and not from curving track over river. You can walk across Puyallup River Bridge there to wait for IM/DS-but railcoops patrol that area. Area where you walked thru HF is quite casual. Usually no railcoop but watch for sporadic TPD patrols. Both BNSF and UP IM/DS DEP anytime, nights best. Avoid garbage trains! Note that, .5ME of this location, is place with "Reservation" signs BTN trax, with another descending track to L. SBD UP IM/DS out of from Seattle comes thru at 10 mph. **Alternatively**, BNSF GMS 'EVEVAW' or 'SEAPAS' may come thru on mains, stopping or slowing to 5-8 MPH to enter YD to work. BNSF YD is DT, at INT of 23rd St. & D St, near transit STA. YO/tower at S side of YD near D St, about 1500 FT W of Amtrak STA. YD is oriented E-W. GEO EBD trains are NBD to Auburn/Seattle. GEO WBD trains are SBD to Vancouver, WA. Wait at '21st St. Park' where 21st St. crosses Dock St. At park, facing tracks with water behind you, to your R (GEO N) is S to Vancouver/PDX. Walk SE to where D St crosses over YD, to see YD activities. Also, to N is pedestrian bridge over trax that will take you to DT Tacoma, restaurants. This location is good for SBD GM work or orig in YD - head end will stretch out here while GMS EVEVAW or SEAPAS go p/u. After working, train will dep slowly, and might c-c a ways down the trax. Trains working YD will be on track closest to park. SBD GM 'TACPAS' to Pasco runs as needed, will pull completely out of YD for conductor to arm FRED, then conductor will get van ride to head end. Easy to catch from park, but be low-pro. (If BNSF IM/DS dep SBD, front end of train will creep past you here; if IM/DS dep NBD to Seattle, rear end DPU will be near here before dep.)

(UP#) For IM/DS DEPs, see BNSF above. UP's **Fife YD** is along the main on NE side of Tacoma in an industrial area. Some GMS and IM/DS work. GM to Hinkle dep 11am - 4pm D (x-M?) (15). Frank Albert Rd. E. runs N-S over E YD throat, Industry Dr. E. runs PT/N of YD, and INT of 20th St. E. and Port of Tacoma Rd. is near W YD throat on N side. GEO WBDs are SBD to Portland, GEO EBDs are NBD to Seattle. For perhaps a better place to get SBDs to Portland, from Fife YD, go approx. 1000FTW on tracks, to **Tacoma Jct.**, taking that split to L (S) towards trestle crossing over Puyallup River. The units of UP trains

on head end. Access YD by going under E end of Dravus bridge, down embankment. After checking out situation at Dravus, a more discreet waiting location is to go to N end of YD to catch GM 2-backing out of YD. From Dravus bridge, walk IBLW to 20th Ave W and turn R (N), then walk 0.75MN past Emerson St. RRU to bus stop near INT of 26th Ave. and Gilman Ave. From bus stop, go through gap in brambles to the E, down hill to tracks. GM can dep any time, 3-4 per day. Trains also slow down/stop here for drawbridge just to N. Only trains guaranteed to stop in Everett are garbage, coal load and GM. Oil, IM/DS, empty coal, etc, may or may not stop in Everett. To get to Wenatchee, you can also occasionally find an IM/DS doing c-c on Interbay "track A" but not consistent. Careful, some IM/DS parked here can be GEO SBD to Stacy St. or Tacoma. To get E you are better off either going to Stacy St. YD (see below) or catching GM in Interbay to Everett (or taking bus) and going there to 'Lowell Siding.' To get S to Vancouver, WA on BNSF, you are best off in Tacoma. EBD IM/DS dep from Stacy St. YD just S of DT, usually at least 1/day, any time, weeknights best. To access YD, take # 21 bus from 3rd Ave DT to INT of 1st Ave.S. and S. Lander St. To the W is the world HQ of Starbux. Go W on Lander BTN Starbucks/OfficeMax on your R and Home Depot to L, until Lander runs into YD. Dep YD is 2nd thru 8th trax from road; you need 2 strings of IM/DS cars stretching length of YD to make a train. Watch for local and railcoops back here! You are probably better off waiting further S, just N of Spokane St., about at Horton or Hanford Sts, and get on as these trains 2-back before DEP. EBD DS DEPs typically swing around 180 degrees at the loop by Daniel Smith (see UP section) and head N to Everett (where they *might* c-c at Lowell siding—see listing), then E to Chicago, but on occasion go GEO SBD to Vancouver, WA and then E to Spokane via Pasco. The S-TACOMA to Omaha via MRL/Denver brings IM/DS from Tacoma to Seattle, leaves train on main under Airport Way RRO, engines p/u and add IM/DS string at Stacy YD, then takes train to Interbay for c-c, Su nite or M. Two GMs out of Stacy: local to Tacoma, dep 8-10am (D x F, Sa), has 4-axes units. 'SEAPAS' to Pasco, dep 10am-4pm D, has 6-axe units. BNSF has a second IM YD, South Seattle, 8MS of DT, which orig 2 EBD (dep GEO NBD) dom IM/DS to Mpls/Chicago. These trains run on tighter schedule than those leaving from Stacy YD. Take #124 bus S from 3rd Ave DT to INT of E. Marginal Way and Boeing Access RD (BAR), where bus turns R onto 'Tukwila Intl Blvd' (food mart). Walk 2000FTE on BAR, crossing over N throat of YD. Go 50FT further E and turn R(S), looking down descending gravel RD. YD is in front and to R of you. Walk 2000 FT S along that RD to point with big telephone poles right beside you. Go 200 FT further S, turn R, and walk to mains. You can cross over (watch for hi-speed commuter trains on mains) to 9th and 10th tracks. 10th is track just down slope and is first track to W of telephone lines that run N-S thru YD. One section (front or rear block) of IM/DS to Chicago will be here on 9th or 10th track. One dep 5-7am (Tu-Sa)-be out looking for rides early. Evening train departs 7-8pm (Tu-Sa). No trains Su, M except A/R. If so, typ dep 7-8pm (15). After all EBD DEPs, expect possible railcoop in vehicle watching train just N of ship canal bridge, about 2MNW of Interbay YD. Sporadic overhead surveillance from railcoop in Spokane if it is daylight when going thru there (it is about 11-15 hr trip from Seattle).

(UP*). Argo YD is at 4th Ave.S. & S. Alaska, about 2.5MS of King St. STA, underneath the 4th Ave.S. overpass. Take #131/132 bus S from DT to INT of 4th Ave S & Spokane St. Walk W on Spokane St to 1st Ave, then walk S, you will see 1st Ave rise up onto an overpass. Veer to your L down under the overpass. On your L is the "Daniel Smith" Artist Supply Store. Directly ahead is the BNSF U-turn track curving sharply around to your L. Just S of U-turn track is N end of Argo YD. Rear end of dep UP DS are accessible from this area. DS 'J-SEG4' to Chicago dep ~10pm-midnight (1-2x/wk, typ W, F - chk YD 930-10pm to see if it has been built,) usually with a DPU spotted near overpass here (15). I'd say avoid DPU due to risk of inspection. DS 'Z-SEMN' to Marion (West Memphis) ~4-8am D (x Su, M), usually with DPU, may work Albina, Cheyenne, Kansas City, E. St. Louis. (15). Both 'ISEG4' & 'ZSEMN' almost always built on 10th/11th trax S of BNSF U-turn track behind 'Daniel Smith' (count while looking above from E edge of 1st Ave. overpass), on either side of narrow asphalt road in YD. A GM to Hinkle, OR dep out of Argo 11pm-3am (5-6 days/wk). It will p/u at Fife YD in Tacoma, leaving Fife 12-4pm (15). The IM/DS I-SEBA to PDX (Barnes YD) leaves MWF, 6-10pm, from the small 'NW Container' YD just N of Argo and W of Airport Way RRO, Has 40' porches but no 48s. P/U in Fife. SBD trash trn 'USEGL' to Portland/Arlington, OR dep D (x M, Sa) 2-6pm. Built as 1 or 2 strings at same basic area as ISEG4 & ZSEMN. Typ has 2 DPUs. Rear of trn in area near 1st Ave. overpass. Look down from overpass in early PM: ID trash and DPUs. Hide in YD, stay off DPUs until moment USEGL begins to move (may be inspected beforehand). Get on ASAP. Expect ARV Port 9pm-12mid. Note: trash trns don't go as far as Hinkle. GET OFF in Portland.

Spokane (BNSF+) Mainline c-c is at Hauser, ID, 27ME of Spokane, (see listing). Railcoop at times (on and off) looks down on DS, especially EBDs, from near the Fiske St. overpass .75M W of Havana St. RRX at W end of YD. Yardley YD is about 4ME of DT. Many work, both GM and IM/DS, both EBD and WBD, some GMs orig. Take #90 "Sprague" bus from DT to INT of Fancher and Sprague. Turn L(N) on Fancher. Go 1MN to RRU. If you walk 250FT E on S side there, on E. Mission Ave., you can walk BTN bldgs into S side of YD. You can catch EBD+WBD trains that stop to work or for signals (including the occasional IM) or YD DEPs here. WBDs: MSPOEVE to Everett, WA typ OD 2-6am; MSPOPAS to Pasco OD 8-11pm (15). WBD grain (rare) and GM 'Chewelah Turn' on high tracks on N side of the YD may head N up branch line to Chewelah M-F, 7-11pm. Meets KFRR turn at Chewelah and arv back in SPO late morn. Typ has 5+ geeps (4-axe units), but at times no rideables EBDs: EBD GMs out of Pasco may work YD but not consistently (see Pasco, WA listing for details)(15). SPOSHM to Shelby, MT OD 10pm M W Th Sa, but often delayed. Alternatively, for WBDs to Pasco/Portland or Wenatchee/Seattle: Go to INT of Walnut & 2nd Ave. Behind 'Shell' gas STA there is elevated track entrance, with a trail up to RR. Go up it, then walk 300FTE to signal box to wait. Very

down Ft.Lashley Rd. CSX A734 goes to Birmingham, the Eastern Alabama flips a turn from Sylacauga. (NS) Local A84 (3x/wk) to Willon, AL starts at steel mill 3¼MNE up North St/HWY 21. Tuscaloosa (ABS*) Alabama Southern runs ex-KCS line, GEO NWBD to Artesia, MS/KCS (days?), and GEO SEBD to B'ham/CSX (pm?). Compact YD is just W of DT. Stillman Blvd.crosses N throat.. 15th St. goes over S throat and 27th Av by offices. (NS#) Small YD is 1MS of DT by Amtrak STA. A38 to B'ham in afternoon, few road trns work. You might be better off at siding to SW, under the I-59 overpass.

ALASKA --- Keep a low-profile on Alaska RR. Workers are not used to riders and tend to report you or kick you off. Low tolerance for trespassing even if you don't have gear. Anchorage Check out Alaska RR store in depot at 411 W. 1st Ave. (patches, postcards, etc.). (ARR*) YD is E of C Street bridge just NE of DT and SW of Elmendorf Air Force Base. YD runs E-W. SBDs depart GEO WBD, NBDs depart GEO EBD. SBDs to Whittier (1-2/wk) or Seward (sporadic) may be lined up in area under C St. viaduct but for NBDs you will need to be well E of this location. From INT of C St. and 3rd or 4th Ave go E-IM (a #45 bus occasionally goes this way on 4th) to INT with Post Rd. Go L(N) on Post Rd. crossing two sets of RR tracks and then curving around to the R(E). YD is just to N of Post RD here, YO is straight ahead by where Post RD curves to the R. You can wait in bushes down to E here. Mixed IM/GM to Fairbanks dep ~8pm (D x Th&Sa)(1/15). Other unit trns sporadic, unit coal (e), when running, goes as far as Healy. If it seems too open here (not sure, this access info is from 2001!), you can go to the other (N) side of the YD in advance of dep and try to get on there. For access to the N side here, you can go a completely different way from DT: take #14 Government Hill bus to INT of Elm St. & Hollywood. Walk E on Hollywood 50FT then turn R (S)(just past parking lot for Panoramic View apartments) into "Snow Disposal Lot." Go to far SE end of lot and go thru HF. Turn L(E) and walk along fence line. Eventually you will come to a dirt RD leading down to YD across from area described above. Fairbanks (ARR*) YD is NW of DT, near Garden Island. Mixed IM/GM to Anchorage dep ~8pm (D x F&Su)(1/15). Sporadic unit trns, mostly oil tankers. Sporadic local (tankers only?) to North Pole Refinery (14ME of Fairbanks). Healy (ARR*) This is c-c for all trains BTN Fairbanks and Anchorage. You are just ~10 miles N of Denali National Park entrance. From Parks Highway at INT with Healy Spur RD (by Totem Motel and Northstar Inn) go E on Healy Spur in direction of coal mine. After 1+M you come to a bridge/RRU. YD is to your R(S). Mixed IM/GM NBD to Fbanks and SBD to Anch both late night-check those listing for days. The Usibelli coal mine, located on a branch E of town, origs sporadic unit coal N to Fairbanks and S to Seward. Seward (ARR#) NBDs to Anchorage are few and far between. Unit coal (e) goes back to Healy but this is very sporadic and seasonal. Whittier (ARR*) YD is right DT. NBDs to Anchorage dep following ARV of rail barges 1-2 times weekly. Crew may layover 8 hrs after assembling train before pulling. Catch out behind Anchor Inn. You can sleep in massive abandoned military building above town here.

ALBERTA - Athabasca (CN#) RR runs S (GEO EBD) from the N side of DT, along S bank of the Athabasca River.

Calgary (CN*) Older Sarcee YD has been downgraded but is still in use. A442 to Edmonton is built here, PT/S of 50th Av SE, 6MSE of DT. Take the #23 down 36th St. to 50th. at mid-YD. DEP GEO WBD, then immediately hooks NE. The A442 carries WBD IM (for Prince Rupert, probably will p/u at CN's new Calgary Logistics Park IM YD, 9MNE of DT in Conrich. From the Whitehorn STA, take the #21,25, or 38 near INT 68th St NE and McKnight Blvd, and walk 3ME on McKnight to trax and NE into YD. Q114 to Toronto goes N via Edmonton. Transfers run from here to/from CP Alyth YD. (CP*) Take "#24 Odgen" bus from DT to the Blackfoot Trail, ~2ME of DT (15-20 minute ride). Get off at the 1st stop after overpass over Blackfoot Trail. CP's Alyth YD is behind the small strip mall where 'La Rouche Café (open 7am - 3pm) is located. Facing overpass from S side, walk along E side to where a dirt path goes off to your R along the Blackfoot Trail overpass bridge. The dirt path runs ~100 FT to the first tracks on the S edge of YD. (note "bubble" cameras). Rear end of EBDs may be quite a few tracks over here. WBDs may be down to the E ~1500FT. For WBDs, from strip mall, c'nue walking S down Ogden RD to Bonnybrook DR. Turn L(E) and RD dead ends 1000FT ahead at trax. No fence and no cameras nearby. From there you can walk down the mains 1000FTE toward the malting plant. It is a little sparse but there are some hiding areas, better at night, to wait for DEPs. Some will be quite a few tracks over so it can be hard to see what is going on. Try to depart WBD pre-dawn/early AM as the trip is spectacular. NBD trains to Edmonton depart GEO WBD then take a sharp R turn just 1000FTW of the overpass, rolling 5-10mph. "You can wait in park just N of the 2nd RRR after the NBDs take the loop out of the YD. A good day spot to wait for NBDs as they are still catchable here, ~4 trains each way BTN here and Edmonton." SBD trains also depart GEO WBD but then curve L(S) at the same junction as where NBDs curve R. These include trains to Lethbridge, Sweetgrass/Shelby, Montana, and over Crownstest Pass to Cranbrook and the US. It is possible to catch some of these trains in the YD by the previously described catch-out spot but you will have to ask. Also, EBD and WBD DS trains and WBD grain trains often stop for clearance right DT at a small YD. YD is PT/N of 10th Ave. SE, just on E side of MacLeod Trail RRO. Some trains are also held at Keith YD, 7M NW of DT. YD is PT/N of Bow River. E throat is 1000FT W of HWY 201/Stoney Trail NW overpass. Take the #201 bus, transfer to the #40. CP also has an IM terminal 5MSE of Alyth YD in 'Foothills Industrial' area. WBD IM/DS (maybe EBDs too?) can be caught from here. From DT, take 'C-Trains' Blue Line

to 'Anderson'. From 'Anderson', take bus #409 to INT of 52nd Street SE & Dufferin Blvd. SE. Walk 3000FTN on 52nd St. SE to W throat of YD. Turn R (E), walking in and to N side of YD. Unfortunately, no other good public transit access - you must come in on W end. Night is best or use cover of inbound cars to get on and roll by into YD to avoid crews seeing you. Look for front ends at signal blocks with crews. Avoid crews. Thru trns working IM YD may still stop at Alyth YD for c-c or clearance. **Coalhurst (CP*)** 6MW of **Lethbridge** on HWY 3. **Kipp YD** is ~2MNW of Coalhurst. DPU's may be added to WBDs for trip over Crownest Pass. At NW end of Kipp YD there is a WYE. Thru trains BTN Calgary and Cranbrook may c-c in this area and bypass YD. 'The Pub' is recommended.

Edmonton (CN*) **Walker YD** (a.k.a. **Calder YD**) is in north Edmonton. YD is PT/N of Yellowhead HWY W BTN 127th St NW on W and 82nd St. on E end. 127th Ave. NW is PT/N of YD. Hot/difficult YD. Dep'ing EBDs leaving YD are often already rolling hard. Some WBDs, EBDs and NBDs may be caught at W end of YD, on S side. Take "#12" bus from DT (~1BLW of city hall) NBD on 101st St. to 127th St. Walk 1BLE to INT of 126th Ave. NW and 126th St. NW. Go 400 FT N. You can wait in bushes across from 'Auto Body and Repair.' There is a HF just 10 FT on R(E) side of where 126th St. deadends at RR. Some WBD DEP's come by here at 3-6 MPH range (others will be too fast). Some EBDs arv here at this speed, some will c-c and go but others may switch over further N into YD to term or work. NBD GM to McLennan (NAR line to Hay River, NWT will come by here GEO WBD then take split to N just W of YD. 'IDed with just boxcars (maybe some grainers) and only 15-20 cars.' Accessing stopped trains in YD seems challenging. GM DEP YD may be on N side of YD, in vicinity of the large park N of 127th Ave. NW, E of 113A St. NW. Fenced off). Not sure about access to the mains, where thru DS trains would stop. Watch for railcops and "bubble" cameras. **Alternatively, McBain IM YD** on W side of town may work, esp WBD. YD is N of Yellowhead PTE of 184th St. NW. YD runs N-S and is N of E-W mainline on the W side of a big loop. WBDs come off mains at split just W of 156th St NW HWY overpass. Take bus #3N from Jasper Place Transit Centre on 156 St to INT with 118 Ave. Walk ¾MN, crossing over Yellowhead HWY and small CN sub-YD to L to 128th Ave. Go L(W) on 128th Turn L(S) on 158 St 2 BL to Inland Way, by Lehigh Cement. Turn R(W) to E end of YD. Follow first set of trax NW and into bushes to wait. Bag inbound IM (around 7am)(13) creeping onto loop. It goes around and enters YD GEO SBD. If you get s/o, wait along main on W side and get back on before dep. After work, c'nues GEO SBD to wye and back W on main. **An alternative for EBDs:** Some stop for clearance E of Calder YD on **Clover Bar Bridge** before going thru a sub-YD E of the N. Sask. River. From DT take LRT to Coliseum Sta. At Coliseum Transit Centre, get bus #8 to Abbottsfield Rd & 118 Ave. Walk N on Victoria Trail (over the Yellowhead and under trn trax). Follow trax off to R and find waiting spot N of trax. Best to get stopped IM as some GMs may just be transfers to that sub-YD E of river. Further E from the bridge, past Breville Jct, where SBDs turn S towards Calgary, is **Clover Bar YD**. YD is PT/N of the Yellowhead HWY, BTN Meridian and 17th St NE. The #180 bus comes up here. The Mains run down the center of the YD. don't confuse with CP's severed tertiary line that runs NE and crosses the CN mains E of the YD. Q115+Q114 BTN Calgary and Toronto and M3135/316 BTN Mirror+Winnipeg may well c-c here. Maybe an occasional EBD works too?

(CP*) YD in **South Edmonton**, running N-S, S of 82nd Ave. NW. Gateway Blvd. NW is PT/W of YD. You could try to wait at S end of YD, there is a RRO at 63rd Ave. NW. 4-5 trains each way D on this route—some go beyond Calgary EBD and WBD locations. Any traffic to Saskatoon will depart YD GEO SBD then turn to go NE at wye just S of 63rd St. NW RRO. (L&W#) The Lakeland & Waterways runs ex-CN trackage. Turn from Lac La Biche comes in to CN's Walker YD in afternoon or evening (M-F), Maybe with G&W units. It switches, and returns back N (05). **Edson (CN*)** CN tried to eliminate this c-c btn Jasper and Edmonton some years ago but reportedly most trains still c-c here (14). **Grande Prairie (CN#)** D SBD to Winniandy (MP 108½) departs 8pm. WBD to Hylthe departs Su & Th at 10pm. NBDs are irregular, mostly made up of grain cars, often being built at night. **Haridistv (CP*)** YD is just NW of tiny town, a few thru GMs to Calgary, an IM to Edmonton and their counterpart to Saskatoon and Winnipeg c-c here. Oil trains can DEP WBD for Calgary and onto to California, or EBD for long hauls. **High Level (CN#)** Turn L533/534 N to Enterprise and Hay River, NWT, turn from Roma Jct. maybe less than D (09). **Jasper (CN*)** Pretty location, in the middle of a national park.. Alignment of YD is N/S, with WBDs & SBDs GEO SBD and EBDs GEO NBD. STA DT is c-c. WBDs can go to either Vancouver (most) or Prince George/Prince Rupert. Maybe ask boarding crews at STA? The c-cs here are usually in 15-20min range. Walk street along YD to pick out ride-backpackers normal along here. **WBD IM/DS #199 goes to Prince George/Prince Rupert:** arv 7pm-10pm D (11). ID COSCO, HANJIN, TEX, CAI. Likely 1½M+ in length, with DPU's (likely both mid and rear of train). **WBD GM #347 to Prince George** arv maybe 8pm-2am D (11). ID lots of empty lumber and lots of grain hoppers. **WBD GM #303 to Prince George** too, but no good ID. "CN cop reportedly based here, but is seldom seen." EBD c-c can be at STA or EBDs can pull further N into YD. Good waiting area is woods on N side of trax a few BLW of STA, BTN Connaught Dr. and RR. **Many bears around town.** They can even be in YD as they enjoy eating grain that leaks from grain hoppers. Use caution regarding gear/food if camping.. **Lac La Biche (L&W*)** Lakeland & Waterways operates this ex-CN line. RR runs on SE side of DT PT/SE of HWY 55. **Lethbridge (CP*)** YD is DT 3BL N of CH. See **Coalhurst** listing.

Lloydminster: This location, right on the SK border, is the epicenter of the new Canadian oil traffic. The major oil transloads are a few miles SE of town. (CN*) YO may be 6BLW of the 50th Av RRXs, on the S side of 52nd St. and YD is to the W. Trains

are EBD over Cascades. 'EVESPO' must stop briefly for switch to be manually thrown for EBD. If switch is already set for EBD, you are better waiting at S end of Delta YD for a ride as 2-back move is made. If switch is thrown the usual N-S, this means EVESPO must stop, so walk about 0.5MN along track, waiting under HWY 2 overpass. Bag ride out here during (brief) stop. ID by black gondolas with white lids, 'BN' and 'BNSF'-marked covered hoppers. Good train for rainy/snowy weather over mountains as it often has open boxcars, sometimes a mid-train DPU (15) (Do not confuse with the EVEABN, which may leave ~same time but EVEABN will take W-most track and have many lumber(1) and Canadian cars **For NBDs to Blaine, WA:** DEP's can be from Marsh tracks in Delta YD but are usually from **Bayside YD**, PT/E of W. Marine View Dr. Take #6 bus from Everett STA to INT of Marine View Dr. & 13th St. YD is to E. Good place to wait is farther N, at N end of small park with benches along water. Port of Everett patrols along here, be discreet. 2-3 thru GMs to Canada, typ dep eve/night (15), park w/ head end at N end of YD. 6-axe power. Three locals also dep Bayside at night, use smaller 4-axe units, all will have garbage cars. Units will come from Delta YD just prior to dep, entering Bayside at N end. Train to Sumas dep 3-6pm (x F, Sa) (15). ID garbage, lumber (e), short train. One D local to Bellingham/Ferndale dep 6-8pm, look for white ARPX/TILX hoppers, green BN 459000/460000-series hoppers, maroon BNSF 403000-series hoppers. The 'Burly' to Burlington dep 9-11pm (x Su), short train, look for tall green GBRX sawdust gons (e). For these locals, conductor will watch train roll by at N end of YD, near air compressor and fire hydrant, then get van ride to head end. Wait just N of there. Note that Canada-bound trains (coal, GM coming from Seattle) and oil trains to Anacortes or Ferndale will all be on farthest track(s) E. Usually these (coal/GM/oil) trains run via Bayside, but at times can run via Delta. So, **alternatively**, wait where the lines out of Bayside and Delta come together just S of 'Bridge 38' over the river at 10mph or less. This is right at N end of town. **Kettle Falls (KFR#)** YD is NE of DT, PT/S of HWY 395. YD is E of Meyers St. RRX and PT/N of E. 4th Ave. Goes E to Chewelah, WA for BNSF connection to Spokane. Lines going N split just W side of Juniper St. RRX. line veering sharply to R (N) over HWY 395 goes to Columbia Gardens, BC. Line heading W is NBD to Laurier, WA and Grand Forks, BC. **Omak (CSCD#)** Turns N to Oroville and S to Wenatchee (2x/week). **Oroville (CSCD#)** YD is right DT. HWY 97 crosses over YD and Apple Way is PT/NE of YD. INT of Apple Way and Cherry St. is near SE end. Local from Omak works here 2-3x/wk? **Pasco (BNSF*)** This is c-c between Portland/Vancouver and Spokane/Hausser and is also a major classification YD. YD is N of DT. Railcop here (usually M-F days only, on call other times but also watchful local cops). Jail/stiff fines possible, be low-pro, including when walking up RD to N end of YD! The W (GEO S) throat of dep YD is just S of overpass, N of Amtrak STA. Orig WBDs and EBDs often extend S of overpass. N.4th Ave. is PT/W of YD. Mainline c-c for IMs is usually at N end of YD-1+MN of 'Airport Motel/Restaurant' on 4th Ave., and about .5MN of 'Astley's Transmission' halfway BTN MP141 and 142 (opposite YD tower, the mains are first two tracks PT/E of 4th Ave.). This is also near E (GEO N) throat of DEP YD. Thru EBDs may also c-c ~2 ME of YT. For WBD grain/oil, a less frequent, but dependable (at least 1-2/day) c-c is with head end 0.5MN of STA at "Grapevine" signals, and rear end ~3500FTN of overpass. If c-c here, train will sit at least an hour. Some arriving WBD grain/coal/oil may get taken to "grain YD" SE of DT Pasco and sit many hours, even days and may have DPU removed. GM DEP YD is on E side, begins 9 tracks over from 4th Ave if you are near motels on W side. EBDs leave YD GEO NWBD. Five D EBD GMs: 'PASBRC' to Chicago, IL via Hi-line ~5-8am (x Tu, Th); 'PASKCK' to Kansas City via MRL 6-9am; 'PASNTW' via Hi-line to Northtown, 8am-12pm; 'PASLAU' to Laurel, MT 10am-2pm and 'PASSPO' to Spo/Hausser, 10am-2pm (1/15). ID MRL cars on KCK and LAU trains. Any EBD GM out of Pasco may work Yardley (Spokane) on any given day, but not consistent. **Note** also that both EBDs and WBDs often delayed and dep times from Pasco vary, but rule is that all 5 EBDs are built, then dep, then all WBDs are built and dep. WBDs leave GEO SBD. WBDs go to Vancouver, WA/Portland or turn S to Wishram, WA. Go to 'catch-out bridge' near S(W) end of YD. Usually 5-6 trains a day - the first two are always the 'PASLYD' to Portland and the 'PASVBT' to Vancouver, BC. The LYD has two engines, while the VBT has 3+ and has Canadian cars, gondolas w/ white lids (LYD does not). These two dep early-mid PM. Other WBDs dep later in PM, they are: 'PASINB' to Seattle, ID 3 units (if more than 3, extra units will be 4-axes), BNSF reefers (set out at Tacoma), corn syrup tanks, SHPX/FLRX/ADMX grainers, SRY boxes, scrap metal gondolas, empty lumber, ethanol tanks (haz mat #1987 - PASLYD also has these, don't get confused); 'PASTAC' to Tacoma, ID 2 units, usually lots of empty lumber - sets out cars at Vancouver and Centralia; **PASBAK** or **PASBAR** to Bakersfield/Barstov, which turns S at Wishram after a c-c. ID, 3-5units, often rear DPU, only WBD with several lumber loads (typ OD 7-8pm, often delayed); Sometimes there is **PASLVJ** to Longview after 8pm. ID, tall GBRX sawdust gondolas. SBD 'Lowline' local L-NWE417-1 is turn to Ayer/GNWR, works Wallula/BLMR. Dep late am/early pm, return to Pasco by 8-11pm D(15) and when dep, takes E leg of wye, to E of roundhouse facility between Lewis St and A St, 10 mph. No WBDs currently run from Pasco to Auburn via Ellensburg/Stampede Pass (15). The 'PYT' local L-NWE405 is turn to Yakima, dep Pasco 10-11pm (D x Sa). The 'Lowline' and the 'PYT' will not have big orange BNSF road power.

Seattle (BNSF*) Three area YDs. See also **Tacoma, Everett and Auburn listings** (local buses from Seattle). **For GM to Everett/Canada:** **Interbay YD** is NW of DT. Some GMs orig or work, others, NBD and SBD, may c-c -but c-c's are inconsistent. Take Rapid Ride D-Line bus from 3rd and Pike DT to INT of 15th Ave. NW & Dravus. Go 800FTW down Dravus to bridge over YD. Trains S to Tacoma/Vancouver and N to Everett/Canada or E to Wenatchee usually c-c on 4th track over here ("track A"). SBD c-c is at S end of YD at Magnolia/Garfield bridge; NBD/EBD c-c at N end of YD near tall radio antenna. To get to Everett (and beyond) best to catch GM working/orig in YD. All GM leaving NBD from Interbay will c-c or term in Everett (ID Canadian cars to know which ones c'nue N). At Dravus bridge, see what strings are in YD - ID Canadian cars, empty gon, or look for units

EVESUM to Sumas turns right at wye at Burl. (10mph) in mid-PM. 'Thornwood' turn up Sumas Branch from Burl. runs at nite. Some unit crude oil from Everett goes to Tesoro refinery near Anacortes, typ at night, not D. 'Annie' turn toward Anacortes in early am M-F (15). **Centralia** (PSAP# & BNSF# & UP#) Three RRs interchange here. Tower Ave. is PT/W of the N-S mainline, IBL away. YD on NE side of DT extends from Maple St. RRX on S end to 6th St. overpass on N end. BNSF SBD GM to Pasco via Vancouver may still often work here late am/mid pm D; NBDs to Seattle may work later at night (09 info). Turn from Tacoma arrives 9-11pm, works, returns, may be short (15). Garbage trn N to Seattle/Everett and S to Roosevelt, WA via Vancouver work facility to N of main YD. NBD works mid-late PM. SBD works late AM/early PM, NBD empty more useful; daylight ride on putrid SBD load not recommended. The Puget Sound & Pacific goes W to Elma mid/late evening (M-F) starting out from **Blakeslee** Jct. N of W. Reynolds Ave. & W of I-5, .5MN of INT of Johnson Rd. & W. Reynolds Ave., on outskirts of town. Unit grain trains go to Aberdeen. **Cheney** (EWG#) Grain hauler Eastern Washington Gateway comes into Spokane mid-PM M-F. Works W to Coulee City A/R (most days) take #65 or #165 bus from Spokane to Cheney. **Chewelah** (BNSF# & KFR#) BNSF and Kettle Falls Int'l RR interchange here. I'd guess swap could take place on S side of town, on W side of HWY 395, S of King St. RRX. There's a siding along there. Siding is PT/W of HWY 395, right next to HWY. BNSF Chewelah Turn from Spokane leaves SPO 7-11pm (M-F), meets KFR turns at Chewelah middle of night and arrives back in SPO late am (13). **Connell** (BNSF# & CBRW#) BNSF and Columbia Basin interchange here. BNSF turn leaves Pasco late am (x Sa) and works here. CBRW goes to Warden and Othello. **Ellensburg** (BNSF#) Midpoint on Stampede Pass line BTN Pasco and Auburn/Seattle. GEO SE is EBD. Directional running here—EBD only. Mostly unit grain (e), about 5-6 D from Auburn thru to Pasco (15). Few rideable porches, trains may or may not have DPUs. Possible 1-2 trains a day will slow or stop/c-c, most run thru w/o stopping. If stopped, head end will be just NW of 5th Ave. RRX. To reach rear end, walk 3BLN from 'Safeway' to University. Turn L(W) on Univ. and walk approx 1.5M to get to Univ. overpass. Local from Yakima runs Tu, Th, arv here early-mid am (15), works YD S of 5th Ave. RRX, then back to Yakima, often short. Local transit to Yakima \$5, connect to bus to Pasco. **Elma** (PSAP#) Operating HQ for PS&P. YD on NE side of town. Wye is E of N. 2nd St. and N of E. Main St. Turns N to Shelton/Bremerton at 8am, W to Aberdeen at 9am, E to Centralia late afternoon—all M-F (02). **Everett** (BNSF#) Seattle-area alternative for heading N or E. NBDs to Canada and some EBDs to Wenatchee and beyond c-c here. Some GMs originate. 'Sunder' commuter trains from Seattle, bus service too: From DT Seattle, take #510 or #512 bus NBD on 4th Ave. (\$3.50) to Everett STA/Amtrak STA. **For thru EBDs:** From W side of STA walk .25MS on Smith Ave to INT with 36th St. Turn L (E) on 36th and go 350FT to RR. Note that area around dead end of 36th St. is near local mission, and there is cop/homebum presence, so when waiting, cross to E side of tracks and lay low. 2 trax here: closer (W) track is main, next is 'Lowell' siding. (Note that, 150FT further E, there are more trax, forming a wye.) Occasional EBD IM/DSs (GEO SBD) will c-c here at 'Lowell'. This can happen anytime, most likely late at night, not always dependable. The c-c is approx 1.5MS of here at signals opposite INT of S. 2nd Ave. & Main St. Many others will roll by on main line w/o stopping. Rear end of stopped EBD may be opposite you here at 36th, underneath I-5 overpass, or may be further S. Most IM/DS have 1-2 rear DPUs (removed at Wenatchee). WBDs from Wenatchee may also side here at Lowell. Second set of trax, 150FT further to E, are where EBD (GEO SBD) unit coal (e) and oil (e) will arv from N. These trains, about 3 total D, random times, may stop here for c-c or signals, or may roll through (<10 mph), having already done c-c at Delta YD or at Eclipse Road RRX. If train stops at Lowell, do not wait on DPUs for train to leave. Dups may be inspected and locked by new crew. Wait close by until dep, then get on. You can ride DPU at least as far as Hauser, getting you past Spokane. At times these unit trains may be routed via Auburn/Stampede Pass. Expect DPU inspection/fueling at Hauser. You could switch to another train there, especially if you want to go E on the Hi-Line. Coal will go low line to Missoula. Both coal and IM/DS mid-trains can also be accessed by walking 1MS on 3rd Ave. (becomes 2nd Ave). **For GM depts:** Two YDs—one on each side of Everett—both off of the Seattle-Wenatchee mainline. **For EBDs/SBDs, some NBDs, Delta YD** is PT/E of E. Marine View Dr. YD extends from about 16th St. on S end to Broadway overpass at N end (about 1.25M). SBDs and EBDs dep GEO SBD. Tough location as you are visible in YD. To access S end, take a #5 bus from Everett STA to INT of 19th & Walnut. 'Market Basket' grocery is there on corner. Walk 4BLE on 19th to INT with Summit Ave. Turn L (N) on Summit. Go ~750FTN, winding around to INT with E. Marine View Dr. Go L(N) on MVD, then about 250FT to a side driveway leading down to sewage pump STA: this is S end of Delta YD. 1st track on W is roundhouse lead, next 2-3 tracks are YD tracks, and following 4 tracks are storage tracks (the 'Marsh' tracks). The Marsh tracks are for parking empty (SBD) and loaded (NBD) coal and oil trns. At times a NBD GM to Canada or a terminating SBD GM will be parked here. Orig GMs when preparing to dep, have units come S on 1st track, reverse, and back down to the string. Often will 2-back. 'EVEABN' to Portland/UP Albina YD dep ~6-8pm D. The **EVEEVE**, to Seattle and back, dep D 11pm-1am, The 'EVEVAW' dep D 1-4am (works Tacoma). (The 'EVEABN' will set out white ARPX/TILX hoppers at Longview, but occasionally the EVEVAW carries these.) Garbage train 'EVEROO' (D x-Su) dep 330-630am. 'EVEPAS' to Pasco, WA runs almost every day, dep early am (15). 'EVEVAW' will have lumber empties and loads; EVEPAS only loads. Note SBDs out of Delta YD will c-c in either Seattle, Auburn or Tacoma—c-c is not consistent. **Just one EBD orig from Delta YD, the 'EVEPAS' to Spokane** via Wenatchee. Typ on duty at 12pm, dep 3-7pm D (15). You might be able to get it outside of YD: From Amtrak STA, walk IBLN to Pacific. Turn R(E), then walk 6BLE to INT of Pacific & Chestnut. You are facing RRX there. Switch for EBD/SBD split is 800FTS of RRX. There are 3 trax there then a wye to S. Make sure switch is thrown for track furthest to W (it almost always is). Trains on W-most track are SBD to Seattle line. Other 2 trax (GEO SBD here)

run BTN Edmonton and Saskatoon. (CP*) YD is near the end of a 100M+ branch, traffic runs SE to Wilkie, SK, then beyond. YO is on the SK side of the 50th Av RRs (N of 52 St), ~1M N of DT, with YD to the E. **Lynton** (L&W#) Unit trns of petroleum coke orig (sporadically?) at the gas plant here and are taken by L&W to Edmonton. **McLennan** (CN*) Small YD on SE side of DT. WYE is 1½MW of DT, off N side of HWY 2. CN again operates this line. SBD to Edmonton, NBD to Roma Jct./High Level/Hay River, NWT. Service N to Hay River, NWT on the "Northern Alberta Railways" line NWT seems to be operated as a series of local turns. YO: 780-342-7100. **Medicine Hat** (CP*) C-C is at STA right DT, at INT of N. Railway St. & 5th St. SE. WBD unit grain and potash should pass thru Calgary w/o breaking up—a Canadian grainer on one of those trains here might be a good bet to ride right thru. Others—GM and even some DS—might get busted up in Calgary. Conv. store ~½ME of c-c, on S side of RR. Trains BTN Moose Jaw and Lethbridge will bypass Medicine Hat and c-c at **Dunmore**. From DT Medicine Hat, go 1½MSW on 3rd St. (becomes HWY 3) to INT of HWY 3 & HWY 1. Go 7ME on HWY 1 to Dunmore. Once there, from 'Tempo' Gas STA/store and "Cardlock Co-op," on Trans-Canada HWY, walk ¼ME, cut across HWY thru field to mainline, then walk back ¼MW to point directly behind 'Agrimore United Dunmore' grain elevators, at mp140. To go over Crowsnest Pass, wait for WBD unit grain train. When one arv, ID Crowsnest/Idaho destination by corn kernels on decks of cars. Unit corn loads are guaranteed to go over Crowsnest Pass—but some other grain/oil should as well. This location has become much busier in recent years with unit oil and grain trns (15). **Mirror** (CN*) YD is the W side of town, is c-c BTN Calgary and Edmonton. Q114/115, A442/443 D? BTN Cal+Ed Local DEP GEO SBD to go W on Brazeau Sub toward Rocky Mountain House. Builds M316 to Winnipeg. **Red Deer** (CP#) Not a c-c but some trns BTN Calgary and Edmonton may work. YD is on NW side of city, ~2½M from DT. GM #956, comes from Calgary, and then, after working at Red Deer, will c-nue N but then turn E at Wetaskiwin, and go all the way to Winnipeg on CP's secondary PNL line (02). A couple of WBDs that take a similar routing. **Roma Junction** (CN#) Turn from McLennon, Turn to High Level. 10-20mph line. **Smith** (CN#) GMs btn Edmonton and McLennon may stop here. **Swan Landing** (CN# & ARN#) Two RRs interchange here, very remote location. This is ~15MSW of Hinton. Follow the mainline: it crosses Athabasca River and, 5M further, on W shore of Brule Lake, is this place. No road access. **Waterways** (a.k.a. "Fort McMurray") (L&W#) Ex-CN line was O/S N of Lynton but L&W may revive service. HWY 63 runs on W side of DT. RR is on E side, next to Clearwater River. **Wetaskiwin** (CP#) ~45MS of DT Edmonton and 10ME of INT of HWYs 2 and 13 on HWY 13. Some trains work YD. **Winniatandy** (ARN#) D NBD to Grand Prairie, SBD to Swan Landing.

ARIZONA — Bowie (AZER# & UP#) Arizona Eastern goes to Globe/Miami 6x/week. UP local BTN Tucson and Lordsburg will work here. Interchange at wye. Wye is NW of DT. Luzena Rd. PT/N of mainline. Lawrence Ave PT/S of mainline. Wye is ½MW of the INT of Luzena and Central Ave. **Globe/Miami** (AZER#) Arizona Eastern operates ex-SP branch here. Mostly copper mining related traffic. D (x Sa) EBD to Bowie is assembled in transfer YD on S side of Miami then brought out to E side of town, with units just SW of HWY 60 RRX, for airstest. Usually leaves 6-7pm. Goes slow (10-mph) crosses the pass and then may pick-up at small YD in Globe before proceeding. **El Mirage** (A&C+) Wait at N side of INT of Santa Fe Dr. & Grand Ave. (at N edge of bldg., under trees there). D (x Sa)(13) WBD (GEO NWBD) A&C GM (BNSF power) to Parker/Cadiz will arv in 2-3am period (can be later)(11). It may stop to s/o tankcars—but this is inconsistent. **Flagstaff** (BNSF+) YD is on E side of town, out by the mall. The Red bus follows the tracks, but also the Green and Blue lines will get you out there. Approx 2+ D EBDs and 2+ D WBDs, random times, stop here. Head end for EBDs will be just on W side of Steves Blvd. RRX. Head end of WBDs on E side of Ponderosa Pkwy. RRX (distance BTN these RRs ~1¼M). Quick stops. 4th St. RRU is 1¼MNE of Ponderosa and ½MSW of Steves and reportedly is a good place to camp out in wet weather. Also woods off SW side of 4th. **Hayden** (CBRY#) YD on E side of town. Copper Basin RWY operates this ex-SP branch. **Kayenta** (BM&LP*) Black Mesa & Lake Powell RR coal (I) trains leave from Black Mesa Mine Loadout W of town along Rte.160. I think there are 2-3 trains D (x W) running 70+M to power station near Page, AZ. Train creeps around loop as it loads so maybe you could pop up onto a loaded car w/o being seen. After loading it stops for a brake test and crew walk the train so keep a low-profile-I suspect they have fairly tight security and that workers would not be approachable. Electrified RR, 4 units up front. This line is not connected to the rest of the US rail system. **Morristown** (A&C+ & BNSF+) Small town ~15MSE of Wickenburg. At **Castle Hot Springs** siding on the ex-Santa Fe 'Peavine' line, BNSF and A&C exchange trains, swapping power and crews. EBD (to Phoenix) and WBD (to Parker and Cadiz/Barstow, CA). The E end of the siding enters Morristown—a very small hamlet with no store. The middle of Hot Springs siding is directly under a HWY overpass on US 60. Usually 1x/day around 4-6am (14). **Nogales** (FXE*) YD is just S of old NdeM passenger STA ~5MS of border in Ciudad Nogales. There are local autobuses/camionetas. (UP#) YD is PT/W of Morley Ave., across street from PO. Expect BP check on NBDs as trn creeps across from Mexico. Be up N from there and get it slowly on the fly. Trns will then stop at **Rio Rico**, a small town is 9MN of Nogales. All NBDs stop here and sit for ~30-45 min and are likely to be checked by BP. If you are already on you might want to get off and hide (disguise yourself as a 2-ft tall creosote bush or, if you are too tall for that, as a saguaro) until it airs up. Otherwise, if on the ground, a good place to wait to catch would be ~½MN of

the Ruby Rd. exit off of I-19. Main line is visible PT/E of I-19. ~3-4 NBDs D here. GM (may have some IM) 'MNGTU' to Tucson dep 10pm-12mid (15). **Parker** (A&C*) This town, on the Colorado River at the California border, is c-c BTN Phoenix (Castle Hot Springs) and Cadiz, CA for Arizona & California RR. D (x Sa) GM each way. WBD mid-day, EBD mid/late evening (14). WBD may be parked just E of town for 1-3 hours during c-c. Hang out 1/2M SE of Colorado River bridge to wait for EBD train (EBDs may pull thru past W. 11st St. RRX and then stop?) and 1MSE of DT for WBD. Sporadic IMs/repos as well. Stay low-profile, local cops can be a problem. **Phoenix** (BNSF*) For GMs, **Mobest YD** is ~1MN of Capitol by fairgrounds/coliseum. YD runs N-S. N end: take either #17 or #19 bus from DT. Both will go to INT of McDowell Rd. & 19th Ave. & Grand Ave. N end of YD is 250FTW at McDowell RRX. Before DEP, units are ~400FTS of McDowell. You could walk in here at N end, but more discreet to either go to 19th Ave., walk ~1/4MS to then go under fence there on E side to go to YD. Two depts out of here. EBD BSNF GM 'MPHXBEL' take 'Peavine thru Ash Fork and then cuts E on BNSF mainline to Winslow and on to Belen, NM. Dep ~10pm-12mid. D (14). ID 6-axle 'big' road locos. Longer than A&C train, with butt end probably down around Fillmore. The 'Arizona & California' hand-off train (known on BNSF as 'the local') is a WBD GM to Parker/Cadiz, CA/Bartow. Usually dep after the PHXBEL, after 1am (x Sa, maybe x Su) (1/13). ID 4-axle 'small' locos. Often pretty short (30-40 cars, few rides). Both trns are GEO NBD. ID locos at McDowell or looking across at trucking lot there on E side of N end of YD. Move S to get on. YO tel. 382-5723 or ~5867. For A&C train see also El Mirage listing. BNSF's **Desert Lift IM YD** is at MP 186 in **Glendale** ~5MNW of Mobest YD. Take a bus (several options) to 6-way INT of US60/NW Grand Ave, W. Camelback RD and N. 43rd Ave. Walk NW on US 60/Grand Ave. 1/2M or so. YD is PT/SE of Grand Ave. Just past INT with W. Missouri Ave., IM/pig train to Winslow and points E leaves here at 6-9am D (x Su) (13). You can wait across Grand just N of Missouri here. YD is fenced but strings are pulled out and backed down and assembled/air-tested on mains in front of you. (UP*) **Taylor YD** is E of DT. Take either #1 - 'Washington' bus or Metro Light Rail to INT of Jefferson St. & S. 12th St. (this is 1/2ME of D-Backs' baseball park). Walk 750FTS on 12th to INT of 12th & Jackson. Facing S, walk on diagonal to your L (SE) 500FT along dirt road to N side of YD. E end of YD is 2000FTE at 16th St. overpass. All DEPs, EBD to Tucson and WBD to Yuma/Colton, leave town GEO EBD to the junction with the E-W UP 'Sunset' mainline at Picacho. Mainline is N-most track. Wait on N side of YD towards E end behind old bldgs/warehouses. On and off railcop presence. **MPXTU** GM to Tucson ~10pm-2am D. **MPXWC** to West Colton. CA dep GEO EBD 12noon-2pm (M-W-F) (15). Goes to Picacho for c-c and then GEO WBD (not via Tucson). **Picacho** (UP#) This is the junction of the Phoenix line and the 'Sunset' E-W mainline. 3x/wk GMs BTN Phoenix and Yuma/West Colton c-c here. Meets also. Wait towards W end where wye is on N side of tracks. Wye is NW of DT. Track loops, with SBD from Phoenix going either EBD (GEO SE) or WBD (GEO NW). HWY 87/Frontage Rd. 1/4MW of wye. UP/BP bulls patrol at times. **Seligman** (BNSF#) Not a c-c, some trains may swap crews or work here. YD is PT/S of DT, BTN town and I-40. **Tucson** (UP*) PFE YD is 2MSE of DT, PT/SW of Aviation HWY BTN E.22nd St. at NW end and S Palo Verde Rd overpass on SE end. Well patrolled, tickets or jail if caught. Best at night! Main line thru c-c for both EBDs and WBDs is at W end of YD, just 200 ft NW of the 22nd St. overpass near INT of Campbell Ave & Aviation Pkwy, maybe 1/4MS of UofA campus. For WBDs, NBD and SBD: Best spot is ~400FTE of INT of Country Club & Aviation. (also note several locked slide-gateways to access YD along Aviation...you'll have to improvise a bit, but access possible). Seems ok to wait in trees in median of Aviation until train built/ARV. From INT, walk SE along Aviation EBD shoulder (best at night!) to note silver fire hydrant on shoulder. You can crawl under fence at drain ~30FTE of hydrant. Otherwise, you might be able to climb over fence at one of its lower sections along here. Alternatively, ~1/4MSE of Country Club, is 34th St. INT with Aviation and open(?) gate to YD. Best in dark—plus ass end of shorter WBDs are way down past you which can be problematic due to worker activity. Bull runs on both sides of first 2 mains. Many WBD IM/DS going into metro LA area—these trains may be closely inspected by BP at Niland, CA and elsewhere. GM "MFWWC" to W. Colton ARV D, likely 6pm-12mid. ID TTZX lumber (e), FURX, HS, ARMN reefers (E) (13). GM "QEWWC" to W. Colton ARV D, 8-10pm (12/14). ID CHVX, FPAX, DOWX, TTGX auto (L), TTZX lumber (E). NBD GM "MTUPX" to Phoenix built here. DEP GEO WBD D 10pm-12mid (15). ID ETTX and TTGX auto (L), UTLX, GATX, CN, CSX, DWC lumber (L), NS. Usually built on 4th track from Aviation, with front ~1000FTE of 22nd overpass. SBD GM "MTUNG" to Nogales built here, DEP D 10pm-1am (15). DEP GEO WBD. ID lots of FXE (l&e), MDCX, DRGW, CP and SOO wheatis. (reported moving 10+ mph at loop of Nogales line, IMNW of 22nd... best to bag in YD). SBD extras as well. Thru EBDs: Most are stopped W of YD (a few may pull thru normal c-c and be down in the YD). There a couple spots to access the tracks. For EBDs: two catchout spots: "#7-22nd Ave." bus goes along Kino Parkway to INT of Kino & E. 22nd St. From INT, walk 1BLE on 22nd to Cherry. Turn L (N) on Cherry and go ~600FT to then cut to R thru lot to tracks. Wait under Kino Pkwy overpass on NE side (this is ~1/4MNW of c-c). HF under Kino on N side of tracks, you can also access from INT of Aviation & Kino on N side of Kino but you are pretty visible, especially during the day. Note bull run in front of you. Alternatively, a "#23-Mission" bus goes to INT of S. 4th Ave. & E. 16th St. Walk 1/4ME on 16th to note curve of 16th to L. C'nue straight (as thou 16th was straight E-W) 300FTE off R side of 16th to cross track (Nogales line) to then c'nue on E. 16th another 1000FT to be at Park St. underpass below 16th. Turn L (N) at W edge of underpass to walk 200FTN along E side of Bldg. to main lines. This is ~1/4MNW of Kino overpass location. Watch step as bldg is RR maintenance but optimal location to bag highback on QWCEW. GM "QWCEW" to Houston ARV D 12mid-5am. ID see "Colton, CA" listing for ID. Will have DPU. May have HBs near rear (12/14). EBD GM "MWCFW" to Ft. Worth arv 2-8am D. ID (see 'Colton, CA') (14). GM "MWCD" to Ft. Worth/Dallas ARV Th-M, 2am-6am. ID many KCS, also CSX, CN, WC,

Roanoke O. Winston Link (famous rail photographer) museum in old N&W STA here. (NS*) Busy mainline c-c and **Shaffers Crossing YD** orign GM trains. From INT of Salem St. and Jefferson St. DT, go 1MS on Jefferson. Jefferson RRU is E end, YD goes W and N in a loop to N end where Elm Ave. crosses over YD and Roanoke River. NS corpo HJ here—heavy railcop presence and be careful of workers. Shenandoah Ave. is PT/N of YD. The c-c is at office at 24th and Shenandoah on elevated track. For EBD thru trains: There is an access Rd. off of Shenandoah around 30th that will take you down past an outdoor car repair facility to the trax. "EBD c-c is N of ARV YD. GEO EBDs can go to Hagerstown, Norfolk, or Winston-Salem. #234 IM/DS to Norfolk D 3-8am; #236 IM to Norfolk 9am-1pm (Tu-Sa); #218 IM to Greensboro midnight-4am (M-F) (12). GM 16T to Allentown 2pm-8pm D; 38Q to Harrisburg 8-11pm D (12). Many others. For WBDs and GM DEP YD: Access is at 10th & Shenandoah next to bridge on N side of YD. There is a lot next to food bank with trailers where you can wait. Most GEO WBD trains go to Bluefield, some head S at Walton (50 MW) and then to Bristol. IM/DS #233 to Chicago ~3-7am D (12). #217 IM to Chicago 7am-11am, later on Sat (x Su, M) (12) WBD GM 15T to Knoxville/Birmingham noon-4pm D (12). 37Q GM to Knoxville 2-6pm D. #17M GM to Elkhart 4-8am D (12). Many others. GM DEP YD on S side across from food bank, "ask at shack at E end." Winston-Salem track (known as the 'punkin vine') curves sharp S right at the museum, under the Williamson Rd overpass. Peters Creek RD bridge near the W end of YD." **Shenandoah** (NS*) YD is SW of DT. STA at N end of YD is c-c. N end of this small YD is 5BLW of INT of HWY 340 and Williams Ave., S end is opposite INT of Trenton Ave. and HWY 340. My NBD coal train had a mid-train DPU. For this, I'd suggest being ~1800FTS of HWY 602 RRO. Very scenic venue. NBDs to Hagerstown and beyond: #16T D GM to Allentown 9-11am; #38Q to Enola D4-7pm; SBDs to Roanoke and beyond: #15T to Birmingham 5-7am; #37Q to Knoxville 4-7pm (10). Other coal and grain. **Waynesboro** (NS#) Dailt locals V90 and V91, running BTN Shenandoah and Roanoke, normally stop and work here (09). YD is PT N. Commerce Ave. and HWY 19 of the CSX/BBR RRO. **Winchester** (CSX#) YD is on N side of DT, just W of INT of Kent & Kern. Local to Brunswick, MD usually goes ~midnight.(W&W#) Winchester & Western YD is on N side of town, off of Stine Lane. Local to Hagerstown, MD operates M-F days. 'Sandman' to Gore goes 2-3 x/wk (10).

WASHINGTON —Note: Cheap buses all along I-5 and W of it. **Aberdeen** (PSAP#) Puget Sound & Pacific YD is SW of DT. Go to INT of Wishkah St. & M St. Go 3BLE on M St. to YD. Turn from Elma mid-day (M-F) (02) (or there is S-1 bus). Unit grain dep from 'Ag Processing' at port of **Grays Harbor** just W of Aberdeen: From INT of Myrtle St. and Simpson Ave., go 2000FTS on Myrtle to where I think trns are built. S. Division St. runs N-S across E end of YD, IMSW of CH. **Anacortes** See Burlington listing. Reachable by Skagit Trans (\$1) bus #40X + #410 from Mt. Vernon TC (x Su). **Auburn** (BNSF*) Seattle-area alternative for EBDs (mainly unit grain (e), coal/oil (e) too) via Stampede Pass to Pasco and beyond. From DT Seattle, take #578 bus SBD on 2nd Ave. to Auburn STA (late nite option is #150 to Kent STA, then transfer to #180 to Auburn). 'Sounder' commuter goes rush hour (M-F). YD is 1/2MS of Auburn STA. Walk or transfer from #578 to #180 bus, which will eventually get to INT of 37th St. & A St. on E side of YD. Walk 1000FTN on A to wait in trees on R(E) side of A. Dark hours better. Unit (e) arv GEO NBD and pull into YD. Trains can sit for just an hour or much longer and may be inspected. Coil, oil have rear DPU, grain (e) also may. If so, DPU will be across from or S of you at trees and may be inspected and locked prior to dep. Rideable porches rare, look for gray SMW cars in YD at nite. Likely 5-6 EBDs D, dep any time (15). EBDs swing off to R (E) at wye (10mph) about 1.5MN of here, just S of HWY 18 overpass and Auburn STA. Other trains, N to Everett/Canada and S to Vancouver, may stop, even sit for hours here, but nothing consistent. **Ayer** (BNSF# + GNWR# + UP#) Remote location. BNSF local turns from Pasco ~2pm, GNWR turns from Lewiston, ID 5-7pm (or later) 5x/wk, UP road trains work, usually the MHKETB and METHK. Joso bridge over Snake River 6ME of Ayer is spectacular. **Bellingham** (BNSF#) Not a c-c, most trns run thru. B'ham siding is just S of Amtrak STA in **Fairhaven**, along water. Thru-trns N to Canada and S to Everett sometimes side here, typ at night, not dependable. YD is BTN Eldridge Ave. on NE and Roeder Ave. on SW. From INT of Broadway & Eldridge, c'nue 300FTSW to YD. Local runs D BTN Everett and Custer/Ferndale: SBD local on duty at Custer 7pm. Arvs to make p/u in B'ham around 9-10pm, then c'nues S to Everett. NBD local from Everett to Custer/Ferndale also works B'ham at nite. Road switcher leaves YD wkdy mid-AM to serve industry just N of B'ham. (15). You can also catch cheap bus N to Blaine (#70X or #55) or S to Everett via Mt. Vernon (#80X + #90X). **Blaine** (BNSF+) YD is on W side, next to the harbor. SBDs c'nue about 2MS past (now-closed) STA and then slow to below 10mph for US customs check, (including 'VACIS' x-ray, just N of the two-track inspection area). Be S of that area to catch S. If you cross to Canada legally by walking (recommended), there are local buses into Vancouver from White Rock, just 1M+N from the border. SBDs any time, ~2 coal (e) and 2-3 GMs per day, best at night. Some BNSF coal (e) from Roberts Bank Canada currently routed via Sumas to Burlington and Everett, then east (15). **Bremerton** (PSAP#) YD is SW of DT, BTN Navy YD HWY & Puget Sound, on SW edge of Navy shipyard-caution advised. Take Callow Ave. S to where YD is next to Sinclair Inlet. **Burlington** (BNSF#) Skagit trans bus #80X and #208 come here from Mt. Vernon/Bellingham. Greenleaf Av RRR is at N end of YD, a few BLs SW of DT. This is where branches to Anacortes and Sumas connect to BNSF mainline BTN Canada and Everett. Turn from Everett/Bayside (the 'Burly') on duty 8pm at Everett. Arv Burl. middle of nite, crew has lunch, works, returns.

Manassas (NS*) Mainline c-c is at Bristow RD RRR in suburban Bristow, SMSW of Manassas. Go SW on Nokesville Rd., and 1 1/2 M beyond HWY 234, turn L (S) on 619 1/2 M to RRR (c-c). Weekdays, from Wash.DC, you can take a VRE commuter train past DT Manassas to the very last stop at 'Broad Run' Airport STA. Then walk 1MS along tracks, across bridge and to YO, which is c-c, is on your R. If daytime and you are NBD, you may prefer to walk around on roads to E of tracks to avoid walking by YO to catch out spot. This is c-c for trains headed NBD to Hagerstown or SBD to Lynchburg. Trains to/from Alexandria run thru. SBDs include #11R GM to Lincolnton, NC noon-3pm D; #228 IM to Norfolk 3-7pm (W-Su); #203 IM to Atlanta 6-8pm D; #211 to Atlanta noon-2pm (Tu-F); #213 IM to Atlanta 2-5am D. NBDs include #12R GM to Binghamton, NY 11pm-4am D; #204 IM to Harrisburg 8-10pm D; #212 IM to Croxton, NJ 2-5am (x Su); #214 IM to Elizabethport, NJ 3-8pm D; #227 IM to Detroit 8-11am (Tu-Sa) (10). **Newport News (CSX*)** YD is on NW side of DT. Warwick Blvd. is PT/SW of YD, Jefferson Ave. is PT/NE of YD, and Center Ave, BTN HWYs 17 and 60, is NW end of YD. **Norfolk (CSX*)** YD is in Portsmouth, just SW of Norfolk. Take #47 city bus to INT of Virginia & High St. Walk 1000FTN on Virginia to overpass there. D (x Su) IM Q139 to Cleveland dep around 4am (10). It should stop here, GEO SBD, with front end right at this London Blvd. overpass, for ~ 10 minutes. Walk ~ 1/2 M further N but stay S of the Lee Ave. RRR up there. (BCR#) Small YD is within the Little Creek Amphibious Naval Base. A #8 bus may come out here. It is just E of INT of HWYs 166 and 60. HWY 60 crosses over YD. Bay Coast Rwy rail barge to goes across Chesapeake Bay, a 26M trip, to Cape Charles, normally twice a week (12).). **(NS*)** YD right at the port is, I think, called **Lamberts Point YD**, while **Portlock YD** is in **Chesapeake**. For Portlock, for **IM/DSs #233 to Chicago/Landers** and **#22A to Louisville, KY**: go to E side of DT to INT of Great Bridge Blvd. & Campostella Rd. (CR). In DT Chesapeake, take '58' bus NBD on CR ~ 1/4M to INT of CR & S. Military HWY. Transfer to '6' bus on CR, or just walk, continuing ~ 1/2 MN to INT of CR & Portlock Rd. Turn L (W) on Portlock, walking 1/4M to Portlock Rd. RRR at S end of Portlock YD. Both dep GEO SBD. For waiting spot: c'nue 250FTW on Portlock from RRR to INT with Varsity Dr. Turn R (N) on Varsity, walking .3MN to parking lot on N side of school on R (E). Walk 800FTE along N side of lot, thru trees, up to RR: 150FT further E, on trax on E side of that N-S string of trees in YD, are trax where these IM/DSs come out. **#233 to Chicago/Landers**: dep D, 5-8pm. ID DS at front, with some empty IM toward rear. When dep, it pulls forward and almost always stops 1/2 MS of Portlock at Franklin St. RRR, sitting for 10-15 min. It thus straddles Portlock Rd. RRR. **#22A to Louisville**: dep D (x Su?), usually starting to double-back at ~ same time #233 is stopping up at Franklin St. RRR aforementioned. ID #22A as all loads (differing from #233's empties toward rear). Looking N from Portlock Rd. RRR, both #233 & #22A will come out on mains on E side of string of trees in mid-YD. If camping out, you can go .75MSW from Portlock RRR to where HWY 464 overpass is. Word is it seems safe place to sleep overnight. **Norton (NS#)** YD is right DT and runs NE-SW. Park Ave. is PT/N of YD, Kentucky Ave. is PT/S of YD. Coeburn Ave. crosses NE end and 11th St. SW. is SW end of YD. **Petersburg (CSX#)** Not a c-c, but some IMs and GMs stop to work at Collier YD, 4MS of DT Petersburg, off Squirrel Level RD. "Pass 'New Millennium Movie Studio' on R, then a can board plant on L. C'nue straight up the rise, (pass by the Halifax RD bridge over RR) then down again toward the CSX line as it curves toward L, just S of overhead bridge. Just around the curve you will go over a short bridge over NS mainline. Gravel parking area is by CSX mainline on your L at N throat of Collier YD." Railfans like this area. If you're here and want to switch over to NS, NS turn #V62 will pick up cars interchanged from CSX on interchange track just N of YD, usually late afternoon or early eve and go to Crewe, VA (09). **Portsmouth (CSX# & NS*)** See Norfolk listing.

Richmond (CSX*) Acca YD is main YD, 3MNW of DT. **NOTE**: As of 2011 a new bull tends to work M-F, 9-5 and sporadically check known jungle areas. For NBDs: Take bus on W. Broad St. to INT with Roseneath Rd. Go NE on Roseneath to W Clay St. Turn L (NW) go 2BL There is an off-ramp for the Powhite Parkway here to your L and Belleville St. to your R. Straight ahead and just beyond bushes in front of you is obvious waiting area, the well-known and sporadically patrolled "Superwall." The mainline c-c is ~ .75M NE of you here, past the wye and just S of the Westwood/Rte. 197 overpass at S throat of Acca YD. Rear end of NBDs will extend past you here under Broad St. bridge. If you want to wait closer in, by the wye, you can either take a R on trax and walk up to the wye, stick to the track the curves to the L(N), and wait in the wye. Or you can walk N on Belleville and look for some stairs behind businesses going down to tracks. NBD GMs with trash blocks head towards Baltimore/Philly. A couple of GMs go thru to Selkirk, NY. A couple IMs go thru to New Jersey. For SBDs, You must be up in YD along mains which go through middle of YD.. Limited access on W side of YD, best to wait in strings in middle of YD. For easy access after 5pm try simply walking into YD from 'Massey' cement plant on Dabney Rd, which runs PT/S of N end of YD. Empty coal and grain trains, parked further N in YD on the three tracks there on W side, should be WBDs to Clifton Forge and beyond. Some EBD coal trains to Newport News may c-c at **Fulton YD**, 2MSE of state capitol. From INT of Broad and 25th St., go 3BLSW on 25th . turn L (SE) on HWY 5, going 1500FT. At split there, go L on Williamsburg Rd. ~ .75MS to Orleans. There, to your L (W), is N end of YD. SE end of YD is ~ 2M away, where Darbytown Rd. RRO is. EBD coal trains can also c-c under Robert E. Lee Bridge: From INT of Main St. and Pine St. DT, go 8BLS on Pine to c-c.

(NS#) **Frat YD** is S of DT, across Robert E. Lee bridge and underneath it, BTN 10th St. & 15th St. "On NS turn from Richmond to Crewe and back there's a 4M back up move between Burkeville and Crewe so the caboose remains empty for the 50 miles or so between Burkeville and Richmond, usually a morning job but can run in the evening." (04).

NOKL lumber (e), EEC, ATW. **IM/DS "ILBMN"** to Ft. Worth-Little Rock-Marion (Memphis) ARV 11pm-3am on Su, W, F nights. ID UMAX, China Ship, Hub Group. **IM/DS "TLBEW"** to Houston ARV most days 11am-2pm. ID likely autotrack at front, K-Line, Hapag-Lloyd, NYK, APL. **IM/DS "KLBG4"** to Kansas City-Ft. Madison-Joliet, IL (G4) ARV various (likely W,F,Su) days 3am-6am. ID Hapag-Lloyd, APL, K-Line (all 13). ZCIJX is a hot one to NOLA/Jacksonville, FL but not easy to hold down this or any IM on Sunset these days... Many more IM/DS. **MTUKC** to **KC** dep ~4pm D(?) , a tough catch in YD that time of day (15). **Williams** ~30MW of Flagstaff, a jumping off point for Grand Canyon. (BNSF+) Junction of busy E-W 'Santa Fe' main line and Peavine line to Phoenix. Not a c-c, some trains stop for clearance 3ME of DT. From DT, S. 2nd St. (becoming Grand Canyon Blvd.), runs N over RR. From GC Blvd., go 1/4ME on RR (this is line to/from Phoenix) going to 'Route 66 Loop' overpass. C'nue as RR loops to SE, going another 2 1/4M to jct. of lines. There, running straight E, is main line to Winslow/Belen/Clovis. Main to your L (N), running off to NW, is line to Needles/Barstow. For EBDs wait BTN 2 lines on and maybe 1/4ME of actual convergence to catch WBD. (GCR) Grand Canyon Railway goes from DT up to the canyon but only (steam powered!) tourist trains, no freight. Maybe you can "ride the blinds?" **Winslow (BNSF*)** The c-c is ~1MW of DT at YO just S of INT of W 2nd St. & N. Edwin Ave. For WBDs: From DT go S on N. Williamson Ave passing under RRO to S side of tracks. Take first R (W) on Central Ave. Work your way back NW to tracks. Mains on far side here, beyond YD tracks. Most WBDs go to Barstow, CA and then LA or Bay Area. To ID see Needles, CA. 2-3 WBDs D go to Phoenix on the 'Peavine' line. GM 'M-BELPHX' to Phoenix pulls in to YD around 10-11pm D (or later), works a couple hours, then deps.(2/13). ID lots of BNSF, RBOX, FBOX, NS, & SRN boxcars (s/o here), also grainers, hazmat tanks. **IM/DS 'Z-WSPPHX'** to Phoenix W+Th+F, at 2:30am ID JBHunt, Roadway, ABF, UPS. **IM/DS 'Z-CLOPHX'** to Phoenix D at 7-10am (13). ID JBHunt, Roadway, UPS, and autotracks on rear. For EBDs: Using WBD directions, c'nue walking GEO NW on Central Ave, becoming Coopertown RD, for ~1 1/4M. Small airport on your L. Just past a BNSF maintenance facility cut in towards the tracks. Best at night. Mains are the far set of tracks. Most IM/DSs headed to KC/metro Chicago, some to Texas or Memphis. Rent-a-cops patrol. If you get booted here you could hitch to Flagstaff (see listing). **Yuma (UP*)** Can be hot due to nearby border. Expect periodic railcop patrols all along RR corridor, best at night. YD runs N-S on E side of town, WBDs are GEO NBD, EBDs GEO SBD. New c-c point for both EBDs & WBDs is ~1.5MSE of YD past where tracks have curved back to be E-W. at 2441 E. Gila Ridge Road, PT/S of I-8. For WBDs you can go to Love's Truckstop just W of S. Ave 3E overpass. Walk S thru and behind truckstop to tracks. The c-c is about 1/4M to your R(W). Some WBDs, esp. GMs with work, will still pull thru here into YD, stopping on mains along Rodondo Center Dr. Many HF's and some open gates. For EBDs, several access points. At 16th St. RRU you will be near ass-end of longer trains stopped for c-c. Or to be closer to mid-train, you could be in vicinity of the curve—accessible from the W side by the wye on dirt RD just W of INT of 20th & Kennedy Lane or, on NE side, by taking E. 20th St. W from INT with S. Pacific Ave. and going 1500FT W to where it curves N. Walk off to SW to mains on curve here.

ARKANSAS -- Ashdown (ASR#&KCS#&KRR#) The center of activity is 2 1/4MSE of DT at wye BTN KCS mains & the YD to the W, PT/N of the paper mill. Arkansas Southern DEPs GEO NW and hooks east to Nashville,AR. Kiamichi RR has an office 2BLE of the diamond DT and a small YD 1/4MW of the diamond. Runs W to Hugo & Madill,OK/BSNF ~D, and E to Hope/UP 3x/wk midAM. **Bald Knob** (UP+) A pair of sidings with STA DT in BTN at wye to Memphis, are limited to 10mph. **Batesville** (MNA*) Office is off mains S of DT, Turn to Newport and train to Carthage,MO may leave from there or siding NE of DT. **Blytheville** (BNSF#) Trains BTN Memphis & St.Louis+N work at 3 track siding 1MS of DT, Unit steel trains, mostly to KC but some going farther, likely DEP GEO W from YD 4ME of DT. **Camden** (UP#) LKA61 from PB comes into YD just NE of DT, N of Van Buren St. (& may c'nue 4MS down branch to siding in Cullendale, 1/2ME of MLK EXPY, N of Fairview St) changes crew-names to LKA31, a turn to El Dorado (~8AM), returns YD in Camden and becomes the MCMNL to North Little Rock, which DEPs SBD. Units switch ends just beyond Texarkana. **Cotter** (MNA*) Missouri & Northern Arkansas YD is PT/E of Tyler Ave. Go downhill off Harding Blvd. to Tyler Ave. to YO. **Crossett** (G&W#) I suspect that the run to Bastrop, LA (and onto Monroe) is built 1ME of DT, and the one to Fordyce is either built in YD N of GP plant along Millyard Rd. or on siding 1MN of there toward Marias Saline Rd. **DeQueen** (DQE#&KCS+) INT is at YD NE of DT, under Hwy70/Collin Raye Dr. DQE's wye is SE of DT, go S on 3rd turning L(E) onto Red Bridge to 2nd set of trax and go L(E) again to wye. Goes E to Perkins, W to Valliant,OK/G&W. Heavy KCS coal/grain SBDs set out mid-train DPU's at Wade ~5MSW DT. **Fordyce** (FP*+UP+) Fordyce and Princeton RR YD is NE side of DT, runs to SE to Crossett. UP works siding SW of DT. **Fort Smith** (A&M#) D NBD to Springdale. YD is 1MN of DT, BTN N I+P Sts, NW of 4th St, 6BLs NW of bus on Midland. Turn from Springdale flips back in evening (M-F?), may work UP INT in Van Buren. (KCS#) Midday turn from Heavener, OK runs up to A&M, but works extensively at OK Feed mill YD behind bus STA. Go S of South I St, ~9BL. (UP*) YD is N across river in Van Buren. Take the bus to INT of Midland and 50th (at ~19 after the hour) Go 1 1/2MNE on Midland across river to Broadway & 4th St, C-C for NWBD trains to KC/N.Platte is 2BLNW (to L) of RRU, rear ends of SEBD trains to/thru Little Rock maybe stopped under bridge, c-c'ing at S.28th St. (2BLS of Kibler Rd aka Main St). Turn R(SE) on S.4th and go 1/4M to RRU (YD is to E). YD can also be accessed off

22nd St. again, 2BLs of Main St. **Helena** (AKMD+&UP+) AKMD runs 12M up to UP INT, on N side of hamlet of Lexa (as does curious rural bus) **Hope** (KRR+& UP+) Turn from Ashdown works late morning 3x/wk (13). RR runs N-S PT2/BLW of Main St. Wait S of UP E-W mains, (around 9th St?). UP has mid-day local on branch thru Nashville to DQE INT (13). **Jonesboro** (BNSF&UP#) YDs both on N side of DT, W of Main St. RRU. S side is UP, on N is BNSF. BNSF rarely stops. A few SBD UP GMs GEO W work, MJBPB to Pine Bluff at 9am (13).

Little Rock Note: Many trns side at Amtrak STA DT. (BNSF*) BNSF is on UP trackage rights, Empty oil via St.Louis, a D GM to Galesburg and maybe a road train to Memphis recrow in UP YD. One local to Memphis works the LR Port Authority RR YD (the #20 bus will get you out there) then at LRWN YD. Cars for BNSF are spotted at S end of the LRWN siding. Train backs down branch from STA at night, may be very short (13). (LRWN#) G&W's Little Rock & Western late AM train to Perry starts in UP YD, works siding 2MNW of STA. Take '21 University bus' to INT of Cedar Hill Rd. & Rebsamen Pkwy. Walk back E on Cedar Hill 1000 FT across RRU to E side. Cars toward Perry will be NW of RRU, those for BNSF to take will be to the SE. (UP*) YD is in **North Little Rock**. On mainline BTN Texarkana and Dexter, MO, almost all trains run NBD. SBDs run on parallel line thru Pine Bluff. "Bull in black Cherokee w/K-9 may observe DS from small platform at S throat of yard, N of river." For GM DEP YD along NW side of YD: Either taxi a train into the ARV YD & walk NE toward hump, cutting N before carshop. Or take "7 E. 9th St." bus looping around to INT of Walnut St. & E. 13th St. Walk 75FT S across grass to E.12th St., then turn L (E) on 12th and go ~½ME, curving to S. Across field to SE is a long concrete loading dock warehouse. Walk to opposite SE corner and across around sewage treatment pit. N-most 6 trax are the SW end of the "300 YD" for all originating DEP. YD opens up to 10 trax ½MNE Many GMs. "EBD to Memphis on N-most track ~10pm-1am(13). Some GM and autoracks in front may be S/O at IM YD in Marion, AR (15MW of Memphis), ride toward rear. **GEO NEBD DEPS:** 'MNLN' to Memphis, dep 3-5pm D (11). ID DUPX, CN, BCOL, SHPX, AM, SOO. Others thru Memphis: QNLSP to Sheffield, AL/NS and 'MNLNV' to Nashville, TN/CSX. 'QNLIN' to Indianapolis/CSX via Salem, IL. QNLPI to Bellvue, OH/NS. QNLTT thru Champaign, IL/CN to Gary, IN (13). QNLCH to Chicago/Clearing YD dep 12min-4am D. ID OCCX(e), EOUX(e), TTGX auto(l), HOKX(e), FHRX(e), HTTX flats (e), KRLX(e), MWXC woodchips(l), (2/14) 'MNLAS' to E. St. Louis, dep 3-7am (11). ID TTGX (both load/empty autoracks), GATX (L), GNTX (E), MP box (E), PTXX (L), ARMN (E), SOYX (E), ADMX (L). **GEO SW DEPS:** MNLKC to KC 7-10pm D, MNLKS milk run to KCK/18th St. at 8am D, works Russellville, QNLNP to North Platte 12-mid D, best to get both in YD. YNL75 (many 6-10) units, usually midday) ferries cars to Pine Bluff. There's a sunrise turn to Hope, AR. MNLFW goes against the grain thru Texarkana to Ft. Worth. (14). **Thru NEBD IMs:** c-c at the fuel pad on 3 mainlines on opposite (SE) side of YD, along ARV YD. From aforementioned sewage pit, you can cut straight across the YD. Otherwise, take the #18 bus up Range Line Ave. to its INT with Sam Evans. Walk 3000FTNW along power lines/ditch to YD, ~1MSW of c-c, a good spot for NBD IMs. Fueling gives you 15+ min. to bag ride. To creep on c-c, stay on bus 3BL to E.St., walk N 4BL, and along - ditch 1000FTN to trax, the pads are 1000FT to the R(E). NBD IMs can go to Marion (Memphis)(~3-4/day), Chi(4-5), St. Louis, maybe Detroit. Autos/ GM mostly go to St.Louis. NBD 'ZLDYC' to Chicago (x M) ARV 1-3am; 'ZMXYC' to Chicago (x M-Tu) ARV 1-3pm. ZMXDT to Detroit (similar ID to YC trns). 'ZMQG4 to Joliet, IL' (x Su, M) 2-4am (via Dupo/Bloomington, IL) all (13). EMP, Hub, Pacer. Short mixed IHODU to Dupo(St.Louis) w/some UPS, midPM. ZLAME to Memphis (handed off to CSX); ILBMN to Marion, AR. SBDs via Pine Bluff & NWBDs to Van Buren/Kansas City: can be caught on fly (5mph) SW of YD at the Van Buren wye just W of the Main St. RRU, wait under -bridge. Those going off to N go to Van Buren. Pine Bluff trains go off here to SW. This curve is also c-c for trains not entering the N. Little Rock YD. SEBDs to Pine Bluff & unit oil/grain to LA stop for c-c on the N side of the W. 13th St, at top of the wye, so the DPUs will be 1½MN, near I-40. Possibly only SBD here is the GM, MNPPB (c-c at NLR ~11pm D). "Waiting at S end is kinda shitty and the c-c's are long (esp. SBD). Maybe, if coming from town, take the #4 bus past 29th St on Percy Machin (PT/E of the tracks) and wait in the vicinity of I-40. Walk to a ride as tm comes in." Reliably reported that 'MNLKC' to Kansas City stops at point ~5MN of "Van Buren" wye such that waiting by 18th St. RRX works to catch it. 7-10pm (11/13). ID GNTX (e), MP box (e), GATX (l), ARMN reefer (e). Unit oil & grain (e) from LA c-c either near Doyle Venable and 35th, N of I-40. DPUs might be in area of 18th St. (but more likely before wye, so DPU is back almost to bridge if not to Amtrak). NBD coal trains are empty, heading to KC, on to Wyoming. Oil trains run BTN KC/BNSF and St.James, LA (a bit past Livonia).

Marion/West Memphis (BNSF#) **Harvard YD** is ½MN of Marion, PT/E of HWY 77, mostly coal. (UP*) **West Memphis IM YD** is main Memphis-area YD, 15MW of DT Memphis. Busy. GMs may stop on mainline N of YD. You might taxi an EBD into town. No stores, come prepared. From DT Memphis either take 3x/day #78 'West Memphis' bus to where bus turns L(W) off of Missouri Rd onto Service Rd PT/S of I-40, by mall. Walk N under I-40 following BNSF trax PT/ Missouri Rd. ~½MN to DIA w/UP trax, turn L(NW) and go 4MNW to YD, perhaps cutting over to HWY 64 to N when getting close. Otherwise, hitch out I-55 to "Military Road/HWY 64" exit in Marion. Go 3+MW on HWY 64 which runs PT/N of YD. A little past E throat of YD a fence starts, 1000FTW is a decrepit industrial bldg, at new cell tower across HWY from Swan Furniture and locked abandoned house 400FT to W. There are 3 HF's: 1st is directly S across of said decrepit bldg; 2nd is ½MW: from locked gateway on W side of old 100FT radio tower, walk W to 20th vertical post of fence; 3rd is ~½MW of radio tower, opposite RR MP 365- 800FTE of W end of

end. Mostly coal. Generally, EBD coal loads take the James River line to Richmond via Lynchburg. WBD empties go over the Blue Ridge towards Hinton. One D GM each way here: D WBD GM Q303 to Cincinnati at 8pm; D EBD GM Q302 to Richmond at 2pm (09). 'Q303' when it arrives here may switch extensively, dropping a large block. At times it drops rear two thirds then couples onto another string on nearby track and goes. Other time front end is dropped. You may need to switch cars so be alert. As far as I know, the EBD Q302 will just c-c and go. **Collier** (CSX#) See Petersburg. **Crewe** (NS*) YD is on W side of town. HWY 49 crosses E end of YD. YD runs NW-SE, HWY 460 is PT/N of YD. W end is opposite INT of Archer St. and Hwy 460. YO is c-c. It is ~.75MW of CH, on HWY 460, just S off Cary St. Three WBD IMs nightly: #233 to Chicago, will work in Columbus and other places. Then the #22A IM/DS to Louisville/ St.Louis/KC. Last is #277 to Harrisburg/Detroit (10). **Front Royal** (NS+) IM trains use 'Virginia Inland Port' (VIP) facility. This is 5MN of DT in Cedarville. Go 1½MN to of INT of HWY 340 and I-66 to Rockland Rd (aka St. Rte 658). Then turn R(E) and go 2/3M to RRX. Turn L(N) and go ½ MN to S end of wye on W side there. NBD/WBD DS #227 to Detroit will stop on mainline while making a set-out off the front end. 9-11am (Tu-Sa)(10). #228 DS to Norfolk stops to pick-up around noon-2pm (W-Su)(10). Bulk of train probably will be left N of wye. **Gladstone** (CSX*) Not all trains c-c here. YD is SE of DT and runs NW-SE. HWY 60 RRU is E end of YD, where HWY runs over both RR and James River. **Gore** (WW#) Little town ~ 15MNW of Winchester, on HWY 50. Gore Rd. is PT/S of HWY 50. Go to INT of Gore Rd. and Back Creek Rd., then go ~ 1000FTS on Back Creek to INT with Sandmine Rd. on L (SE). Turn L onto Sandmine and go ½ MS to quarry. Winchester & Western "sandman" train goes Tu-Th turn to Winchester, on F goes on to Inwood, WV by Martinsburg. On M runs back to Gore (05). **Harrisonburg** (NS#) YD is N of DT, W of N. Main St. and E of N. Liberty St. **Jonesville** (CSX#) Remote location in far western VA, just S of KY state line. From here, go ~12MW on HWY 58/Daniel Boone Parkway. As you are on overpass, you will see, on your R (N), both HWY 621 and RR running to N. Go up HWY ~ ½ M to wait for coal train in either direction. You are at place called "Smiley". This is only remaining main line RR "switchback" in US. EBD coal (l) trains approach GEO SBD through a tunnel, stop front end right near HWY 58 overpass. Switch is thrown, train reverses, going around loop track off to NW. Switch is thrown, train then c'nues NEBD toward Big Stone Gap. NBD empty coal arrives GEO WBD, does similar reverse, going NBD toward Harlan/Hazard, KY, back thru tunnel. I imagine stop for throwing switch is very brief (1 min.?), so hustle up. S portal of tunnel is on straight N track from HWY 58 and is just over 1MN of HWY 58. Tunnel is ~ 6300FT long and KY-VA line runs directly over mid-tunnel. **Lynchburg** (CSX+) Go S from DT to INT of Washington & Jefferson at RRX. Cross to opposite (E) side, turn R (S), and go 1M to N end of YD. Not a c-c, but D GM 'Q302' to Richmond arrives ~ 10pm-12mid. It will work at point ~.75MS of N end of YD. D GM 'Q303' WBD to Clifton Forge/Cincy will arrive 1-2pm, also stopping to work YD (09). (NS*) Two NS lines cross here: Manassas - Linwood line (ex-Southern RR) has regular c-c here. Norfolk - Roanoke line (ex-Norfolk & Western) does not. Looking down from above, these 2 lines form shape of a capital "H". L (W) vertical is Roanoke - Norfolk line. The R (E) vertical is Manassas - Linwood line. The track connecting these is ~ 2/3M long (WYE at each end) and is ~ 3MSW of DT. For NBDs to Manassas: From DT, take #10 bus to 'The Plaza'. From there, take #4 bus, going out to 'Wal-mart' on Wards Rd. Looking SE across Wards RD from 'Wal-Mart', you can walk directly up to main line there. You are directly BTN Wards Rd./Wal-Mart on NW side and evil Liberty Univ. campus on SE side. Stopped NBDs should have rear end ~ opposite 'Wal-mart'. #212 goes to Croxton YD, NJ; #204 to Harrisburg/Rutherford, PA (10), #12R GM to Harrisburg/Enola (12). For SBDs to Linwood (Spencer, NC): Same #10 to #4 bus. The #4 will be going SW on Fort Ave. ~ 1/3M past Perrymont, get off bus at INT with McKinney Ave. Walk ½ ME on McKinney to where it ends at RR. Follow RR to your R (SE), following loop of track of WYE 1200 FT to RRO over HWY 29. You need to c'nue SE, following connector track described another 1200FT to WYE, with splits to L (NE) and R (SW). You can go either way, going around loop ~ 800FT to N-S main lines. This area is known as **Montview YD**. If you go to L (NE), when you get to main line, I think c-c is 3000FTSW at point of Candler's Mountain Road (AKA HWY 501) overpass. #203 & #211 are IM/DS to Atlanta. For trains W to Roanoke or E to Norfolk: See directions above; walking E on McKinney to where it deadends at trax. When you first come to trax there, if you face L (N), you're looking right at S end of ex-N&W Kinney YD. GEO NBDs are EBD, GEO SBDs are WBD. Most trains run-thru. #22A to Louisville (2am Tu-Su) and #23G to Norfolk (9:30pm W-Su)(10) both reportedly stop/work. Several IM/DS trains 'crossover' on the connector track (BTN the wyes described above): Speed reportedly <5mph. You can take either #9 or #4F bus to point next to River Ridge Mall (RRM) on Candler's Mountain Rd. (CMR). From drive leading into RRM off of CMR (right by 'Red Lobster' restaurant), walk 750FTSE on CMR, crossing over RR, to INT with Mayflower Dr. on your L (N). Stop on overpass to look 2000FTNE to SE (lower R of 'H' described) loop of wye. Walk 500FTN on Mayflower, then go off to L to follow bushes along tracks. ~ 500FT beyond industry parking lot on your R (SE), you'll see SE end of loop of wye curving off to L (NW). Good spots to camp in this area, plus you can wait here for SBDs to Linwood doing c-c. WBD IM/DS #217 to Chicago (around 6am, Tu-Fri, 4pm Sa)(10) would approach moving GEO NEBD, swinging off to L around wye here, rolling by NWBD. SBD #218 to Greensboro (also around 6am, Su-F)(10) approaches GEO SEBD, rolling around wye to be SWBD (10). Other DS using connector include #228 to Norfolk (around 9:30pm Tu-Su, from Manassas so GEO NWBD on connector) and #227 to H'burg+Detroit (around 7am M-Sa, SE on connector track then taking split to NE) Both the #227 and #228 may recrow here as well (10).

DT, PT/W of Exchange St. D turns from Rutland and Burlington meet here, work, and return, usually wee hours (Tu-Sa), Su maybe 9am (07) most days. **Montpelier** (NEC+) Thru GMs often stop to work YD by propane tank farm S of Amtrak STA. They typically go slow in any case. From INT of Junction Rd. and Dog River Rd. SW of DT, go S on Dog River ~2500FT, passing by baseball fields on R. Pavement ends a bit before you reach Nelson Rd. on the R, with little bridge over the Dog River you can hang out under. Access NEC trains from this area, or from woods on other side of the mains through here. Watch for "Old Eagle Eyes" at Amtrak STA, he's a cop caller. Local to **Barre** (empty gons) afternoons (M-F). **Newport** (MM&A# & WACR#) YD is S of DT, S across bridge. 75M on E side of South Bay. Two RRs interchange here, MM&A goes N to Farnham, PQ, usually departs around 8am (M-F) (05). Washington County (part of VRS) runs S to White River Junction 3x/wk (M, Tu, Th) called for 7am(10). **Norton** (SLR*) RR is PT/W of IIWY 114. D NBD and SBD GM/IM train stops here for c-c and US customs. **Rutland** (VRS/GM*) Base of operations for Vermont Railway System, also operating as Green Mountain RR (GM) and Clarendon & Pittsfield (C&P). YD is just SW of DT. Go to INT of Strongs Ave. & River St. Turn R(W) on River St. River St. crosses over N throat of small YD. Go down on S side of RRU. To S (L) you will see that lines split. Line to S goes to Bennington, line to SE to Bellows Falls. EBD GM goes to Riverside (Bellows Falls) around 8am (4x/wk)(10). SBD to Bennington. NBDs and WBDs DEP GEO NBD. WBD VRS/C&P turn to Whitehall, NY (bulk of train goes thru to Saratoga Springs, NY) around 7-9pm (M-Sa) (10). When made up, it is normally on the E-most track on the line to Bennington with head end just S of the River St. overpass. NBD to Middlebury/Burlington at 3-5am. It may stop at 'Center Rutland' to meet the turn coming back from Whitehall and pick up the front of that train to take N (10). To get to Center Rutland, go back N on Strongs 4 BL to West St. Go W(L) 1.75M on West St. Junction is off to S (L) by Center Rutland cemetery. **St.Albans** (NEC*) From DT, walk ~2000FTW on Lake St. to INT with Elm St. Turn R (N), and go ~ another 2000FT to RRX. Turn L (W) and go into **Italy** YD. YO is ~200FT into YD, on N side of YD. "Workers unfriendly-NEC HQ is here. Wait behind tie pile SW of YD next to abandoned building and feed elevator." Trns can be worked extensively. I suggest waiting until road engines reappear and then boarding shortly before DEP. D (x Sa?) SBD GM #324 in evening (6/13). NBD #323, with CN crew, goes to East Alburg and on Montreal, early morning (x Sa?) (13). Locals to Burlington: #550 is wood chips dep from Swanton load-out 5MN of town at 10am M-F. #556 works St. Albans to Essex Jct. and to Burlington. Dep late am (M-F) (13).

St. Johnsbury (WACR+) YD is on S edge of DT. HWY 2 overpass runs over N end of YD and HWY 5 is PT/W of YD. Main St./South St. at S end. Both D NBD and SBD Wash. County GMs should do some work in this YD. SBD around mid-morning, NBD mid-afternoon. SBD "picks up almost everything in YD. **Wells River** (WACR*) Short GM trains BTN Newport and White River Jct. usually meet here around noon (M-F) and exchange crews. C-C occurs on N side of DT, just N of wye, at siding there. HWY 5 runs PT/W of RR siding here. **White River Junction** Polka Dot Diner recommended. (PAR#) Uses NEC YD. GM to E. Deerfield, MA Tu-Th-Sa around 6am (04). (NEC*) YD is PT/N of N. Main St., and PT/S of the White River. GM trains work and c-c here. For NBD, go behind food co-op on N. Main St. to YD. Rear end of train will sit here along the White River side, while front end is worked, typically BTN mid-morning and late afternoon. For SBD, you could wait at same spot as NBDs, or be just S of Amtrak STA and get on when train pulls out/doubles back several times while working YD—here after dark. (WACR*) YD is ~ 1/4S of DT along NEC tracks, and runs PT/E of S. Main St. Local to Newport called at 8am 3x/wk (M, Tu, Th?) (10). It is made up in YD off of S. Main St. Short train, can be difficult to hold down a ride the whole way. Nice jungle areas along confluence of White River with Conn. River.

VIRGINIA -- Appalachia (NS*) "99%" coaltrains. DPU's on these trains?" Go 1MNW of wye in town to get to **Interstate** YD in **Andover**. Follow Callahan Ave. NW to INT with Andover Rd. Turn R (E) on Andover and walk 1000FT, looping to S, into YD. 4-5 trains D to Bulls Gap, TN (95). Ride to Bulls Gap is very scenic. Don't expect unit ride. Prepare for coal dust and ride in "trough" of coal and front wall of a hopper car. **Bluefield** (NS*) See West Virginia listing for details. **Bristol** (NS*) YD is just on N side of State St., BTN Russell & Goodson Sts. C-C is 1000FT N of State St. RRX DT, at "RR STA Marketplace" (where big lighted sign says "Virginia-Tennessee") just N of restaurant-depot on N side at that RRX. EBD to Roanoke, WBDs to Knoxville, TN. **Cape Charles** (ESHR*) YD is right DT, PT/S of Mason St. Departing train will move very slowly (less than 5mph?) as it moves along PT/S of HWY 184, even up to split to curve N (L) at INT with Parson Circle/HWY 13. "Better to catch in YD, but cranky employee threw me out." YO is houseboat by ferry slip. NBD GM late night (M-F) up the "Delmarva" peninsula to interchange with NS at Pocomoke City, MD. ESHR also operates D rail barge to Norfolk from here—a 26 mile trip. **Charlottesville** (BBRR/CSX#) YD at INT of Avon St. & E. Market St., 1/4MSE of CH. Not a c-c but "WBD coal & grain (3-4 D, often 2-6am) to Clifton Forge and on W go thru YD and city at ~7-8mph." (NS+) Not a c-c, NBDs may stop for clearance or work small YD just W of CSX crossing. YD bordered on N by UofV campus and on S by Grove St. **Chesapeake** (NS*) See Norfolk. **Clifton Forge** (BB# & CSX*) Stay low-profile here, police hassle 'suspected train riders' walking around with gear here (09). Buckingham Branch operates and runs locals on this ex-CSX line, CSX thru trains still use it. YD is PT/S of Ridgeway St. (a.k.a. Hwy 220). HWY 696 crosses SW end of YD, and E end of YD is PT/S of Main St. The INT of Ingalls St. and Main is E

fence. WBDs go to several destinations. Note that SWBDs to Pine Bluff and beyond will depart YD GEO EBD! GEO WBD IMs likely to have DPU's near end of the fence. WBD **KMNOA to Oakland** (x Su, M) ~2-4am (13). ID CSX, APL, EMP. Goes St. Louis-KC-N. Platte. Usually on 9th-10th track from N. 2 IM/DSS to Los Angeles DEP off 3 trax to N, GEO W or more likely E (via Pine Bluff & Ft. Worth). **ZMNL** 6-8pm (Tu-Sa)(13), ID EMP, Pacer, Hub. **IMNLB** 11pm-1am (M-F eves)(13) ID Hanjin, K-Line, APL. **McGehee** (UP+AKMD#) YDs are the E side of DT. UP road trains may stop, local to Pine Bluff in eve. AKMD goes out on branches, turn from Warren flips late AM, carries empty woodchips, works Monticello **Newport** (UP# & MNA#) A NBD UP GM may stop for MNA interchange. Go to INT of Front St. & Walnut St. in DT. MNA turn from Batesville flips, depts GEO NE to Diaz and then spurs off to NW and goes to Carthage, MO. Power plant off HWY 69 10MNW, 3MSE of Newark along trax, that sends ~D empty coal NWBD thru to KC/UP. **Pine Bluff** (UP* & BNSF*) On ex-SSW line BTN Dexter/Memphis and Big Sandy, TX/Shreveport, LA. **Gravity** YD is ~3MNE of DT. #1 Harding bus goes to INT of 6th Ave. & Wisconsin. Go 3BLE, under HWY 65 to Michigan St. (store). Turn L(N) and go to 2nd RRX. Turn R(E) and W end of YD is 1/4ME. At Byrd St. (aka E. 3rd St.) RRX at YD's W end, walk 2BLN to Port Rd. Turn R(E) to walk 1/4MNE to drive-in access to YD, where thru trains c-c, on W 2 trax and S throat of small DEP YD. **IMs: ZYCHO to Houston**, 10am-12n (Tu-F) is short, some UPS; **ZYCMO to Dallas**, 4-7pm (Tu-Th); **ZDTMX to San Antonio/Laredo**, 12mid-3am (x Tu) ~all Pacerstax **ZMNL** to **Dallas/LA** ~10:30pm(?); **ZYCMX to SA/Laredo**, 12mid-5am (W-Su); **IMNLB to Dallas/LA** 3-5am(?) (09). BNSF GM on UP trackage rights to Houston will c-c here, and may drop off D (05). Unit trains too. BNSF also has local to Little Rock. All traffic DEP GEO S except MPBJB local to Jonesboro at 7am. Trns head in 5 directions: those to Monroe+Livonia LA will swing SE at 3rd St. (MPBJL -BT) Local LKA61 to Camden works FP INT at Fordyce at night, c'nues to Eldorado the next morning. Some can go to Texas/Gulf Coast via Shreveport/Beaumont (or sporadically, via Monroe & Alexandria) (MPBHO, -BL,BW,DY, FP, PT,SP,SR+SH). **MPBEW to Houston** dep 12N-3pm D. ID DOWX(e), GNTX(e), FPAX (e), OCPX(e), UTCS (J). Others to Laredo/ Mexico can go via Big Sandy/ San Antonio (MPBSA, -EG,EY,KB,LD,MX,SAB); those to Ft.Worth go via Big Sandy too (MPBFW, -AR,DA). YPB71 ferries cars up to Little Rock A 2nd ex-MP UP line, PT/N of E.4th Ave, runs PT then crosses the mainline, running BTN Livonia, LA and N. Little Rock/KC/N.Platte. **NWBDs** may stop for clearance or c-c a 1MW of Michigan St. You might be better off IME, near the wye from main YD at office of sub-YD just to E. **Russellville** (UP+) Some trains work small YD DT. **Springdale** (A&M#) Operating HQ for Arkansas and Missouri RR. Also powered trains S to Fort Smith (Late eve.) and N to Monett, MO (Sunrise)(M-F)(14). Transfer to the #42 bus, and ride it to INT of Sanders Ave & N Mill Rd, Walk 1/4MNE on Old Wire Rd to trax and turn L, North YD is 1/4MN. **Texarkana** See Texas listing. **Van Buren** (UP) See Ft.Smith.listing (13).

BRITISH COLUMBIA -- Blue River (CN*) YD runs N-S on E side of town. GEO NBDs are EBD. Some c-c here, others run-thru Jasper-Kamloops. Ask crew in Jasper or Kamloops where they are going if you want off here for sure. **Boston Bar** (CN* & CP*) WBD-only (GEO SBD) c-c for CP and CN trains doing 'directional running' thru the Fraser River Canyon. The c-c for both RRs is at YO. For EBDs cross river to North Bend. Avoid WBD CP unit coal (or switch over if you are already riding one) as they bypass DT Vancouver, term at the remote Roberts Banks docks. **Chase** (CP+) This is 93MW of Revelstoke. Many, not all, WBDs will remove DPU's, be prepared to relocate if riding on one. Some EBDs may have them added here? **Chetwynd** (CN*) 50MW of Dawson Creek on HWY 97. Small YD 1/4MNE of DT. 48th St. crosses W end of YD. NBD to Fort St. John, SBD to Prince George. "DCCCH" turn from Dawson Creek left Chetwynd to go back there at 6 am (00). **Cranbrook** RR museum by CP depot. (CP#) Former c-c here has moved to Ft. Steele (see listing). Some CP trains may still work or orig in YD DT, PT/W of HWY 3. GM to Nelson/Trail? **Crowsnest** (CP*) 8MW of Coleman, AB and 13ME of Sparwood, BC, c-c BTN Cranbrook/Ft. Steele and Lethbridge. The c-c is at shack just W of and below HWY 3 RRU. **Dawson Creek** (CN#) Small YD BTN 8th St. on E and 17th St. on W, PT/N of Alaska Ave. MWF to Chetwynd (95). (GPGC#) Goes E to Grand Prairie, AB. **Field** (CP*) Beautiful spot, right in Yoho Nat'l Park. Few food resources, stock up elsewhere if you want to camp out here for awhile. The c-c is at STA. Some WBDs pull down into YD and stop. Otherwise, walk up E on single track main just past '136' milepost. Some WBD GM/grain have DPU's ~2/3 back (stopping W of 136 marker) or on their ass ends (thus well E of 136 mp). Quick c-cs (<5 min.) for WBDs. EBDs from Field don't have DPU's but may stop longer as they aren't blocking RRX. "The Siding" near the PO has food/coffee. Nice cover at platform in the woods behind water treatment plant. **Fort Nelson** (CN*) Go SMS of DT on Alaska HWY, across river and just past "Fifth Wheel" truckstop on your L and "Husky" oil terminal on R. Take next paved RD to your R, passing "Finneys" on the L side. C'nue 1/4M to YO at S end of YD. Turn from Ft. St. John/Gutah will come in (2-3x/week), work, p/u its train, probably the string on the E side there, and go S. Few rides, except woodchips, but they should add DPU's shortly before dep (05). **Fort St. John** (CN*) YD is on NE side of town. NBDs to Gutah/Ft. Nelson and SBD to Chetwynd/Prince George maybe 3x/wk. **Ft. Steele** (CP*) From Cranbrook, take HWY 95 (Crowsnest HWY) NE across the Kootenay River ~10M to Ft. Steele. I'm guessing c-c is in vicinity of wye just N of town. Follow track BTN river and Northstar Ave. N up to the wye? At wye trains taking split to N go via Golden (mainly coal). Trains out of Cranbrook taking split to R (GEO

SE) thru Ft. Steele are EBD to Lethbridge/Crowsnest Pass and Calgary. SBDs go to Eastport, ID (bail before border and go thru legally, see Easport, ID listing). **Golden** (CP#) Mainline c-c for coal only, some others may stop to refuel? Split to S is E end of town at bridge. GM #566 to Cranbrook orig. - from YD off the E-W mainline (02). Roving CP bus based here. **Gutah** (CN*) Very remote location is c-c BTN Fort Nelson and Fort St. John. **Kamloops** (CN*) From DT, take #14 'Batchelor Hills' or #3 'Westside' bus to area by Halston Rd. & Batchelor Dr. in North Kamloops. Halston Rd. goes E across river (also RR bridge PT/N of Halston). RR curves off to NE immediately into CN YD on E side of river. (K&P#) Kelowna Pacific runs out of CN YD. Turn comes in from Vernon, switches and returns. Runs M-F, usually late evening? (01). (CP*) C-C is DT opposite 'London Drugs' on Landdowne St. b/n 4th Ave & 5th Ave, by a ped suspension bridge, BTN the shopping center and the river. "You can wait for EBDs in park where there's water and bathrooms. Fence BTN tracks and the park but w/HFs--look around." "For discreet waiting spot for WBDs, walk from DT to INT of Victoria St. & 10th Ave. Walk 800FT N on 10th Ave. under RR there to INT of River St. & Lorne St. Wait behind the 'BC Sheepbreeders Building' (maroon-colored bldg). This is 3000FTE of c-c." **Kimberly** (CP#) I think you need to be 1/2MSE of DT, at **Chapman Camp**. Go to INT of Warren Ave. (a.k.a. HWY 95A) and Marsden St., go 1/4MNE on Marsden to loop of track there. Only coal trains? **Lillooet** (CN*) If arriving on HWY 99 by passing over bridge over Fraser River, that tan-colored bldg. above you to N on W side of river is YO. Road locals NBD 571/SBD 570 work and c-c here. **McBride** (CN*) EBD to Jasper, WBD to Prince George. C-C at depot on W side of DT. **Nanaimo** (E&N#) **Wellcox** YD, on waterfront, is HQ for E&N. Very limited service. Rail ferry from here to Vancouver. **Nelson** (CP#) GM train #564 E to Cranbrook 5x/wk. GM WBD #563 to Trail (03). RR runs along river, along NW side of DT. Don't confuse with BNSF line running off to the S on E side of town, PT/E of HWY 6. C-C may be at point 3BLW of CH? **North Bend** (CP* & CN*) EBD (GEO NBD here)-only c-c for both CP and CN doing directional running on CP rails. S end of YD has office which is c-c. Eyeball units on approach to know which route you'll be on. For WBDs go across river to Boston Bar. **Penticton** (CP#) YD is 1MSW of DT, just on N side of airport; Fairview Rd. runs SW from DT, becoming Green Mt. Rd. From INT with Channel Pkwy, go W on Green Mt. passing over N end of YD. **Port Coquitlam** (CP*) See Vancouver. **Port Mann** (CN*) See Vancouver. **Prince George** (CN*) Orig GMS use ex-BCR YD ~3MS of DT, off to W side of HWY by the lumber mills. D GM #353 E to Jasper/Edmonton. One SBD GM road local towards Vancouver D. NBD GMS go to Chetwynd, Ft. St. James, Ft. St. John, and Mackenzie. Thru E-W trains BTN Prince Rupert and Jasper/Edmonton c-c at YD on N side of DT, ~an hour walk NE from ex-BCR YD. EBD c-c is towards E end of YD, WBD c-c is towards W end of YD. "Going either way, wait around abandoned buildings by INT of Ottawa St and 1st Ave. closer to E end of YD (homebun patties in bushes close to traxl). You'll be close to FREDs of WBDs and near to units of EBD trains. But W of here there are lots of fenced off businesses and you may draw unwanted attention during the day. Coal, IM/DS, GMS, seasonal grain. **Prince Rupert** (CN*) Small YD right DT, below cliffs along waterfront is not very active, mainly for local industry and the rail barge operation to Whittier. To head E to Prince George and beyond you need to go to **Ridley Island YD**. From DT, take HWY 16 (I assume still no public transit, you could ask. Walk or hitch) 5 1/2ME to where you see turnoff 'Ridley Island' to R (W). Go 4MS on RI turnoff to RRU. From RI road, walk down to RR. Walk off to R (NW) ~1+M to wait. Several EBD DS now--(some less than D). **Q190 to Toronto** D? Q186 to Montreal; **Q198 to Chicago** D? Q196 to Chicago/Memphis (1-2x/wk?) (14). Trns will arv GEO SBD from Fairview **Container Facility** 2MN of here having already been inspected. They pull past SBD and stop such that rear end toward where you're waiting. Road crew will then board to head E. For **EBD unit grain and coal**: From same RRU, if you instead turn L (E), you can walk track 3000FT to point where you can cross to your R (S) to where EBD unit grain and coal trains are built and dep from Ridley Terminal. These would dep by converging with track you've walked. Maybe 1-2 D for both coal and grain? Some now go all the way to Montana/WY. Not sure if they have DPUs. Grain more seasonal. **Quesnel** (CN#) YD is right DT. Locals say "kwa-NELL.". D GM each way should work here. **Revelstoke** (CP*) TheWBD c-c is at STA. HWY overpass ~1/2ME of STA is a good place to wait--but watch for bears here and in jungle areas! EBDs either pull thru past STA for c-c (mid-train appx. under that same HWY overpass so that can work for waiting for EBDs too) or (seems random) c-c at STA (some stop for signals 1/4MNW of STA, by RR museum). If you're DT for EBDs you can wait at NE side of trax, ~.3MNW of the RR museum. (~opposite King St. on SW side of RR). To get there, I advise walk ~1/4MNW on Victoria Rd. It winds in loop to L, then under RRO. Go under RRO, then turn R, walking back NE around loop of track 1/4M to wait. If you're waiting here daytime and EBD rolls by to do c-c well E of you, you may just want to wait for next train. Good dumpsters and camping. Check 'Farm Market' (BTN Wales St. & King St.) enroute. EBD coal to Golden, 90ME, then S. **Smithers** (CN*) YD is just S of DT and STA is c-c. E to Prince George, W to Prince Rupert. Mostly coal, seasonal grain. **Squamish** (CN*) This is first c-c N of Vancouver for NBD to Prince George on ex-BCR line. From DT Vancouver, take #250 bus past Park Royal shopping center on N side of Lions Gate and get driver to let you off at stop nearest to HWY, by Horseshoe Bay, the ferry terminal 30 min. from DT Van. You will have to hitchhike NW to Squamish. ~30M. YD runs thru NW part of town. For best access, from INT of Clarke Dr. & Guilford Dr. with HWY 99, by Squamish General Hospital, go 1 1/4MN on HWY99 to INT with Industrial Way/Finch Dr. Turn L (W) on Industrial Way and go 4BL to INT of Industrial Way & Queens Way. Turn L (S) and go 1/4M to INT of Queens Way & Enterprise Way (E. Way deadends into Q. Way on L (E). There is

& Chicago St. Get off and go 250FTSW on Chicago loop to INT with 18th St. Turn R (W) and go 500FTW to cross RRX at N end of N YD. The c-c for WBDs is ~ 1.6MS. Walk S on W side of YD maybe 1M to wait in bushes along W side there. Should be 1-2 IM/DS most days. GM **MNPWC to West Colton** will arv D (x Tu) on mains on W side in 1100-1400 timeframe. ID ARMN reefers, CRGX, TILX, ADMX, GACX (maily loads). For EBDs (GEO NBD): The EBD c-c is ~ 1000FT S of you here. So you need to go down past it and wait, basically as in the same area as for WBDs, on W side of mains. 1-2 DS plus GM **MWCNP to North Platte** arv SLC North YD D 1300-1900 (13). ID TTGX, ETTX (autos), DMIX, TILX, ADMX (all Es). Generally has p/u, likely ARMN & CLSX.

UP also has an IM YD 4MW of DT SLC, BTN S 1/2 600 W and S.4400 W. Avoid if possible--YDS of mainline is fenced in, difficult access, bad transit options. If caught inside, there may be some HFs on N side, look around. Only bus into town is morning rush hour (M-F). From E end of YD, walk SE 1500 FT and then go S(R) 1/2 M on S. 4400W to INT with W. California Ave. Walk 1800FT E on California to INT with Bangerter HWY. The #348 bus should come along there NBD into town. You can reach YD same way rush hour afternoons M-F only. For trains on 'Rio Grande' line EBD to Grand Junction and on 'Western Pacific' line WBD to Roseville and other GMS: ex-Rio Grande Roper YD is in South Salt Lake City. Access is limited with industries, fencing, and a moat along most of E side. Take #200- State Street North bus SBD on State St. in DT SLC to INT of 2700 South & State St. Walk 1MW on 2700 to dead end. Turn S and 250FTS, just cut thru lot to R(W) and gateway to go to trax. (Another access point is at corner loop of RD at W end of 2700 just 500FT from here. Access to DEP YD from back of lot). **Note** "Frontrunner" track is 1st track (avoid being seen), then it's 250FT W across to DEP YD. 1000FTS of here and W of mains you see grove of trees/vegetation with nice, well-hidden jungle. Some DEPS are from the first few tracks you then come to, perhaps with rear ends of GEO NBDs just to your R. MROHK and MRORV both departed off 3rd track over here when I was at Roper 6/12). Otherwise, other DEPS may be much further W. Move quickly, going 1200FTNW to cross many tracks in YD to point where open space and 150FT to next tracks. Those next 4-5 tracks may also be DEP trax. Four regular D (x as noted) GMS dep here: **EBD MRONP to Ogden/Green River/Cheyenne/North Platte** dep GEO NBD 7pm-12mid (x M)(13). ID CSXT, ROCX, CRDX, GACX, GLNX. **NWBD MROHK to Ogden/Pocatello/Hinkle** OR dep GEO NBD (x M) 12mid-3am (12). ID ITZX lumber c-ds (e), HS, CP boxes (e), CEFX, TBOX, DWC (e), PROX (e). **EBD MRONY** (aka the 'Macaroni') to Grand Jct./Denver dep 3am-7am (x Tu + Th) GEO SBD. ID ITZX lumber (l) and FXE (l), maybe UTLX, TILX, & PROX empty tanks, GNAX, MQRX, CEFX. Scenic, slow (likely 36-hr to Den) ride over Soldier Summit. This train has at times departed off trax on far-W side of YD. **WBD MRORV to Sparks/Roseville**: dep GEO NBD, 5am-10am (x Tu) (13). ID MP, UP, PROX, SMNX, HLMX, JRSX, CNW 490,000-series yellow hoppers (loads...good rideables w/decks), WSGX. Note: MRORV can go via old WP Wendover route over scenic Arnold Loop (~20MW of Wendover) or via Ogden. Divergence is ~ 3MN of Roper.

Scofield (UTR#) This little town 80MSE of Salt Lake City. Take HWY 6 to point 15MNW of Helper, where it meets HWY 96. Go ~ 20MW on 96, going S through Scofield, ~ 2M beyond. This is location of mine and RR terminus--I'd bet the 18M ride N to mainline is very pretty.

VERMONT -- Bellows Falls Ms. Bellows Falls Diner recommended. (GM#) D local on duty at 6am. Train may start out across river, picks-up cuts from NEC and operate as local NW to "Riverside" where cars are exchanged with turn out of Rutland. Riverside is 2MN of DT on GM tracks along river by a lumber distributor. (NEC#) NEC GMS work YD ~ 1MN of town, across Conn. River in North Walpole, NH. YD is along river and Rte.12. NBD GM #323; SBD #324. **Bennington** YD/interchange in North Bennington by a nice old depot. Vermont Railway turn from Rutland is here 4x/wk (Tu, W, Th F)(12). PAS turn from Rotterdam Jct is here Tu&Th. PAS turn from N. Adams works here W&F (12). **Brattleboro** (NEC*) Standing at bridge right DT facing across the river to NH, turn R (S) and walk ~ .75M to YD. NBD GM goes to St. Albans/Canada. SBD GM to Palmer, MA. Wait for it S of S throat of YD (otherwise you can probably catch it at N YD throat on the fly as it pulls out slowly). Nice jungle area along river behind YO. (PAR#) Short local will come thru mid-day. Up one day, down the next. NBD may set-out a couple cars at NEC YD then go to WRJ. **Burlington** (NEC#) Turn from St. Albans (one is woodchips) works here mid-day/afternoon. (VR#) YD is 4BLW of CH, over by the lakefront. Turn to Middlebury/Rutland around 3am (Tu-Sa), OD 6am (Su) (07). **East Alburg** (CN+) SBD D CN freight from Montreal now operates with CN crew to St. Albans but should stop here for customs inspection. Either N of the trestle over the Missiquoit Bay of Lake Champlain (esp. for longer trains) or else at the first RRX S of the trestle? RR is PT/S of HWY 78 (a.k.a. N. River St.) SBD (GEO EBD) GM #324 should be thru here around 7-10am but varies widely (05). **Island Pond** (SLR#) SLR operates ex-CN "Grand Trunk" line thru here. YO right DT, across tracks from former STA, is c-c. HWY 105 overpass is just E of c-c. For access to YD area, go E on Main St. until it dead ends at nice park by the lake. Walk N through lumber yard there to get trains. WBDs will be stopped for c-c, and EBDs pull into YD area here for work after doing c-c. WBD GM/IM combo D (x Su) late night/early morning, runs thru to Montreal. EBD GM/IM D (x Su) to Lewiston/Danville Jct., usually early evening (07). Trains may work extensively here. **Middlebury** (VR#) YD is ~ 1/4MN of PO

122. Take 122 ~ 8MW, and HWY 122 RRX runs over S end of small YD. RR branching off to N is line going ~ 22M to mainline. Supposedly a very scenic ride. It's possible coal trains actually orig 3MS of that RRX at **Mohrland, Iron Springs** (UP# & US#) Utah Southern hands off ore trains coming out of the Iron Mountain area to UP here. UP takes the train to the Bay Area (10).

Milford (UP*) Driving into town from SE on HWY 21, you will cross RRX. STA to your R (N) is the c-c. **Moab** (UP#) In mid-2009 UP began operating a D 'nuke' train out of the Atlas Uranium Mine up to Crescent Jct., on its E-W mainline. Mine appears to be ~ 3MNW of DT at point ~ 1/2 MI on HWY 191 from entrance road to Arches Nat'l Park. Go Go 1500FT S on HWY 279. I think the tailings are enclosed in cans but I'm not sure how easy or safe it would be to ride this train. Very beautiful route if you can pull it off.

Ogden (UP*) From DT SLC, take either 'Frontrunner' train (~ \$5 one way) or UTA bus #470 (cheaper, \$2.35, but slower). For 'KOAMN' listing below take #470 bus as you will want to get off S of DT. Most following directions are from 'Frontrunner/UTA transit center at 24th & Wall. **Thru Chicago-Bay Area trains** c-c in Ogden bypassing SLC. The c-c for both most thru EBDs(GEO SBD) and WBDs (GEO NBD) is at YO ~ 1/2 MNW of UTA transit center under 24th St. overpass. **For most EBDs:** Go 1/2 M N on Wall to INT at 20th St. Turn L (W), going 2000 FT on 20th, bearing off to R (N) side to descend underneath 20th overpass. Note c-c is 1500FT S of here. Turn R(N) and go 1/4M NW, following mains to L at split (line to R goes to Pocatello), to wait along SW side by auto salvage lot. This is just S of 17th St. RRX. **NOTE:** Weber County Sheriff Dept. is just on NE side of RR, just N of 17th St. RRX so keep a low profile. **'ZOAG2' to Chicago** arx 12-mid-2am (W-Su)(14). ID see Sparks, NV listing. IM/DS **KLTG2 to Chicago** 5-8am (W-Su) ID CSX/UMXU may have DPU, will s/o at G3. A couple EBD GMs, 'MRVNPA' & 'B' go to North Platte, times vary. Should also c-c here. **One EBD IM/DS, the 'KOAMN' to KC, St. Louis, Marion (Memphis)** does big s/o here and so has c-c way down at S end of YD. Take UTA bus #470 to INT of 36th St. & Wall Ave. Walk 1/4MW on 36th to Pacific Ave. Mains are 50FT PT/W of Pacific. 'KOAMN' will ARV GEO SBD (D x M, T, 10am-6pm)(13) on mains, pulling past to stop with front end 1MS of here by Riverdale Rd overpass. May s/o a large portion of train and may also do a small p/u. Look for ride towards rear, it will also have DPU. May be here 1-2 hrs. 40-hrs to KC, may s/o there, then on to St.L/Dupo and Marion. **For WBDs to Oakland/Stockton**, From UTA transit center, go S on Wall St. to INT with 26th St. Turn R(W) and go 300FT to S end of Union STA platform with umbrella shed. Note old RR cars there by STA. Wait here until there are no 'Frontrunner' trains around then walk 100FTN under shed to note HF on W side. Go thru and walk 500FTSW to wait at pallets at base of old YD light tower. Very open out here, keep a low-profile. Mains are 250FT W of pallets. If daytime or busy you might be better off waiting in strings to W of mains. The 'ZG2L.T' to Roseville/Lathrop, CA D around 6-8pm (13). Quick c-c. ID Pacer, EMP, Hub, Umax. May be BRAN 45 rides. Expect small s/o at Sparks. 32 hrs to Roseville. 'KMNOA' to Oakland D (x Tu, W) 3-10pm. ID Hanjin, K-Line, APL, Genstar. Note, occasionally KMNOA may do p/u at S end of YD. If so, you will likely miss it that day. Thru GMs also c-c here. 'MNPRVA' and 'MNPRVB' both to Roseville (via Portola and scenic Feather River cyn), times vary. ID for both is similar: ARMN, TBOX, NS box (e), ADMX (I), MWCX (I), SSW (e), NOKL (e), DRGW. **Other GMs, including DEPs towards Denver and LA:** are built in DEP YD W of mains. Use access described above for WBDs to then c'nue across to S end of DEP YD. Avoid area around 28th St adjacent to industries there (security guards). **GM MSRPC to Pocatello** generally orig in Roper YD in SLC, not here. These trains bear R (N) at split described above in EBD section. MROPC to Pocatello 11pm-2am D. MROHK to Hinkle 2-5am D. These trains may roll thru w/o stopping, you are probably best off getting them down in Roper. **Provo** (BNSF* & UP+ & Utah#) are SW of DT, .75MSE of INT of University Ave. and Center St. DT. There is city bus service BTN here and SLC. I think #831 West Provo city bus will take you close to INT of 600 S. and 550 E. Walk 1000FTS on 550 E., and it will angle to L (E), and runs PT/NE of YD. Go SW across first several tracks, then to "lower level" YD area. **For BNSF:** BNSF is on UP trackage rights and sends out 1 EBD GM D and 1 WBD GM 3-4x/wk. Head ends of WBD might be in this area. For EBD you could look for it here, may be short, 15+ cars (will p/u more cars on way to Denver. Alternatively, you could try to get it on the fly just past SE end of YD: Go S on HWY 89 to INT with 1860S (aka Slate Canyon Rd) (by conv. Store). Go 1000 FT W on 1860S to RRO. SE throat of BNSF YD area is just back to NW a ways here. **EBD H-PRODEN (OPVDV on UP) to Denver** dep ~3-6pm D (14), should come out at less than 10mph. Not a c-c for UP but GMs 'MRONY' to Denver, ~6am D (x Tu, Th)(14), and 'MNYRO to SLC/Roper' work here. UP may use a separate YD area W of BNSF YD area. Both UP and BNSF may interchange cars here with Utah Railway. "At S ends of YD just S of 1860S overpass is a pair of tracks that spur off NW then curve around back S. Loads are spotted S of wye down the track ~1/3M or so, along Road S 950E. Most coal trns have DPUs on the rear. They sit for awhile, then go E on UP." Utah takes empties back to mines S of here.

Salt Lake City Note: "Frontrunner" metro rail runs D (X Su), operating ~ 0600-2200 going N to Ogden and S to Provo. Riding w/o paying fare is not advised. There are cheaper, but much slower, buses on these routes D.

(BNSF*) GMs W to Stockton (3x/wk) and E to Denver on UP trackage rights. They usually c-c or at least stop for clearance on the E side of the UP ex-DRGW Roper YD (see listing below) but can more easily be caught in Provo (see listing).

(UP*) **North YD** is main YD (many UP trains bypass SLC, see Ogden listing). 1-15 is PT/W of YD w/large bldg in its middle with large USA and UP flags flying on flagpole. For both **WBDs** (GEO SBD) and **EBDs** (GEO NBD) : From DT at North Temple & Main, get any 460, 461, 462, 463, (etc.....several) bus NBD (GEO WBD). Bus goes 2MN of LDS church HQ to INT of Beck St.

HF at YD there on W side of that INT. Front end of SBD will be ~opposite here as will the 'fred' on rear end of NBD. One D NBD, #571, built here, often dep in morning but varies (15). #546 turn from Vancouver arx wee hours, works and returns D. RR museum right next to CN YO. **Terrace** (CN#) Not a c-c, some work or orig. Turn to Kitimat, wood chips (I), early pm (01). Locals to Prince Rupert and Smithers. **Trail** (CP#) Runs E to Nelson/Cranbrook. Small YD is 1MNW of DT, PT/E of HWY 22.

Vancouver (BNSF*) Note: Heading to US, take a local bus from DT Vancouver (or POCO) to White Rock, BC, walk to border and cross legally. On US side you will be in Blaine, WA (see listing). Trains entering US get VACIS x-ray scan, don't risk crossing illegally. FYI only, one GM to Everett, WA starts out in **Brownsville** in the evening, less than D, 1-2 GM D also orig at CN's **Thornton YD**. Unit coal (e) dep from **Delta Port** (see CN listing) ID BNSF units in order to avoid all of these trains.

(CN*) **Note:** Heading E, grab the first EBD CN or CP train you can, you can sort it out at North Bend (see listing). CN goes E to Edmonton and beyond and N on ex-BC Rail to Prince George. **For EBDs towards Edmonton:** Main YD is **Thornton YD** (aka **Port Mann**) in suburb of **Surrey**. Large YD with a couple sub-YDs, access limited due to recent HWY construction. From DT Van, take SkyTrain blue line to **Surrey Central**. Then take #337 bus to INT of 108th Ave. and 160th St. Walk 1/2MN on 160th to INT with 112th Ave. Walk 1000 FTW to 158a St and then go 1/4MN to INT of 158a St and 114 Ave. Go L (W) and follow around to dead end. Follow unpaved road and go down hill thru woods until overlooking HWY 17 and the extreme E end of Thornton YD. (Night best). Watch power come from W and attach to E end of strings here before carefully and discreetly crossing HWY and accessing YD near green HWY sign giving distance to Delta and Vancouver. Some EBDs may also orig in different parts of YD. W of you here; look for road power pulling string from W. Avoid workers on access road here. Several trns D, to Edmonton or Winnipeg; one goes to Prince George, typ in mid-late PM. Carman will do roll-by of all trains that orig here. CN **Vancouver IM Terminal (VIT)** in **Port Mann** is further E, ~3ME of the Port Mann bridge. 104th Ave. crosses E end of YD, just past INT w/176 St. IM/DS **#112 goes to Toronto, 7-11pm D (15)**. IM #104 to Montreal also reportedly deps from here (15). Another option is **Delta Port** on the **Tsawassen** peninsula, 15MS of DT Vancouver and just N of the US border. "From INT of Georgia & Howe in DT Vancouver, take "#601 South Delta" bus (\$4.50), (recommended at ~7-8pm). After 30-min. ride, get off at "Ladner Exchange". Then take "#620 Tsawassen Ferry" bus. Ask driver to drop you one stop before the ferry terminal, on Tsawassen Indian reservation. Walk 30 min. NE across the reserve on a paved road, past a small skatepark, a longhouse, some abandoned houses and fishing boats, until it becomes a gravel road and there are auto barricades." (**Note:** local First Nations people here can, at times, be hostile to outsiders. Be careful and respectful, esp. at night). You are now walking along a beach toward an enormous jetty with 5-6 tracks on it. There is a giant container port at the end of it called **Delta Port**. Stick to N side of jetty as YO and access RD are on S side. CN IM orig here—may 2-back and some are very long. trains. Head ends will be at base of jetty waiting for outbound crews. CP also uses this facility. CP IM/DS **#198 to Chicago** orig here D (15), maybe others as well. Unit coal (e) also orig here. Some may have DPUs? ID units as some will be BNSF trains headed to the US that you should avoid.

NBDs on ex-BCR line N. Prince George: North Vancouver YD. From DT Vancouver, take 'Skytrain' to 'Granville' STA. Catch a #250 bus (also #251, #252, & #253 come near too - ask) on N side of Georgia at INT with Seymour. Bus is WBD on Georgia. After crossing over Lion's Gate Bridge, bus will go off to L (W) and stop 3BL away at Park Royal Mall. Get off (dumpster at bread & produce market in covered parking lot). Go to SE corner of mall's parking lot, on S side of Marine Dr. Bridge St. goes E out of parking lot. Go ~1000FTE on Bridge St, crossing stream. It then curves to R (S), PT/under LG bridge. Follow it 4BLS, going by Capilano RV Park, to RR. Turn L (E), and go down along N side of YD there ~1000FT. Those are main lines right in front of you here. NBD (GEO WBD) should be built right in front of you. Best to get train here as area to W is fenced off. Sporadic railcop. **GM #546 turn to Squamish** dep 10pm-12mid, D(?), returns to Vancouver in AM(14). This is the only NBD. It may be short and have few/no rideables making this a challenging catch. If you have trouble here you might hitch to Squamish (see listing), but you'll miss the very scenic ride for the first 40M or so out of here. There is also a GM #354 out of Thornton YD to Prince George the long way around but it may be difficult to ID this one at Thornton.

(CP*) **Note:** As with CN, leaving Vancouver EBD get on the first thing smoking and ride it to the first c-c (North Bend) where you could switch to another CP or CN train. Main area YD is in **Port Coquitlam** ('Poco') on N side of its DT, just 3BLN of CH. (**Note:** This is probably the best place to get EBD out of Vancouver, particularly if you do not use a scanner). You can get buses or commuter trains from DT Vancouver to Port Coquitlam (~16M) or to White Rock, 2MN of border if you are US bound. From STA you can walk E into W end of YD, it seems fairly quiet if you stick to the S side of YD, but first 2 trax are main lines and trns can come through fast and quiet, esp. passenger trns. (Good place to view YD is from Coast Meridian Overpass, mid-YD. After 2 main trax, next 14 trax are one of principal arx/dep YDs, known as 'A' YD.) For a more discreet approach: From INT of Shaughnessy & Kingsway, go ~2ME on Kingsway to Mary Hill Bypass. Turn N(L) on Mary Hill and go 1/4M to RRO. Go up to RR and you're at E throat of YD. Good waiting spot off property is on N side of trax in field just E of road. Bridge over Pitt River is just to E of RRO, bridge tender shack is near here. E end of strings in 'A' YD are 1400FT WNW of you here. Watch for EBDs orig'ing in Poco pull out with 6-axle road power. (Other trns that dep with 4-axle units are only going to Pitt Meadows etc., so avoid.) Some trns will dep straight away and may speed up quickly; others will 2-back or s/o bad orders before dep. Carmen will do

roll by, can be on either side of tm, near Mary Hill RRO or just to W. Another principal dep YD is the 'X' YD, which begins 1700FT NNW of RRO, and extends along PT/SW of car shops. At nite, walk W into YD on N side of tracks from Mary Hill, watch carefully for railcop. Pass by wooded area on your R. There is an access RD curving off to your R. Just as you start taking that there is a smaller trail further to your R. Take it into the area in back of the trucking facility there. From there you can monitor N side of 'X' YD. Some trns will dep from 'A' YD, others from 'X' YD, and others will take 1 string from each. **Note:** Many dep IM/DS out of Poco also have GM blocks from their rear ends. One CN train with CN power, GM #310 to Edmonton dep out of CP Poco late AM/early PM, D. May also have DS; DS will c'nue to Calgary or Toronto. **Note:** If arriving here on WBD unit coal, keep in mind train will roll right on thru to Roberts Bank, near the Tsawassen Ferry terminal. (~20MS of DT Van). So get off when you can. If you are on WBD unit grain coming into Poco, you may want to stay on as you will likely go right thru there down to Williston YD near DT. EBD unit grain (e) are usually made up at Poco. See also Delta Port listing in CN section above, some CP trains orig there and may bypass Poco. **Pitt Meadows IM YD** is located just E of the Pitt River bridge off to the N of the mainline. E throat of Pitt Meadows is just over 2ME of Mary Hill RRO; take #701 bus from Port Coquitlam STA to Pitt Meadows. Dom DS dep from here 2x/day: IM #100 ~12mid to Toronto, #112 to Montreal early PM(15). Overall it is probably better to go to Poco. Arv int'l DS can be destined for Pitt Meadows, central Vancouver waterfront (passing thru Poco), or Delta Port, in which case the train would c'nue along S side of Fraser River on CN trackage to Langley and then head W to Deltaport.

(E&N#) Rail car ferry to Vancouver Island now dep from slip at Annacis Island, under the Alex Fraser Bridge, runs 1x/wk (14). Future operations of this service are uncertain.

Williams Lake (CN*) The c-c BTN Lillooet & Prince George on ex-BCR. YO just under and on E side of HWY 20 overpass. One GM each way daily: NBD #571 to Prince George and SBD #570 to Lillooet.

CALIFORNIA – Alturas (UP#) Sporadic service to Tule Lake/K Falls. **Bakersfield** (BNSF*) YD BTN California Ave. & Truxton Ave. and ½MW of CH. Oak St. passes over YD. Much of YD is fenced off, look for access points on W side by Oak St. Amtrak STA is adjacent to BNSF YO, which is EBD c-c, right at S end of YD. WBDs may pull past YO for c-c. Ask-blend right in with people waiting for Amtrak. (UP*) Go to INT of Sumner & Baker. (#111 bus). STA on NE corner is c-c for NBDs (GEO WBD). GEO EBDs go to either LA or Yermo: split is at Mojave: to R (S) to LA; to L (E) to Yermo. EBD c-c is probably at W side of Baker RRR. GEO WBDs are NBD to Fresno/Stockton. EBD, famous 'Teachapi Loop' is 47M away.

Barstow (BNSF*) GMs orig in YD, IM/DS/other thru trains c-c (a few IMs run thru, San Berdoo or Bakersfield-Needles, w/o c-c). Tough location, dark hours best. **For thru EBDs:** From INT of Main St. and N. 1st Ave. N, take N. 1st Ave. N across bridge over E end of YD to Amtrak STA (RR museum/display). Mainline EBD c-c is ~2/3MW, at fueling pad-EBDs usually rolling too hard by the time they pass STA. Go under overpass, jog R and work your way W, staying N of RR on public property along Crooks/Pierce Avenues, past ratty houses becoming a trail up above N side of YD into a weird vast sandy area. High screen fence runs along the ridge there to your L(S), PT YD. Go maybe ½M past the fueling pads and then look for HF's to access stopped trains. Be low-pro, frequent patrols along bullrun below you. Try to pick out a ride on a stopped train before you make a quick move. **For thru WBDs/NBDs:** The WBD (LA) and NBD (Bay Area) c-c is almost 3MW of Amtrak STA, at fuel pad near big YO. From EBD spot c'nue W along N side of YD ~1M further towards W end of YD. Look for HF's. See Needles, CA listing to try sorting out LA vs NBD/Bay Area trains. If Bay Area-bound and you go wrong way, try to bail at San Bernardino (many stop) and switch to UP Colton (see listings). **For GM DEP YD:** YD is S of mains. From EBD catch-out spot, after BNSF mains are UP run-thru main(s) with 4 foot fence on both sides. Then some more trax, then an open area and a line of streetlamps. Past there is GM YD. Once in, you are relatively safe. ID NBD GMs: boxcars, lumber (e), CP/CN/BC/SRY. **EBD GM to Phoenix via A&C connection/Cadiz:** Dep 11am-2pm (x Sa)(12). Reportedly, "70% likely" to stop ~¼MSE of 'McDonald's', just off E side of I-15 overpass on Main St. This is ~1¼ME of N. 1st Ave., on E side of town. Wait at extreme SE corner of parking lot behind 'McDonald's' there, in trees at trax. ID as likely lead unit is old 'warbonnet'-paint scheme loco #561, with likely 'battery' loco (loco w/no cab), then assorted smaller BNSF units, with tankcars at front. Likely short train. Stop ~5-10 min. here behind 'McDonald's'. See also Cadiz, CA listing. In general, if you have trouble in Barstow, you can take local transit to Yermo/Daggett and try your luck on UP. See listing. **ALTERNATIVELY:** If stuck here: Heading N, one option is the 'bound to Mojave (see listing). Another possibility: Go 3½MW of DT (or get dropped at exit for HWY 58 off I-15), going almost 2MNW on HWY 58 – passing big RR wye you see to E – to where 58 goes over Agate Rd. Go down to Agate, then ~½ME on Agate to deadend loop at Osborne Rd. Note RR signal arm directly across at mains and go further E so you can see signals. Some WBDs/NBDs should get held for that signal. If upper light is green, that means train will take LA line. If lower is green, train should swing N on loop of wye, headed Bakersfield/Bay Area. NBD, famous 'Teachapi Loop' is 91M away. See also Yermo/Daggett UP listing.

to Ft. Worth dep 5-8pm D. ID CEFX, FTIX, CMO, also ETTX and TTGX auto (I). **NBD IM/DS "ZMXYC" to Chicago** arv Tu-Sa in wide 9am-10pm. ID PacerStack, EMP (all 2/14). **Note:** Alternatively, many NBDs out of Sosan stop at Kirk Pl. Take #62 bus to INT of Cupples Rd & Kirk. RR is 1/2ME on Kifk. When stopped, units directly under overpass 1/4M N of Kirk. Stop likely 15-30 min. **San Augustine** (TIBR#) YD is ~½MW of DT. HWY 21 runs W across N end of YD. Bolivar St. is PTE of YD, HWY 147 crosses S end. **Sierra Blanca** (UP) **NOTE:** Junction 122MW of Pecos, 130MW of Alpine, and 92ME of El Paso, at MP 739....likely roll-by inspection of train (especially EBDs) by BP. **Silsbee** (BNSF# & TIBR#) YD is W of DT 5th St. divides wye from YD to W, near Ave J (aka MLK, PT/S of YD). Timber Rock RR will DEP YD and go E thru wye for Kirbyville. **Slaton** (BNSF*) YO, opposite INT of Texas & Railroad on E side of DT, is c-c. Non-coal GEO NBDs on mains should go to Clovis/Belen. ~4 daily NBD coal trains, headed to Amarillo/Trinidad/Denver. My guess is DPUs, during c-c, ~¼MSE of c-c, just 1000FTNW of Division St. RRR. **NBD GM SLADEN to Amarillo/Trinidad/ Denver** built in YD. dep, 6pm-12mid. (Su,M,W,F)(11). ID autos (I), short grainers, steel pipe gons, hazmat tanks (TILX, DBUX, UCLX), plastic pellet hoppers.

Smithville (UP*) WBDs to San Antonio may pause in sleepy ex-MKT YD, right DT. My cement train to greater Houston was stabbed W of wye, go W on N.2nd St past Gazley Creek at end of DT to wait. **Somerville** (BNSF#) Busy YD is PT/NW of HWY 36, w/YO near 8th St. RRR, just N of split for Beaumont/Houston. Not a c-c for through Houston-Temple trains, but many work/orig. **Spring** (UP*) **Lloyd YD** is 22MN of DT Houston. Take #204 or 209-Spring (M-F, \$3.75) bus NBD on Travis St. in Houston to Spring Park&Ride. Gear up back near I-45, then walk E to Hardy Toll Rd&trax. S end of YD is 1½MN. DEP YD is to L(W). NBDs split to either Hearne or Palestine at wye in Old Town Spring, ~1MN. Looks busy here. NBD GM **MSPFW to Ft. Worth** dep 11am-4pm D. ID ECUX, GATX, CHVX, RCRX, FPAX. **Sweetwater** (BNSF*) YD extends NW from HWY 70 RRO, 3MN of DT, w/wye in middle of YD. EBD c-c is ~ ¼ME of wye (near HWY 70 RRO) & WBD c-c ~ ½MW of wye. If coming from town, "From PO, go ¼MN on Elm St. to RRR. Turn R on trax and go 2+MNE past golf course over wooden bridge to the wye midYD. WBDs are headed thru Slaton, EBDs thru Temple. YO is at far E end of wye. When WBD unit coal (e) is stopped, DPUs should be 2000FT NW of HWY 70 RRO. (UP*) YO and c-c BTN Pecos and Fort Worth are at Sam Houston RRR, on W side of DT. For WBDs wait DT, for EBDs go 1+MW of PO on B'way. WBD GM **MEFWMH** to Monahans will c-c ~2-4pm (xSu) (11). **Taylor** (UP*) A few trns c-c at Amtrak STA/YO 1BLE of Main St. RRU Mostly unit trns turning at DIA to E, either N to Ft.Worth or SE to greater Houston (look for the SEBD to have diverged off mains W of RRU). **Slow NBD GM MSAFW to Ft. Worth** arv 9pm-1am (14). Always works, usually big p/u. **Teague** (BNSF*) S throat of YD + YO is on N side of Main St. RRR DT. NBDs to D/Ft.W will pull into YD, with c-c reportedly at far N end of YD. Some GMs orig. **Temple** (BNSF*) Old YD is off mains to Ft.Worth, IMNW of DT, go N on 3rd to Irvin and W to mains. YD is beyond grove of trees. A few NBDs may side there on mains. Many DEP's going in every direction are built in YD. The **refueling pads** are 2MSE of DT, NBD and WBD c-c is at fueling area just on E side of 24th St. overpass. SBD c-c at fueling area 500FT E of "363 Loop" overpass. "I'd go W on Ave H to 30th St. and S into YD." Trns dep'ing GEO EBD are all headed to either Galveston or Houston. GEO WBDs go to either Sweetwater (should be on 1st track) or N to Ft. Worth (~4 coal empties go via Sweetwater, then N to Amarillo and Denver). **Texarkana** (KCS#) Small YD S of UP crossing. However, better bet is to wait for a stopped train at DIA just N of this YD. KCS trains are often held for UP. For a SBD, from DT go N, then W on 14th (or 7th or 17th) to cross creek to trax. For NBDs be on W side of RRRs, from ST go W on 4th St. to 1st past RRR, turn L(S) on Lelia Ave. and go ~to jog (S.10th St.) and scoot over to trax, KCS is closer (W) w/UP further (E). (UP#) Not a c-c, some stop at KCS DIA or work YDs DT, PT/SE of Broad St. While the YO is at the far SW ends, go E to wait in general vicinity of the Hickory St. RRU for NBDs, for SWBDs go another ½MS on Hickory (aka East) to RRO. WBD GM **MPBFW to Ft.Worth** goes against the grain via Longview, it should take the connecting track BTN YDs near YO. Engines of curious **MCMNL** will switch ends in back-up move W of DIA. NBD GM **QSHNL to N. Little Rock** works 5-9am D (2/14), **QTXAS to E.St.Louis** is built in YD and DEP ~3-5am (15). **Tyler** (UP#) YD is 1MNE of DT, w/YO visible from the Beckham RRU. Local LBM61 to Dallas DEP GEO NBD. **Uvalde** (UP#+) **Warning!** This spot BTN Del Rio and San Antonio on the Sunset Route is where the BP frequently scans trains for riders. Hide well! If found, US citizens are checked for warrants and their gear may be searched for drugs. Be respectful and you may well be allowed to get back on your train (15). **Wichita Falls** (BNSF*) Walk 4BLNE from PO DT on 10th St., crossing Scott Ave., to building on S side of **Oklahoma YD**. Crews walk out from this building across to mainlines on N side there. IMs BTN Clovis and Ft. Worth run thru.

UTAH – Copperton (UP#) Little town 20MSW of Salt Lake City. Take HWY 48 W off of I-15, through West Jordan, ~5MSW to get here. As you go under RRO coming into town, that is YD there, winding around town to the SW. I think there are 2 lines out of here: N to Garfield (probably more) or E to Midvale. **Helper** (UP*) A c-c BTN Grand Junction and Salt Lake City for slow GM trains **"MRONY" to Denver** (D X Tu, Th in early PM) and WBD **"MNYRO" to SLC/Roper YD**. I'm guessing c-c both ways is at STA on E side of INT of Ivy St. & Main St. DT.GEO SBDs are EBDs, GEO NBDs are NWBD to Salt Lake.

Hiawatha (UTR#) Coal only at this remote location ~ 15MSW of Price. Go 8MS on HWY 10 from Price to INT with HWY

facility. Well-patrolled, surrounded by a moat. Best bet may be to stay out of YD and try for an outbound train on the fly at the wye just E of I-35. There seems to be some cover in the wye. **Longview** (BNSF#) "YD" is S of UP YD, E of STA, w/YO at the N end of 9th St. Local to Timber Rock RR at Tenaha. There are also ~2x/D NBDs on UP trackage rights to Memphis. One (to Galesburg?) usually makes an appearance ~10am, acting like a UP train (14). (**UP***) Mostly NEBDs, a few EBDs, and there are a few WBDs to Ft. Worth+LA. (For SBDs, go 25MW to **Big Sandy**). The YD is just E of DT, at the Amtrak STA. The c-c is at the YO (2ME of DT, 1ME of STA, 300'FE of Eaten RRO). Wait near BNSF wye, N of Cotton and 15th St. GEO EBD IMs can go to Chicago (3+X/D), Detroit (6x/W), St.Louis (4x/W), Memphis (~2x/T) or Atlanta (~2x/D); as a rule of thumb, the CHI+DET's will be heavily Pacer, some CSX/UMAX, w/very few 40's; MEM's tends to have the most 40's, and UMAX; ATL's will carry EMP+HUB. **ZMOG4 to Joliet, IL** arv M-F 9-10pm. ID Emp, Hub Group, Pacer. EBD GMs tend to go to Little Rock (emphasis on general)-including one that is built in YD, a few c-nue to St.Louis (esp. those with lots of autos), there should be at least 3 to Shreveport+Livonia. **MEWLI to Shreveport/Livonia, LA** arv likely 5-8am. ID DOWX, SHPX, CCBX, GATX (all e), TTX auto (l)(12/14). "All WBD GMs go to Ft.Worth + all IMs go thru Dallas to LA" Not sure if c-c at YO or at STA. **MLJFW to Ft.Worth** arv 7pm-12mid (13). **MPBFW to Ft. Worth** arv 4-9am. Probably works here. ID NS, GONX, CN, SP, FXE, GPLX. (all 12/13).

Lubbock (BNSF#) YDs on E side of DT, running SE-NW. Mainlines are to SW, and YO is near INT of Main St+Av. F, adjacent to main part of YD, but they stretch 2M to SE. Split for Clovis or Amarillo is just NW of YD. Traffic is up. Some thru DS work micro IM YD adjacent to main YD? (WTL*) W.TX+Lubbock RR has Doud YD 7MW of DT. The #19 bus come w/i 2M. From INT w/Frankford, walk W on 34th and jog S on Milwaukee. Runs to Levelland 4m (W,F), and to the aptly named

Brownfield midday (Tu,Th,Sa) which c-nue to Seagraves (MWF). Unit sand extras. **Lufkin** (UP#) YO is right DT, at INT of Anglin & Ellis. Not a c-c, but locals run to Houston (in AM?) and Shreveport at 1pm? A SBD road train should work too. YO phone: 936-634-8323. **Marshall** (UP#) My hunch is NBD GM **QSHNL to Little Rock** will c-c ~750FTE of the Bolivar St. RRU

12mid-3am D (1/14), by radio tower, with freight trailing to E. **Monahans** (TNMR#, & UP#) New INT YD is on NE side of DT. Franklin Ave. RRX is W end. TNMR line to Lovington, NM goes NW from wye. **MMHFW to Ft.Worth** DEP in am D, sand extras. **Palestine** Locals say 'pal-uh-steen'. (UP#) NEBD only, most run thru. YD is right DT, w/NBDs stopping to work on W side of Magnolia St. RRX, at INT w/Spring St. (Hwy 84). Maybe wait back around curve, S of San Jacinto RRX. **NBD UP GM 'MHOSH' to Shreveport** works ~12noon-3pm D (13). **Paris** (KRR#) Local to Hugo, OK works Cambell's Soup plant, 2MN of DT off Main St. **Pecos** (UP*) MP647. Walk c-c is just on E side of Cedar St. RRX at INT w/ 1st. EBD c-c is just on W side of Alamo St. RRX, 1BLN of INT w/ 2nd St. Busy. This line BTN El Paso and Ft. Worth was known as the Texas & Pacific (T&P).

Port Arthur (KCS#) Follow Proctor St. SW into YD, IMSW of PO. YD is under "Rainbow Bridge" on way from DT to "Pleasure Island." GM **MPASH to Shreveport D. MPALD' to Laredo**. **Presidio** (FEX#) YD is in **Ojinaga**. From INT of Libre Comercio and Morelos, go 2MES on Morelos to YD. Service to Chihuahua is sporadic, at best. (TXP#) Line is O/S. HWY 170 RRX is on W end of YD, 1 1/2 MSE of DT. **Quanah** (BNSF*) YD on NE side of DT, on a wye just off E-W BNSF mainline.

Browning St. is PT/W of the YD, w/YO in wye at N end. GM to Altus, OK. **Robstown** Note: The #27 bus runs to/from nearby Corpus Christi near both RR's YDs. (KCS*) I think c-c is done such that both WBDs to Laredo + EBDs to Houston are stopped along Ave A. W of the George St/Buena Vista St. RRX. ~1 1/2+MW of the PO on 4th St. DT.(UP#) Rock (e) DEP GEO NBD for San Antonio, from piler 2MS of DT, PT/W of HWY 77/I-69. From 2nd+A, go S on Lincoln Av and get creative. **San Angelo** (TXP#) YD is off mains, 3MNE of DT. Runs E to Coleman (likely in PM), and W to Rankin or McCamey, meeting a turn from Ft.Stockton (14). Unit sand extras. **San Antonio** (BNSF#) On UP trackage rights BTN Eagle Pass (border) and Temple, TX. Reportedly, c-c for SBDs is UP's Sosan YD. NBD c-c is "BTN Withers and Tower 105".

(UP*) 3 area YDs: For some E-W and NBDs: **Ex-SP East YD** is just E of DT San Antonio. Take #21-Kirby bus to I-35 and New Braunfels, and walk 2BLs to YD.. "Bull based at tower/bldg. across from here, so be low-pro." EBD GM **AEYLI to Livonia** at 12mid. **For thru trains on the E-W Sunset route:** Kirby YD is 3.5M further E (NE) from East YD. C-nue on #21-Kirby bus NE. A couple BL E of I-410 note WBD fuel pad/c-c on your L. Lupita's Tacos is near here. Bus will veer R onto Old Seguin Rd. C-nue 1/4 M, then get off and walk elec tower lane N to Seguin Rd/HWY 78. Turn R (E) and walk down to the drainage ditch 1200FTNE--a good waiting spot with shelter from rain under the tracks. Thru trains will c-c/refuel on mainlines at fueling pads on each end of YD so this is a good spot for both EBDs and WBDs. WBDs may be watched by BP. WBD GM **QEWWC to Colton/LA**. 10pm-2am D (14). ID (see Houston). Usually has 'hideables' and DPU. **SBD GM MEWMX to Laredo** GEO WBD 9am-2pm D. ID (see 'Houston, TX'). EBDs go to Houston. GM **QWCEW to Houston/Englewood** 9pm-4am D (15). A few c-nue to Beaumont/Livonia.

MLDLI to Livonia comes through before sunrise (not D)(14). IM **ZLAIX to New Orleans** ~6am (15). Ride from half to c-nue E, past Houston. ID CSX and UMAX 53's. Ex-MP **Sosan YD** (South San Antonio) is ~5MSW of DT. Take #62 or #524 bus to 'Child Development Center' bldg just at SW side of INT of Gen. Hudnell & Billy Mitchell Blvd. Walk SE thru parking lot BTN CDC & SACU 1/4MSE across park toward YD. Decrepit broken rail siding there. Go to 20th fence post NE from end of rail to HF to cross mains into YD. The opposite (E) side works well too. Take #524 or #251 bus along Quintana to point of INT of Quintana & Gerald (~250FTN of where Quintana & Bynum converge). Walk ~1000FTW on Gerald right on into YD. **NEBD GM MSANL to N. Little Rock** dep 12n-2pm D. ID CBFX, MQRX, ETTX auto (l), MCEX, MRMX, NS, ARMN reefer (e). **NBD dog MSAFW**

Black Butte (CORP# and UP#) **Black Butte YD** is ~3MSW of DT **Weed**. \$4 bus NBD from Dunsmuir, 4-5x/D (M-F). Info: 800-24STAGE. Get off at South Weed I-5 exit/truck stop by Shell/McDonalds. Walk 1BL E to the Taco Bell. Turn R (S) on Black Butte Drive and go ~1/4M. Turn L (E) on dirt RD, towards Mt. Shasta, ~1/4M to RR tracks. Two UP-CORP interchange tracks then the siding and mainline. Water tank across trax and just to N has old hobo tags dating back to 1930s. Wait in woods along trax on E side here. High fire danger, avoid campfires. CORP local switching only. Service N to Medford over Siskiyou pass is o/s. For UP, not a c-c, a Eugene trn works small YD 3-4x/week, often in the 4-7pm range (14). Other NBDs and SBDs sporadically stop for meets. Long (3M) siding, tail end of some stopped NBDs may be 1/4MN of you at the wye. **Cadiz** Remote location in the Mojave desert, no food or water, one private orchard nearby. (A&C# & BNSF#) A&C turn from Parker and BNSF turn from Barstow exchange trains here mid-afternoon (x Sa)(14). EBD A&C train may be lined up on wye track before DEP. Sporadic WBD IM from Phoenix also handed off to BNSF here, those trns usually run at night.

Colton (UP*) West Colton YD, ~50ME of DT LA, is dep YD for GMs and c-c for thru trains. You can take Metrolink to San Bernardino (\$131). Then in front of STA, take #1 - Colton' bus GEO WBD to INT of Pepper Ave. & Valley Blvd. From there, it is 1500FTS to Pepper RRU at E end of YD. Or cheaper/slower local buses: From DT LA, take Foothill Transit "Silver Streak" bus NBD on Olive to Montclair Transit Center. Transfer to Omnitrans #67 bus to Fontana TC. Get Omnitrans #19 and go — depending on your plan — INT of San Bernardino & Riverside. Walk 1/4MS on Riverside to INT with Valley. You can also remain on #19 and go 1 1/4M further E to where Olive (SB Ave. becomes Olive St.) RRO and 'Slover' siding is located. Bus fares from LA will be ~\$6 total and total time will be ~3-4 hrs.

For thru EBDs (KC/Chicago/TX/Memphis/NOLA, etc: IM/DS c-c on mains on N side of YD, PT/S of I-10. Exact c-c seems to vary. Due to completion of flyover by BNSF E of YD in 2013, fewer EBDs now get held E of c-c point. You might catch some right near Pepper St., across from 'Valero' gas STA. But it's wide open and you're at front end of deps (crews/crew vans around). EBDs here can be EBD to Tucson/El Paso or NEBD toward Las Vegas/Salt Lake (around to L at BNSF RRU E of here). People also still have luck finding stopped WBDs in vicinity of the Rancho overpass at E throat of YD. An alternative for catching EBDs on the Sunset Route is the **Mt. Vernon connector**. Several UP EBDs come up on BNSF line E of W. Colton and then take the connector to the E onto UP E-W mains and stop for c-c at Mt. Vernon Ave. RRX, ~1.75ME of Rancho Ave. overpass. Last half of trn will be on connector and BNSF mainline. From Valley Blvd and Rancho Ave, go S under I-10 and over tracks. Go down to K St. and walk W 4BL. BNSF GEO N-S main is in front of you, the flyover just to N. The connector track is just beyond it, coming off BNSF mains and curving away from you to W to UP mains. Find a discreet place to wait in this area. Daytime you might just want to wait by Rancho until you see a trn taking this route. **For NEBD IM/DS to Yermo/Vegas/SLC/(Chicago):** Best spot might be inside and just S of the track on N side of 'LA loop' waiting in bushes. You'd be mid-rear trn as it slows going around curve. Or look for GM in dep YD (see below). **For WBD thru trains into LA:** DS coming from Yuma also c-c along mainlines PT/S of I-10. The c-c point is 1.5M further W than for EBDs. From Riverside GM location (see below) you could go thru HF behind signal arm on N side is access to grove of trees 750FTE (holes there at trees too) to get **WBD IM/DSs to LA** doing c-c. The c-c ~1 1/4MW of here. Many have DPU stopped ~opposite trees. The c-cs appeared approx 10-20min. **NBD IMs: ZLCBR to Portland** out of LA may operate via Colton but this is not consistent. **IDITA to Tacoma** ~10pm-4am Sa eve only. Take #2 - Cal State/Loma Linda Omnitrans bus to Hospitality & Hunts Lane. Walk ~1000FTS on Hunts to Steel Rd (just beyond S edge of I-10 overpass). Turn R (W) and walk .5MW on Steel Rd. to be underneath I-215 overpass. No fencing along mains here. The IDITA c-c is ~6MW of here. Arvs GEO WBD, expect 10min c-c (14). ID Evergreen cans, may have 48s. **GM DEP YD** is well-lit with limited cover, best at night. Cop drives by occasionally. For overview & one access point walk 1000FTS from INT of Riverside/Valley on Riverside E side to be standing on Riverside overpass. Note: go 200FT further S to embankment leading down fencing 60FT on E side to HF facing YD at corner of fence. Or if you need the N side of Dep YD, you can vault berms at Riverside/EBD I-10 ramp above to scramble down dirt to mains. **All deps built here are GEO EBD** and Riverside is toward rear end of deps. Usually yard dogs pull strings GEO EBD from W of Riverside off to E. They reverse back GEO WBD onto a dep track. If you've already ID'd your train you could 'taxi' string onto DEP track. Or ID ride from Riverside above, then make move after worker on ATV laces/inspects string (workers on ATVs often friendly/helpful). Engine shops just W of Riverside and to S of dep tracks are 'blindside' and walking along string past there to ride not so bad. If you cross over 400FT N here you will see signal arm. There is HF directly beyond, with a waiting spot for trns dep more on N side of YD. GMs (D unless noted)(most probably sitting on dep track 2+ hrs prior to dep): **NBDs on Central Valley Line:** **MWCRV (x M) to Roseville**, dep 3-4pm (2/14). May/may not have DPU. Lots of open boxcars, gondolas, grainers, reefers. **M-WCRVB to Roseville**, dep ~1am (2/14), may/may not have DPU, ID sim to MWCRV, also BCOL & SRY lumber (e), TTGX auto (e). **Note:** Using E edge of Riverside above as alignment, seems both 'MWCRV' and 'MWCRVB (when running)' usually built on 5th track over from S side. Others vary. **MWCFR to Fresno**, M+W+R, 10am-1pm (1/14). ID lots of empty ARMN reefers. **Note:** For NBDs that dep mid-day, safer to try for this at nearby **Slover** siding where many NBDs often stop. From Valley Blvd go N on Pennsylvania to C. St., turn R and go to tracks. Wait just N of C St. on W side of tracks. If trn stops you are near fired here. If you miss it, go to Riverside for WCRVB, late at night). Grocery store/shop mail located 2/3MW of Slover siding RRO at Olive, off NE corner of INT Pepper/SB Ave. **For WBD LA GMs**, local

power consists entirely of 990x and 23xx-24xx numbered units. If at Pepper and you see a 2-3 unit set led by one of those, especially between 8pm-midnight, it is almost certainly a WBD local to LA/OC/Mira Loma. **For line NE to Salt Lake City:** **MWCNP to North Platte** (via Las Vegas-Salt Lake-Cheyenne) dep 6-7am (2/14). ID corn syrup/ethanol tankers, covered hoppers, runs w/DPUs. **MWCRO to Salt Lake City**, 7pm or later (1/14). ID coal, dirty-dirt, covered hoppers, usually w/DPUs. Alternatively, MWCRO and MWCNP will roll around NW loop of diamond under I-10 to be NBD, moving 7-10mph (on rare occasions, these two take NBD at Slover siding to go LV/Salt Lake). **EBD GMs on Sand Line** (**Sunset route**): 'MWCFW' to Ft. Worth dep 6am-2pm D (2/14). ID lots boxes (e) of COER, CSXT, EEC, & KCS. Also AMCX, FPAX, CNW, Works Big Spring, TX. For Q-WCPX and other GMs dep closer to freeway than the engine shops (maybe including SLC-bound trns), and during days when Riverside is more risky, you could instead go to E end of dep YD at Pepper St. overpass. Work your way back ~½MW on N side, btn RR and I-10, to clump of trees/bushes to wait. Watch for power to connect, ID trn, then follow FWY/fenceline straight back. **EBD GM QWCPX to Phoenix** dep ~3-6pm (Su-Tu-Th)(2/14). ID GONX gons (e), CTRN & UP & NOKL coil cars, CMO cover hoppers, TTGX auto (l), NOKL lumber (l), CN lumber (l). **QWCEW to Houston**, 5-8am (13). ID FPAX & CHVX highbacks, PTTX, DOWX, SRN empty boxes (s/o likely at El Paso & San Antonio), will have DPU (14). **QWCTU to Tucson** 5-7pm (13). May be short. Avoid string on N side of YD maybe 5-6 tracks S of mains in evening with BNSF hoppers and tankers, it's just a local. **Warning:** All EBDs to/thru El Paso subject to Border Patrol checks. Pick a ride that allows you to hide well. **Others:** **M-WCLBAR** to BNSF Barstow ~midnite.

Corona (BNSF+*) Check LA pub trans/Metrolink to get here. From DT, take #1/UCR-Bannockburn bus EBD on 6th St. to INT of 6th & El Sobrante Rd. just at I-15 overpass. Walk 750FTN on ESR on W side of I-15, noting various HFs. Go thru and wait down to R under I-15. You are at 'Porphyry' siding Most WBDs are headed to LA and don't stop. **WBD GM MBARSDG** (the 'Daygo') to San Diego stops/works here M-F, ~5-7pm (or later). ID oil tanks, cement hoppers, autoracks, boxcars, and almost always BNSF 7700-series locos. May have dpu.Length varies greatly. Usually rear end is just to W of I-15. Pretty ride to SD, but note you're passing thru USMC Camp Pendleton area along Pacific after San Clemente—be low-pro. EBD GMs may stop/work too ('MSDGBAR' will likely stop...note in 'San Diego' listing). **Davis** (UP# & CFNR#) UP's Benecia to Roseville local works here. California Northern Davis turn out of Woodland comes in, works and returns N (M-F). **Dunsmuir** (UP*) Small mountain town along Sacramento River. Trainriders very visible here, respect for locals/businesses helps maintain a long-time hobo-friendly tradition. Avoid fires in summer! A hike N up trax to Mossbrae Falls is recommended. The c-c (NBD or SBD) can be either at STA DT or at small YD 1½MS of STA. **For SBDs**, you can wait in area on either side of I-5 bridge along river. SBDs doing c-c at STA will be along here. If one goes by w/o stopping, it may be worth going down to YD to see if it is there. Walk thru town, not along trax as you must pass right by STA area. SBD IM/DS 'ZBRCL' to LA (x M)(at times x Su), 8am-noon, will c-c at STA (13). All SBD GMs (~3-4 D) go to Roseville and term there. Most NBDs will c-c at STA but some layover in YD and then just roll from there. You might consider waiting near N end of YD. If a train stops in YD you have time to go back and get on. If it rolls up to STA you should be able to hustle up and get on the rear end before it pulls. 'ZLCBR' to Portland will c-c at STA around 4-7pm (x M, at time x Su)(14). NBD GM **MRVET/MRVILK** to Portland/Hinkle (ET c'nues to Eastport, ID, ops every other day) 8am-noon (14). Two GMs-the MRVPW and MRVEU go only to Eugene, both ~5-8pm (14). For discreet access to middle of YD walk ~1½MS from DT on main RD. Just past Manfredis deli/store, by the billboard, cut down hill on trails to tracks. Nice jungle across YD near river just S of old abandoned YD bldg.

East Bay Area (Oakland/Richmond)

(BNSF*) GM YD is in **Richmond**. Take AC transit bus #73 from the Richmond BART STA headed W to Pt. Richmond. YD is walkable from BART but neighborhood is sketchy. Take bus W down Macdonald St. to INT at Garrard where it ends. You can access the side of the YD here. GM **'M-RICBAR' to Barstow** (~3-4am D)(14) should be made up in the area straight ahead past storage tracks. Two area IM YDs (plus Stockton, see separate listing). **Oakland Int'l Gateway (OIG) YD** is at Port of Oakland, just SW of UP W. Oakland YD. Take 7th W from the West Oakland BART under the HWY and RRO to Marina Drive. If you c'nue past Marina Drive, curving to your L, you will note that there is a fence along here. Look for access points/HFs. Otherwise may go slow thru UP Desert YD and Emeryville. Mostly baretables out of here, also a sporadic 'S-OIGCHI' to Chicago? A better bet is the UPS YD in the **North Bay in San Pablo**, 5MN of Richmond YD, just SE of Point Pinole Park. Take #72M AC Transit bus on San Pablo Ave. in N.Oakland, last one is at midnite. Ride to end of line at Contra Costa Comm. College. Walk 2.5M up San Pablo. Just 500FT past the Walgreens, turn L on Montaven and walk N to E end of YD. "Wait down at the signal at the E YD throat by all the atv trails for 2-back, stick to the shadows getting down there." Hot 'ZNBYSWP' to Chicago (Willow Springs) around 4-4:30am (14). Will 2-back, arr by 3am. Ride front half to avoid s/o from rear at Belen, NM. Lots of 53s up front. Also a B-NBYLAC to Los Angeles dep ~1-4pm (5x/wk/2). ID 2 units up front, all pigs, no DS. A Z-NBYKCK to Kansas City, may also runs at times, maybe mid-day? (14).

(UP*) **West Oakland YD** is on a curve and SW end is near West Oakland BART STA. The northern part of YD, underneath the freeway, is known as the **Desert YD**. Most trns dep GEO NBD (taking the 'Cal-P' line to Sacto). Go to INT of 24th St. & Wood

outbound. BNSF orig a few GM+unit trns from a few PT/RA YDs. **North YD + Basin YD** are 2MS of UP's Englewood YD, 5ME of DT. Take #26/27 bus to INT of Lathrop + Market, walk 5BLE to Wayside Dr and RRxs at N throats of YDs. Wayside goes over Basin YD a few BL S, and thus becomes PT/W of North YD. Another YD is in **Pasadena** at Crown+Witter, but DEP will pass thru **Manchester YD**, take the #38 to Manchester+Central, and walk 4BLS to RRU at mid-YD.

(UP*) **Note:** if going to Ft. Worth, see 'Spring, TX' listing. Two main YDs are near each other, 3-8MNE of DT: **For WBD GMs and 1 EBD:** go outside ex-SP **Englewood YD** From INT of Lamar & San Jacinto DT, take '#77 Liberty' bus on 25-min. ride past INT of Liberty & Waco/Altoona another 1/4M to Kashmere St (at NW corner of open field to S). HF ~25FTS from INT. Walk 1000FTS along W side of fence to woods to wait. Most GMs pull out of YD to E(R) and stop to do air tests/recrew such that front is ~3000FTW at Bringham St. RRX. Main YD is 1M further E. **WBD GMs** (all D unless noted): **MEWMX to San Antonio/Laredo** : dep 1-4am. ID CRDX, EEC, DOWX, FPAX, NOKL, NS, TTGX auto (l), ECUX; **MEWEG to SA/Eagle Pass** : dep 5-8am. ID EEC, FPAX, FXE, CNW; **QEWWC to SA/El Paso/Tucson/ W. Colton/LA**: dep 10am-3pm. ID DOWX, EQUX, FPAX, CHVX, ROIX, FURX. (advise get hideable to avoid BP and go CA). **MEWEP to SA/El Paso** : dep 6-8pm. ID CN, CTCX, IIS box (e). **MEWSA to San Antonio** dep erratic (every other day?) in 8am-12n. **MEWOL to Brownsville** DEP at 4am, also a **MEWCC to Corpus Christi**. Local LHB-89 goes to Galveston at 11pm. **EBD GM OEWLI to Beaumont/Livonia, LA** dep 4-5pm DEPs GEO WBD. Also **WBD IM/DS IEWLB to SA/LA/Long Beach** dep Tu-Sa 12mid-3am. ID China Shipping, APL, Hanjin, K-Line. IM YD directly across from you here (beware of cameras). IEWLB occasionally goes via Ft. Worth, then W. **For NBD/EBD GM and org IMs:** **Setteagast YD** runs N-S, N of Englewood. Trains can DEP GEO either direction and loop around. N.Wayside Dr. is PT/E of YD. **For IMs:** Take '#77-Liberty' bus, get off at last stop before going underneath I-610 (Millard St.). Walk ~1000FTW along S side of I-610 to RRU. Walk across trax and to your R (NW) to then c'nue ~750FTW on N side of I-610 on N Loop to INT with Kirkpatrick. Turn R (N) and go ~800FTN to 5-track RRX (note abandoned truck trailers in lot at SW side there as good campout in rain/overnight). NBD IM/DS **IHODU to St. Louis (Dupo, IL)** will be built on 4th track across, with front of string ~600-750FTNE of RRX by ~12mid-1am on W, F, and Sa (?). Looks risky, but no big deal as it's deserted at that time. Walk to string and get on as likely moving 10-15mph when dep at RRX. Do this ASAP as power ARV ~1am. IHODU dep ~2am-4am. There's also a '**HOLB**' to Los Angeles (?) midday-early pm, but it's probably not catchable here. It might stop and straddle that 5-track RRX, but truckers will be backed up on both sides of that RRX at that time. You'd have to be pretty lucky and bag it a bit further W of RRX. **Note:** Thru **EBD IM 'ZLAJX' from LA to New Orleans** (then handed off to CSX, it becomes the Q180 and goes to Jacksonville) bypasses all Houston YDs and does c-c at siding ~1.5MN of Setteagast YD ~6-9pm D (15). Rear DPU will be stopped just NE of N.Wayside Dr. Take #45 or #77 bus to INT of of Tidwell RD and N. Wayside Dr. Walk ~1/2M on Wayside to RRX and turn R on tracks. Trn will be split in half. Front end will c'nue to New Orleans. DPU will take rear half of train back to term at Setteagast YD. **For GM deps:** From moat turn R (N) and walk ~1000FTN to little office in YD, then cut W across to opposite side of YD. Ends of strings of GM DEPs ~where you see poles with yellow lights (last 6-7 tracks before IM area). Or for YD's N end, stay on the #77 to Ley Rd, and walk W up RRU, look S for the DEP tracks- the 2nd set from the R(W). **MHOKC to Kansas City** dep 9pm-12mid D. ID DOWX, PROX, TAEX, CCBX, FPAX, CCX. May go either Ft. Worth or N. Little Rock route. MHOWT to Wichita a few hours later, IDAEX (l), HOKX, TTZX (e), FMLX (l), BWRX (e). **MHOSH to Shreveport** dep GEO SBD 5-9am D. ID FPAX, MBKX, HZGX ('Herzog' hoppers), NS, ETCX, RMGX, KCS (e). Dep similar to IHODU, but a few tracks over (see below). No 2back? Works Palestine. GEO NBD GM may roll thru on mains on E side of Dep YD area. **QHONL to N.Little Rock** dep 1-3pm D. ID DOWX, RSDX, AMCX, ARMN reefer (e), ATW, CN, RSOX (all 14). One rider reports "trax furthest E (closest to moat) are used for recrewing thru trns," primarily to Livonia. If heading to Livonia/Nola and want a longer wait w/o stress, my QEWLI stopped at the wye IMN of YD, stay on the #77 to Tidwell Rd, walk 1000FTW along Halls Bayou to N corner of wye. The 1 daily pair of IMs BTN LA+Nola will recrew and work a siding in 'Dyersdale', within 4MNE of wye, not sure. EBD at 12mid, WBD at 10am? UP also has sleepy **Pierce YD**, 1MW of Setteagast. Lockwood crosses over midYD, 2MN of Englewood. Most traffic in recrewing NBDs that orig in satellite YDs.

Kendleton (KCS*) New IM YD IMNE of hamlet of Kendleton. This is 45M SW of DT Houston and ~10MSW of **Rosenburg**. YD is PT/NW of HWY 59. Thru trains c-c here, S to Robstown/Laredo, N to Beaumont, probably right on mains along HWY 59. **Kingsville** (UP*) Go W on King St to 6th St (w/trax PT/W of 6th). Turn L(S) and go ~IMS and cut into YD. YO is at Huisache RRX, which is c-c for NBDs (all to Houston). SBDs pull thru for c-c at S end of YD. SBD GM at 10pm, NBD at 2am (14), 4-5 D each way? **Kirbyville** (TRR*) YD is E side of DT, with E.Main RRX in middle of YD. Runs N to Longview, E to DeRidder, LA (DEP GEO NBD) and S to Silsbee. **Laredo** (KCS*) **Serrano YD** is 8ME of town. A bus goes halfway, then it's a 4M walk. YD is on N side of HWY 359, opposite landfill dump. Heavy surveillance on E end, including "staircase" overhead on N side. Workers say you will be "very lucky" to get thru on an EBD. Prove them wrong! Runs via Robstown (near Corpus Christi) then over UP trax thru Houston to Beaumont and Shreveport, LA. Expect EBDs to be inspected by BP at **Hebbronville**, 61ME of here. (TFM*) YD is in **Nuevo Laredo**, S of Rio Grande river in Mexico. YD is PT/W of Cesar Lopez de Lara, S of Venezuela overpass and PT/E of Monterrey. Buena suerte! (UP*) Small well-patrolled YD on W side of DT, best catching at throat on the fly if you can. But most trains will go into **Port Laredo YD**, 12MN of town, off to E perpendicular to I-35 and mainline by a Fed-Ex

may stop. **Garrett YD** in **Arlington** serves GM plant, is E of INT of 360+Division St. The **AARAS to St.Louis** generally DEP GEO EBD in eve, and often has a few grainers. **AARWX to Wavercross/CSX** via Nola, **AARAM to KC?** Others work?

Freeport (see Angleton). **Gainesville** (BNSF#) YD is N of DT, PT/E of Dixon St. YD is N of Scott St. & W of Grand Ave. Most trains run thru, a couple may work. **Galveston** Most traffic is unit grain extras. Transit connects (poorly) with Houston. YDs are next to each other. (BNSF#) YD is close to bridge off island, 3MW of DT. Take the #3 Island Transit to end at Galvez mall at 65th St+B'way, mid YD is 500R N: maybe walk to W end + W up old wye, then across swamp to YD? Or go IMW to 77th St, then N to 2nd RRX at W throat of BNSF YD. MGATSDF goes to refinery S of Bloomington, hands off Mexico haulage to KCS. (UP#) Butt of sleepy YD is 1MW of DT, at 37th St. RRX, extending W to ~46th St. YO is at corner of 44th + PO St. Local LHB 88 runs to Houston (~10pm 5x/wk). Ask about unit trains, or maybe from W throat walk on connecting track to oil can YD, on far side (N of) Harborside Dr. **Harlingen** (RVSC#, UP*) Small YD is PT/W of N.Commerce, Rio Valley Switching DEP GEO SBD from the W side of YD for McAllen and Mission. You might be able to catch the NBD UP road train ~8:30pm (14) on trax+BLE of Commerce St. **Hearne** UP may build a new hump yd 4MS of Valley Jet in 2016 (UP*) For SBDs to San Antonio and Houston: YD is S of DT, PT/E of HWY 6. YO at S end (~½MS of Brown St. RRU) is c-c for SBDs. SBDs going around curve to SW go to San Antonio. Most SBD GMS go toward SA. If they have a lot of empty boxcars (FXE, NS, etc.) they are probably going on to Eagle Pass and Mexico. Those headed straight S are going into metro Houston. You might ask the crew getting off to confirm, as the c-c here is usually lengthy, 20-30-min. For NBDs to Longview/Little Rock: go 2MSW of RRU over YD along HWY 79. You will pass GATX plant on your L (SE). The unassuming c-c spot is at the start of the guardrails, with dumpster. C'neue ½M+ further, past Little Brazos River to wait, there are few small bridges over dry washes (be warned). The c-c can be quick (5-10 min), with several NBDs D. Often 1-2 DS (~3 to Chi, 1 to Detroit) lateAM-earlyPM, followed by a GM or two (09) The auto trains to St.Louis will be peppered with a few rides. For NBDs to Ft.Worth and SWBDs to greater Austin: Lines cross at Valley Jet ~3 ½ MSW of DT Hearne on HWY 79 (2M past lil' Brazos c-c), just N of RRU. Rock trns (e) will stop their engines in the shade of the RRU, then turn L(W) for greater Austin. NBDs to/thru Ft.Worth will pull N of DIA for c-c, walk ½ MNW of RRU to siding. Also occasional trns to greater Houston will c-c at 1st RRX W of DIA.

Houston Because of the complexity of rails (aka bowl of wet noodles), trns can dep in any direction and go in any other direction. The #77 bus goes close to many YDs. (BNSF*) Several YDs. **Casey YD** is 10MN of DT on Houston-Teague-Dallas Line at m.p. 70.7. Take #85 bus from Lamar DT on 50 min ride to INT of Antoine and Breen. Walk W on Breen ~1M, passing N.Houston/Roslyn Rd, to RRX. Turn N and follow tracks. Ignore (kinda) dead end SIT YD ~1MN, off spur to E. GMS will work by the c-c at YO, 1M further N, at Fallbrook RRX (the #44 bus comes close). NBDs can go via Teague, or via Somerville. I watched a YD to Eagle Pass do some convoluted s/o/p/u's, ~1pm (14). Locals to/from PTR/AUP etc. There is a cluster of 3 YD 3MSE of DT, to get to the Jet at the center of the 3, take the #77 or the Purple Light rail to INT of MLK+Wheeler at Univ. of Hou., go ½ME following Brays Bayou to RRO. **South YD** is to N, along TX Spur 5 (or take any bus going to Eastwood Transit Center, walk SW 500FT, passing under HWY overpasses to RRO. N end of South YD is to your L, ~400FTS). "After being built in YD, DEPs are pulled out under overpasses here. It appears "fred" is put on rear at YD's N end, so almost all of trn is out of YD, should be there 15-20-min." Also to N (spurring to NE) of Brays Bayou is **East Belt YD**, where both BNSF and UP road trains stop for clearance coming off the PTR, so that I-45 RRU is over mid trn ½MSE of Eastwood TC. N throat of **New South YD** is ½MS of Brays Bayou RRO. Or for the S throat, take the #77 to MLK+Griggs, Walk 3000FTSE on Griggs, past the Purple Line Palm Center terminus, to follow loop of track at RRX off to L(N). **NBD GM dep to Tulsa, OK** is usually built on 6th track from W side (2 mains, then 4th track from mains) ID CN/C/DWC lumber (e). Dep is 10pm-2am (xSu) (14) w/rear end is sitting ~1500FTN of loop at Griggs. **EBD GM (GEO NBD) to Beaumont/NOLA** also likely sitting in eve, on 1 of 1st 3 dep trax just to E of mains. **HHOUGAL GM to Galesburg, IL** DEP GEO SBD ~11am (D?)(14), front end likely across on far track on E side of YD ~½MN of loop. A few from Dayton (to Barstow, Memphis, and Galesburg) c-c BTN New+Old, there should be orig to Temple, Slaton, Alliance, and Tulsa, OK. Ex-ATSF **Mykawa IM YD** is 5MS of New South YD (10MS of DT Houston), near Hobby Airport in **Pearland**. Take #77 SBD to INT of Martindale & Selinsky (where bus turns R (W) at high school). Walk 800FTS to INT to turn L(E) onto Madden Ln, going 1ME to Mykawa Rd. Turn R and go ½MS to RR wye at Orem RRU. Scoot across E over RR to wait. Only food is Gas STA ½MS of RRU. YD is off mains to E, DS to LA (via Temple/Sweetwater/ Clovis), will come out around S wye and stop with head end ~½MS of overpass. Truck drives out and back on dirt RD, inspecting, then goes back to front to remove blue flag. It sits another hour. It looks pretty dead. Look for it 9-10pm usually DEP 1-3am (x M)(14). May be one to Long Beach a bit later (M,W,Sa) NBD **QHOUCHI to Chicago** via Ft. Worth also depts GEO SBD and will be on loop ~2pm (Tu-Sa). Other GMS, both BNSF and UP, stop with head ends in similar location to that IM/DS. Ask?

(KCS*) On UP trax thru Houston running BTN Beaumont and Laredo. Trains run thru Houston, using new YD and c-c in **Kendleton**, 45MSW of DT Houston. See listing. Some may come slow/stop along the mains at Englewood.

(PTR*) The Port Terminal Rwy Assn builds trns for BNSF and UP. UP tends to send locals to the humps, but sends unit trns

St., which runs PT/E of YD. There are usually many HF/gaps. Go in, under freeway, and then find one of several passages thru the inner fence. Watch for sporadic railcop patrols. DS strings here can be outbounds or inbounds waiting to be unloaded (if so they will soon move further S into IM area). Despite the size of the Oakland port, just a few trains orig here. GM 'M-OARV' to **Roseville** dep ~5-9pm D (14) (often built hours earlier). ID white ARMN reefers. Usually stops in Desert YD on W side of YD, may be staged further N, under Powell St. overpass—or it may just come thru at speed on the main. Often works at 'Stege' in Richmond on way out—that might be a better bet than waiting for it in W. O. For Stege, take BART to El Cerrito del Norte STA. Walk W 3/4M on Cutting Blvd to trax. EBD IM/DS 'KOAMN' to West Memphis, Arkansas via Ogden, Cheyenne, KC and St. Louis on Tu-Th-Sa around 8-10am (14). It usually sits out in Desert YD for 30 minutes prior to dep. See Ogden, UT listing if on this train. IM 'ZOAG2' to Chicago dep 3-4am (Tu-Sa?) May be short leaving OA and often dep from deep inside YD, from the IM strips, making it a difficult catch. Does big p/u in Sparks then is a straight shot to Chi (14). Note: Famed NBD 'IOASE' (the 'Sunday night special') to Seattle no longer operates. In its place runs the 1-3x/wk 'ILBSE' which comes up the Central Valley from LA to Sacramento, comes into Oakland, works and then goes back to Sacto and on to Seattle. This appears to be a difficult catch in Oakland. SBDs: 'IOALB' (SBD to LA via Sacramento) dep 1-4pm, often Tu, Th and Su but it's sporadic. ~half the time it will sit out in the Desert YD but otherwise may start out further S in the inaccessible IM area. At present there are no regular SBDs on the coast line thru San Luis Obispo. For other SBD and EBD trains: You can try to access rear end of NBD/EBD IMs (and, if any are running that way, EBDs to Stockton) at the SW end of YD. A few GM road locals also dep out SW end of YD. Take BART to 'West Oakland' STA. Go to NE corner at STA. You're at INT of 7th St. & Mandela. GO 4BLE (½m) on 7th to INT of 7th & Adeline. Turn R (S) and go ½M on Adeline, going up overpass over SE end of YD, descending to ground level on far side. Turn around 180 degrees to your R and go along wall of overpass to wait underneath. Facing trax here, two furthest tracks are main lines. Turn L (NW) and note area of next 7 trax from main lines. When running this way, dep IMs may be lined up here or just down to your L (NW) a bit If you are at Adeline St. with time to spare, check out 'Heinold's Last Chance Saloon' in Jack London Square.. See also Newark listing for a small Bay Area YD originating GMS to Roseville and Salinas.

Fullerton (BNSF+*) An alternative for catching EBD BNSF trains out of the LA area. Very likely 2+ EBDs D stop/held by Amtrak STA DT. Best time frame is M-F, 1pm-6pm., but other times too (mornings unlikely). Typ stop 10-30min. From DT LA from INT of Flower & Olympic. 2BLNE of Staples Center, take #721 OCTA bus (M - F, \$4.50) SBD on Flower ~1-hr. ride to Fullerton Park & Ride. Transfer to #26 OCTA bus. #26 will be EBD on Commonwealth Ave. Get off at Comm. & Euclid. Walk 1200FTS on Euclid, passing under RRO, to INT of Euclid & Valencia. (grocery store ½MS of here). Turn behind to your L, going 500FTNE across DMV lot to NE corner. Walk ~800FTE past pool and 2nd lot to HF on R, 30FT beyond E edge of 2nd parking lot. Go thru to wait in bushes/trees along here (good camp spot). When EBD stopped, you are ~halfway down. Move quickly to get ride. Stay down thru STA. **Fresno** (BNSF*) **Calwa YD** is 2MSE of DT. Take Van Ness Ave. S across RR tracks to RR Avenue. Go L(SE) on RR Ave. 1M to E. Jensen HWY overpass. First 2 tracks are UP, then BNSF. YO is S of HWY overpass on E side and is c-c. EBD/SBD trains doing c-c here will be strung out N of Jensen overpass. Wait on either side of bridge here along RR Ave. using the (poisonous-don't burn/cat) oleander bushes for cover. Access to NBDs is more difficult due to the (now closed (14)?) IM area on W side S of here and wide open area on E side. You might be able to access the head end of NBDs from RR Ave. just N of (now closed) IM gate area. Otherwise c'neue S down RR Ave. appx. 1½M, crossing S. Cedar Ave. to INT with North Ave. Just to your L(E) here, almost under the Golden State HWY overpass, is "Calwa Crossing" where the BNSF and UP mainlines cross at grade. Walk NE crossing over both mainlines towards the grain elevator complex. Stick to the no-mans-land BTN that complex on your R and the BNSF mainline on your L. A few hundred FT up this way there are some tie piles and places you can wait (best at night!). From here you can see the S throat of YD and NBD trains should come in slowly by here as they enter YD for their c-c (some will work or term). (UP*) YD is ~5MNW of DT and is PT/NE of HWY 99. Ashlan St. crosses over N end of YD, Clinton crosses at S end. Only some trains stop here. Most IM runs-thru, some may work. (SJVR#) Operates local into BNSF and UP YDs and goes to Reedley. **Gilroy** (UP#) Local departs San Jose around noon-2pm (D?), then stops here for work before heading onto the Hollister branch. Empties to Hollister, might be harder finding a ride back N. YD is PT/E of Monterey St, 10th St. runs across YD. **Hesperia** (BNSF+ & UP+) 9MW of here and E of Cajon Pass has previously been fenced-off, security zone with inspection. Seems in recent times that the heat is off, with trains running thru w/o inspection. Stay low. **Keddie** (BNSF*) This is c-c for BNSF BTN Stockton and K Falls. Keddie is ~8MW (GEO N) of Quincy on HWY 70. Go ~2MW (GEO NE) of Keddie Resort Rd. on HWY 70 to dirt Quarry RD. Turn R and go ~2000FT to the clearing by the tracks with the green dumpster. This is EBD (GEO NBD) c-c, here near mp 200. You are ~2MN of the famous Keddie wye here. WBD (GEO SBD) c-c can be here or further S of here, ~800FT before the wye. Usually 2+ GMS each way D plus unit trns. NBD GMS H-BAKFA to Pasco (ID lots of hazmat tankers) and H-BARYAW to Vancouver, WA (Portland) (ID lots of coil cars). Split is at Wishram, WA, if your trn goes wrong way you can sort it out there (see listing). SBD GMS go to Stockton/Bartow (good chance SBDs will stop/creep in Sacramento area as well). From c-c at Keddie, you can get off and walk towards the wye and watch from above the trains going over the trestle. No bull here but there is a sheriff and sometimes railfans. To the W is the Feather River Canyon where BNSF has trackage rights on the UP mainline. The UP mainline c'neues E towards Portola. "If you go to the Spanish Creek campgrounds on the W side of the bridge there's a great rope swing into the river." Few stores nearby--10 MW on

HWY 70 is Woodys Tavern with a hot spring. **Lompoc** (UP#) YD is PT Laurel Ave. and E of "H" St. **Long Beach** (BNSF* & UP*) ~10-12 EBD (GEO NBD) IM/DSs (mostly BNSF, some UP) orig at port here. Catching trains here is challenging--YDs are fenced off and very high security as is the 'trench' dep'g IM/DS pass-thru BTN here and LA proper. Previous spots listed no longer work. Alternatives for EBDs on BNSF and UP include the LA, Colton, Corona and Fullerton listings. One nearby possibility might be **Delores (ICTC) YD** in Carson, just N of LB. YD runs N-S. E.223rd St. crosses over S throat and there may be access in that area. BNSF runs thru on the W-most trax, the rest is UP. The wooded area btn 223rd and the freeway overpass may provide cover. I'm guessing some thru DS may come thru here slowly. IM **ILBSE to Oakland/Seattle** orig here 2x/wk (Tu,F) (15).

Los Angeles: (BNSF*) **Hobart YD** (tough location) is on E side of LA stretching into Vernon/City of Commerce. YD is PT/N of E. 26th St. From INT of E. Washington Blvd & Atlantic Blvd (I think a #104 bus will bring you here from DT), go S on Atlantic Blvd. ~3BL to RRO. Go up steps on SE side of RRO and E throat of YD is back to the W (towards DT) under the I-710 overpass. Some trains may pull out of YD slowly here or even stop at signal bridge down ½ME of you here. Others, including trains orig'ing in Long Beach, may be pulling thru here too fast to catch. If you venture into YD beware of camera mounted high on a pole on SE side of I-710 overpass. There may also be access from the W end of this YD but the N and S sides appear to be well-fenced. See separate listings for **Corona** (including for **San Diego** GM), **Fullerton**, and **San Bernardino**.

(UP*) Several YDs and catch-out spots. **Note:** At present (1/15) there is little/no NBD 'coast line' traffic to San Luis Obispo/Oakland: Everything goes Central Valley. For NBDs on 'Central Valley' route via **Bakersfield**: **LATC IM YD** (aka "Shops YD") is near 'East Diamond' and Union STA DT. (1931 movie 'Other Men's Women' has some great shots of the old SP 'Shops YD' at this location). From Union STA, walk E on Cesar Chavez St. across channelized L.A. River to Mission St. Go R (S) on Mission 500 FT then go R (W) to R of HWY 101 ramp on down to tracks. Turn R (N) at tracks and walk back (dark hours best) under the Cesar Chavez St. bridge and on to the large rubble pile to your R. Wait on or at N end of rubble pile but keep a low profile. Trains will emerge from the IM YD just to your NE here. They should creep out and also may stop at the signals. Watch for railcops and pole mounted security cameras around the East Diamond area. **'ZLCBR' to Portland** leaves around midnight-1am (x Su eve) (14). Another train around 1:30pm. On M-W-F it is **'ZLCBRB' also to Portland**, will s/o a large block at Lathrop/Stockton. On Tu, Th, Sa it is the 'ZLCLT' to Lathrop (14). **WARNING:** At times ZLCBR is scanned by railcops shortly after DEP, hide well! The **'ILBSE' to Oakland/Seattle** via Central Valley orig's in Long Beach and passes thru this area. 1-3x/wk. Follow directions to tracks under HWY 101 (expect homebuns in this area). If running, IM/DS 'ILBSE' will be GEO NBD there, likely ~7-10am (14). Train may stop briefly (2 min.) at 'East Diamond' area just to your R(N) here!

For EBDs to Yuma/Tucson and NBDs to Yermo/Salt Lake City: In general you are probably better off going to **Colton** (see listing). IM/DS 'ZLCAL' dep from LATC/Shops YD (see above) around 8-9am (x Su or M) to Shreveport/Atlanta. Dom DS and many PIB. "It pulls up to the San Pablo RRR just across street from Lincoln Park, and has a roll by from carknockers there as it dep, be back closer to Mission RRU to catch it out of sight." (14). **Note:** Because of congestion, outbound DS can be caught at many locations in sidings along the mainline thru L.A. Ex-SP' (BTN Colton and East Diamond) mostly WBDs, the 'UP' line to the S (thru East YD) EBDs. The **City of Industry YD** is further E, ~12ME of DT LA. YD is PT/S of E. Valley Blvd. S. Azusa Ave. crosses over RR just E of E throat of YD. From DT LA, take '#76' bus NBD on Olive to El Monte Transit Center. Take '#194 - El Monte' bus EBD from there. Get off at Azusa. Walk up to Azusa overpass. Look W: when built/dep imminent, EBD IM/DSs likely to be on one of 3 trax to R (N), with front end approx 500-600FTW of Azusa. Note from Azusa which track train is on. IM/DSs likely to have single loco at front and DPU at rear. Walk down to Valley and go ¼MW to INT of Ferrero & Valley. Walk 500FTW from INT to closed gateway to YD to your L (S). Push open gate to access train. If gate locked, note HF 12FT to R (W) of gate. Closing gate, walk to track (same as from Azusa). Two EBD IM/DSs dep Tu-Sa (both can also operate Su-M): **'ZCIBP' to Chicago/Bedford Park** ~9-11pm and **'ZCIGI' to Chicago/Global** 1 ~2-4am. No s/o for either (11). Alternative access point is HF at INT of Wickford & Valley. This INT is 2000FTW of Azusa. Hole is 60FTW of the EBD bus shelter at INT there, behind trees. Best to use gateway w/o using holes.

UP's **East YD** (aka 'ELA' or 'Commerce' YD) is a short distance N of BNSF's Hobart YD in the **City of Commerce**. Many trains, including hot 'Z' trains, orig. Tough location. To try, go to the E throat of YD to catch one coming out slow or doing 2-back. Take E. Olympic Blvd E from DT, passing under I-710 and going another ½ME to S. Atlantic Blvd. Go S on Atlantic to INT with Telegraph. E throat is across I-5 there, behind the 'Dennys.' It might also be possible to access YD a ways back W, around the I-710 overpass. Trains ready to dep should be on the tracks on N side there, I'm not sure of exact access.

Martinez (UP#) Not a c-c and **Ozol YD** has been downgraded with few thru trains now working here. Hit or miss...mostly miss. It's a nice spot, YD is right on the water though. Take BART to Concord STA. Then take a #108, #116, or #118 "County Connection" bus to Amtrak STA in Martinez. Walk 1MW to **Ozol YO**. Tel. 891-7860. Cameras. **Modesto** (BNSF#) Not a c-c, a few thru trns may work small YD ~2MS of Modesto Amtrak STA, just S of Yosemite Ave. GM YD in **Riverbank** (see listing) is

SBD BNSF+UP, the Cold Springs RRR is ~1¼MN back from units on multiple tracks, for NBD BNSF+UP try near Rosedale RRO. For UP EBDs try the area near the Summit st/ S.8th RRU, for UP WBDs try near the Pine St. RRO.

(BNSF* & KCS#) Brightly lit **Alliance YD** is the main area YD, W of Alliance Airport and N of hamlet of Haslet, 20MN of Ft. Worth. From I-35W exit 66, go 2MW on Westport Pkwy to Haslet. Then go N on N. Main St, quickly becoming Keller-Haslet RD. Go ¼MN and RD jogs to L(W), crossing S throat of YD. RD then curves back to N, running PT/W of YD. Mainlines split the YD in half, with GM to W and IM to E. Maybe wait on a GM string, and watch mains and IM? 2 NBD Chicago IMs, I believe the **ZALTWSP** DEPs ~1am (Tu-Sa), and the **QHOUCHI** at ~7am (W-Su)(14). Most GMs go to KCK, one to Tulsa, and one or two thru to Galesburg. Most going S go to Houston, some turn W for Amarillo, some go S to Tower 55, then W on UP trackage rights to Sweetwater and beyond. There are 3 **WBD IMs**: the **ZALTSBD to San Bernadino, CA** is first ~11pm (xSu)(14), closely followed by one to **Stockton** ~1am (M-F), there are others to LA, N.Bay+Long Beach, and a GM to Amarillo. The **QCHIHOU to Houston** will recure ~6pm (W-Su)(14). There is one nighttime KCS GM turn back to Wylie GEO NBD.

Two alternatives for BNSF SBDs to Temple and beyond: Take #12 Greenway bus on Samuels to INT of Samuels & Poindexter. Walk ~500FTE on Poindexter to trax. Some SBDs get held and DPU will be in this area, on first two trax. **QR**, from ITC DT, walk over W to Jones St., then 1/4MN to 3rd St. Then go 750FTNE on 3rd to bear off to L(N) at parking lot to wait on opposite side of RR. I saw IM/DS stop briefly in 9-11pm range, 2 days in a row. Decent waiting spot BTN trax on E side and housing past fencing. **North YD** is ~9MN of DT, take #11 bus to INT of Meacham Blvd. & Mark IV Pkwy. Walk ½MW on Meacham to RRU. Bear off to L (S), to wait opposite trailer lot on NE side of YD. (The #1 bus will also come close). This YD is of limited use. NBD unit (e)(2-3/day) may be along E side mainline such that DPU will be stopped opposite lot there. This has been on/off lately. If you can't find one here take any WBD to Sweetwater and get Denver-bound coal there. NBD GMs may only go to Alliance. GM to Tulsa, departs GEO SEBD, goes E to Irving, then N to Madill-Ada-Tulsa. DEP ~9-11pm D, ID sand hoppers (e), a few white reefers (e), many tankers. May be built by 7:30pm, sitting on 2nd track from main on NE side with mid-train under Meachem (10). **Saginaw YD** appears to have been downgraded, it's 2MNW of North YD.

(F'WWR#) Ft. Worth & Western's **Hodge YD** is just S of BNSF North YD, near where Long Ave. crosses under 35W (the #1c or 1d buses come close). Daily 'Dublin Turn' goes SW to Dublin, connections on to Brownwood, TX.

(UP*) **Davidson YD** (aka Centennial YD) is 3MSW of DT. Take '#2-Camp Bowie' bus from ITC DT. It goes SW on Camp Bowie. Get off at INT of CB & Hulen. Cross street to transfer to '#25-Hulen' (going opposite direction-ask). 2 choices to access YD: ask to get off at "Healthpoint", just before #25 goes onto Hulen overpass over YD. Walk ~1000FTS on Hulen, bearing off on ramp on your R (W) to descend to Vickery Blvd. Go .5MW on Vickery past park on N side to where you see 'Hulen-Vickery Mini-Storage' sign on R. Note 50FTE of sign on S side is drainage ditch. Go under fence there to cross N side mains (mostly run-thru) and possible hump string to get to dep YD area and S side mains...or c'nue S on #25-Hulen, crossing over YD, to 1st INT with Clearfork Main ('Trader Joe's' at INT open 8am-9pm D). Walk ~1/3MN on Clearfork over river to bear off on loop down to bike path to then walk back NE and find a way in underneath overpasses. EBD **c-c** is ~.5ME of you, WBD **c-c** is ~1MW of Hulen RRU and all c-c on 2 S main lines. WBD IMs to El Paso/Tucson/LA. EBD IMs that do c-c all go to Little Rock/Marion, AR (Memphis). IMs likely have DPUs (most unlocked). (**Note:** Many IMs btn LA and Memphis/Atlanta c-c in Dallas, see listing). Next 12 trax are GM dep YD: #301-#312 (S to N) and most of dep YD to E of RRU. GEO EBDs can be EBD, SBD, or NBD. These GMs all D (14): WBD **'MFWWC' to El Paso/Tucson/W. Colton** dep 12mid-3am. ID KCS, FBOW, IBT, TTZX (all I). Likely s/o in Big Spring and p/u in El Paso. WBD **'MFWMH to Monahans, TX** (INT w/TMNR; SBD **'MFWMX' to San Antonio/Laredo** dep 2-7pm. ID FTTX, SMNX, CRDX, NDYX, EEC. SBD **'MFWSA' to San Antonio** dep ~ 11AM. Slow, works everywhere, but goes via Austin. SBD **'MFWEW' to Houston** dep 2-4am. ID FPAX, TILX, DOWX. No work enroute and has great FPAX rides. SBD **'MFWHO' to Houston** dep 12mid-2am, works at Hearne. ID DJJX, HPJX, ECUX, LW. EBD **'MFWLI' to Livonia, LA** dep 10pm-3am. ID CCBX, DOWX, CN box (e), PTTX flats (e), ADLX, EEC box (I), PSPX tanks (I). Works both Longview 4-8am and Reisor (Shreveport) 8am-12n, then goes to Alexandria/Livonia. EBD **'MFWNL' to Little Rock, AR** dep ~1pm (maybe later?). NBD **'MFWKC' to Kansas City/Neff** dep 7-10pm. NBD **'MFWNP' to KC/N. Platte** dep 3-10am. ID ARMN reefers (L & E). **'NBD 'MFWWT' to Wichita** dep 5-9am. ID GLCX, WWUX, HOKX, LCEX, SRX.

Secondary **Ney YD** is S of Tower 55 and busy. Wide open on E, but little cover. Most trns are coal, sand, and grain (e). Most GMs here will die in Ft. Worth. For NBDs: take '#1-Hemphill' SBD on Hemphill to INT w/Morningside. Walk 1500FTE on Morningside to traffic circle, and past RRO. NBD **c-c** is .75MN at YO at N end of YD. Maybe wait 1000FTS of RRO as c-cs here likely 30-45min and maybe able to bag DPU on NBD. **'MHOKC' to Kansas City** ariv ~ 2-9pm. **'MHOWT' to Wichita** ariv ~ 6-11pm. For ID, see 'Houston'. (note: seems distinct ID of DOWX on 'MHOKC' and no DOWX on MHOWT). Should also be a **'MLDNP' to N. Platte**. For SBDs: **c-c** is 500FTN of Morningside RRO. Go 500FTE from RRO to Stuart, turn L (N), going .25MN to access E side of YD. However, some trns can recure at YO, 2BLS of Allen St. RRU (take #5 bus to INT of Allen & I-35, then walk 500FTW to RRU and mains on E side). Rear of most SBDs will extend N of Allen St. RRU. SBDs 90% certain to go to Hearne. Empty cement & 'MFWSA' will go S via Austin. BNSF trns running thru to Teague/Houston (mostly coal) thru Ney YD

within 5M. The YD is PT/E of S.Main St. with the N throat under the Wintergreen RRU (near I-45 exit 273). Dead end **Mesquite IM YD** is off of mains to N, 8ME of DT Dallas in namesake suburb. **IMs BTN LA and either ATL or Memphis** can recrow on mains (or it'll stop in Ft.W, but not both). From the Green Line Lawnview STA, take the #597 bus (or a #595) E on Military Pkwy. Get off, at Prairie Creek Rd, and go 3/4MN to tracks. The rear of a WBD stopped for c-c will be just to L(W), and wye to YD is ½ME(R). I'm not sure where **EBD c-c** is, maybe right at Prairie Creek RRR, or much further E. For the YD, walk ½ME past Sam Houston RRR (at W legs of wye) to point where E legs of converge SE into mains there. **NBD (GEO EBD) IM ZMOG4 to Joliet/G4, IL** dep 5-7pm (M-F)(12). Stay lo-pro and wait in trees on bluff. ZMOG4 will pull out on leg furthest W(?) and reportedly "always stops for 5-10 min" for clearance onto mains such that you are at point ~½ length from front. ~33-hour ride to Joliet. If Chi-bound move toward rear later, as it will s/o off front at Dupo (St. Louis), change trains to avoid going to G4.

Dayton (BNSF* & UP*) Numerous unit plastic trains ORG in YD PT/W of Rt.146, 4MS of DT. All DEP GEO NBD and go the 35M to Houston, maybe stopping for clearance onto the mains closer to town? BNSF sends at least one to Galesburg, IL daily. **Del Rio (UP*)** The c-c is 750FTS of INT of Gibbs St. & Main St., at RRR. "BP has two towers to look down in wells. On the E end of the YD, the tower is on the N side, right past the bridge. On the W end, it's on the S side, in front of the Amtrak STA."

Denison (BNSF+) Trains, esp. BNSF BTN Dallas and Tulsa, will wait for clearance onto bridge over Red River, 3MN of DT. **(UP#) Ray YD** is 3.5MNW of DT Denison. The Blue bus will come up from Sherman, p/u on Burnet Av. (S of Main) and go out Morton St. Get off at HWY 75 Park & Ride (there are commuter buses to/from Dallas here). Go .5MN on HWY 75, over mid-YD to mains on N to be mid-train for both NBDs and SBDs. Sand (e) goes to WI. **Denton (BNSF+ & KCS+)** Two RRs exchange pig trains late-am (xSu)(14) at **Metro Jct**, 8MNW of DT. Take the #5 bus N from Light Rail STA DT to Elm St/HWY 77. Walk 4MNW to pass under I-35 and straight W to the tracks, and go 1M or so to wye. Both trns arv. BNSF takes NBD to Chicago. KCS units will wait ~hour then p/u some pigs to bring back to Dallas. On Sundays, KCS runs directly into Alliance. **Dublin (FWWR#)** Fort Worth & Western turns back E to Ft. Worth/Hodge YD midday (will work Cresson) and W thru Brownwood for BNSF connection to Coleman to INT w/TXP, sand (I) will go the distance. YD on NE side of DT. E. Harris St. crosses N end, E.Blackjack St. crosses S end. HWY 67 PT/W of YD. **Eagle Pass (BNSF* & UP*)** YD is 5MN of DT off Thompson Rd in Elm Creek. UP has several trns D. Autos+GM to N.Little Rock, Livonia others. BNSF has trackage rights over UP to Houston & Temple. **(EXE#)** YD stretches from Int'l bridge in Piedras Negras along Libramiento Sur to the INT w/Calle Dr.L.Benavides.

El Paso Beware BP shakedown in which trains are stopped well out of town. At times US citizens are left alone, other times you get kicked off way out in the desert.

(BNSF*) On W side of DT, follow Paisano Drive NW over N throat of YD, c'nue ~½ MN (w/ Rio Grande on your L) to HWY overpass (the #10 bus comes close on Shuster). Cross over and wait on far side of tracks. El Paso Mission is nearby. GM to Belen will be put together on this track outside of YD with units spotted up ahead of you here another 1000FT, DEP 9am-noon, not sure on Su (08). Most days a unit grain (e) train also goes N. Trains may be inspected by BP at Rincon, NM.

(EXE#) YD is just S of the centro in **Ciudad Juarez**. "All SBDs appear to stop where Municipio Libre crosses the trax just past the S throat of YD. 1-4 SBDs D, to Chihuahua and points S, starting after 4pm" (03).

(UP*) NOTE! Main ex-SP **Cotton St. YD** YD and c-c in DT El Paso closed in early 2014 with operations shifted to **Santa Teresa, NM**. See listing. In early 2015 I saw a couple trains still stopping for clearance DT so it might still be possible to catch out there. **Alfalfa YD** is 6ME of DT on the Sunset/T&P line. Some GMs orig, including NBD to KC (DEP GEO WBD). A couple of thru GMs also work. I'm guessing most GMs 2back before dep. Take #61 or #62 bus from DT along Alameda- if the canal is dry, cut into the middle. For W end of YD, get off at N. Little Flower RD. Walk N on Little Flower 2BL. Not sure about access. WBD GM **MFWWC to W. Colton** usually works 4pm-12mid D (14). For E end of YD, c'nue to INT of Alameda & Chip Chip, ½MSE of Carolina Dr. overpass off Alameda. Walk ~100FTN on Chip Chip, crossing RRR, to wait in ditch at E end of YD. **EBD GM QWCEW to Houston** arv 2-8pm D (14). Should work, both s/o & p/u seems typical. GM to Ft. Worth at 10am D (06) will 2back opposite this waiting area. **NOTE:** Heading N out of El Paso towards Vaughn, the BP has an inspection point at **Dunes** (W switch is MP 901.4, E switch is MP 899.5). Rear units/DPUs may be checked here, other times just a roll by. The BP will contact UP crew by radio and tell them of the roll by (AAR channel 96, 161.550). There is also a BP camera here to look down on train from above. If you slow down but no meet, BP may be searching tm. **Ennis (UP#)** Mains are BTN the Main Sts, a bit N of DT. Builds one for Ft. Worth (14). **Fort Stockton (TXP*)** Ass end of YD is right DT, extending NE, with I-10 crossing over E throat. Works E and meets a turn from San Angelo.

Fort Worth Also see Dallas and Denton. Check out Spiral Diner at INT of 6th & Magnolia. Many lines cross at **Tower 55 S** of ITC STA- under the INT of I-30+35W. Many trains stop before crossing or go slowly (but, really, just go to the damn yards). For

much busier. **Mojave (BNSF**)** From 'McDonald's' DT at INT of Nadeau & HWY 14 (aka 'Aerospace Highway'), walk 1¼MS on HWY 14 to RRU and diverging split of lines (UP to R and BNSF to L). Follow BNSF off to L (SE), noting signals there just below HWY 14 overpass on E side. ~2 NBD BNSF D stop at these signals, likely 10+ min? Other BNSF NBDs may pass this loop by trailer park slow enough (5-8mph) to get on. UP also runs thru here, busy location for both RRs. Only reliable catchout here is BNSF NBD. **Note:** GEO NBD UP at YD w/almost all ribbed grainer-style cars ID AJFX, AJPX, GATX, and DGHX, are headed 80MNE to Trona, CA, taking split off to R (NE) 500'FTN beyond Oak Creek Rd. overpass at N end of YD. If possible, ride it all means! **Needles (BNSF*)** The c-c is at YO at E end of old style BNSF STA on Front St, just N of Broadway right DT (right across from recommended 'Munchies Café/Taco Shop'). For **EBDs** go W of I-40/Rte 66 overpass. 'Securitas' rent-a-cops sometimes spotlight in vicinity of overpass at night. For **WBDs**: Go E on Broadway ~3/4M from I-40 overpass to point where E Broadway veers to R up hill. Take Smith RD to L down to tracks and find waiting area. Heading WBD, this is the last good place to sort out whether your train is going into the LA area or to nor-CA. All WBD GMs will term at Barstow, switch to IM/DS to ride thru. ~75% of IM/DS go into LA, 25% up the valley towards the Bay Area. Matson cans on IM/DS are likely headed to Bay Area. Normally Evergreen (including Uniglor, Hatsui, Italia, Lloyd Triestino) as well as Hub Group, Hamburg-Sud & China Shipping do not go into LA area. So if you see these at Barstow they should, in theory, be NBD. **Newark (UP*)** YD is 30MS of Oakland adjacent to the Morton salt flats to the SW. Take BART to 'Fremont' STA. Take #216, #242, or #251 bus to INT of Cherry St. & Mowry Ave. Walk 1600FTS on Mowry to RRR. Avoid ballpark/rec area on E side of Mowry RRR. Cops will hassle you. Turn R (NW) and walk 1000FT to where you see industry spur track leading to gateway on R (N). Trees along E side of Mowry on S side of RRR are good to lay low. **EBD GM 'MNWRV' to Roseville** dep GEO NWBD 10am-2pm D (x Su)(12). Rear end will be ~opposite industry gateway. ID RBOX, TBOX, SOU, NS, CSX, MP, SP boxes both (I) & (e), also lumber (e), may have ARMN reefers. Workers driven out in van on dirt road. They set fred, test, then driven away. Looked like 5-10min to then bag ride. Goes Niles Canyon/Altamont Pass route, no s/o, arv Roseville 5-7pm. SBD local to Watsonville/Salinas orig. **Norden (UP+)** Get off I-80 at Soda Springs at summit of Sierras. Go 2ME on back road to Norden. At times trains use DPUs, other times manned helpers. If helpers, WBDs will stop to remove them here. I'm not sure ~EBDs but they may stop too. **Oakland** See 'East Bay Area'.

Oroville (UP# & BNSF#) Sporadic c-c for slow trains but most run thru. Some GM may work. Go to INT of Oro Dam Blvd & Lincoln Blvd. Go W 1000 FT on Oro Dam to RRO. YD is ¼MS of RRO. YO tel#: 916-532-6214. **Plaster City (UP#)** Local turn from El Centro works here. **(USG#)** The only narrow guage (3') freight line in the US runs from here to a US Gypsum quarry 26M NW of here. Runs 3-6 days/wk, up to 3 roundups on days its running. Quarry is on Split Mtn. Road, ~5MS of **Ocotillo Wells** on the edge of Anza-Borrego State Park. The water tank car on the end is probably the best ride. **Portola (UP*)** Heart of old Western Pacific RR, merged into UP in 1980--visit WP RR Museum. Trip W from here thru Feather River Canyon very scenic. If arv here on HWY 70, go S on Gulling St. bridge over Feather River, c-c is right there on SW side of bridge at shack. Probably no railcop but local sheriffs occasionally patrol and may arrest you if you are on RR property. UP has re-routed most traffic off of this line in favor of Donner Pass. Usually just 2-3 WBD GM/unit grain trains D. Few/no EBDs. **Richmond (BNSF*)** See "East Bay Area." **Riverbank (BNSF**)** YD is ~7MNE of DT Modesto and runs N-S just S of DT Riverbank. From transit center in Modesto, take Rte. 60 bus (x Su) to INT of Patterson Rd & Terminal Ave. Go S on Terminal ~1.5M to INT with Miniear Ave on your L. You can access YD to your R(W) here. IMs run-thru but some GMs work or orig. NBDs go via Keddie to Pasco or Vancouver, WA. One to Richmond, CA. SBDs to Bakersfield/Barstow. Avoid workers. **Roseville (UP*)** Large Davis YD, ~18 MN of Sacramento, builds GMs and is c-c for thru trains. Railcops, be discreet. Mainline c-c and DEP YD are in same area. If you arrive on a GM into arv YD, you will likely need to exit YD and walk around to DEP area. From DT Sacto, take LRT to 'Watt I-80' terminus, then #93 bus on N side of STA to end of line at INT of Orlando & Louis Lane. Walk 1BW on Orlando to Auburn in Citrus Hgts. Turn R (N) and walk ½M on Auburn (becoming Riverside Ave.) to Cirby Way (or take Roseville #A bus this far). Turn L (W) and walk ¼M to Foothills Blvd. Turn R (N) on Foothills and follow it curving over N throat of YD, to where it crosses over Atkinson (if already in DT Roseville, take Washington Blvd W under tracks past Amtrak STA to Church St. Turn L(S) and walk 1MS to Atkinson. Turn L (S) and go ½M to INT with Foothills to reach this same point). From Foothills & Atkinson go SW on Atkinson, which turns into PFE RD, ½M to 'Roseville Market' on your L (hobo-friendly if you are respectful, water spigot on S side of store). Go on past store and then out L on March St. and into a large field adjacent to the YD. Some new fencing in this area but I think there are ways thru/around it. I'd avoid the hi-profile jungle around the oak trees and find a more discreet waiting spot. This is a major crossroads, you'll likely see other riders. Across from jungle are two mainlines then the 8 track DEP YD. Once in/by the DEP YD, ask or ID train. For **NBDs/EBDs**: GEO NEBDs can go to E to Sparks or N to Dunsuir, the split is right at NE end of YD. GM with empty autoracks, should be EBD to Sparks/North Platte. Trains w/ lots of empty lumber flats and empty boxcars should be NBD to Dunsuir and beyond. NBDs (rarely but possible) can dep YD GEO SWBD towards Sacto and loop around to go NBD. There are normally ~3 NBD GMs out of DEP YD. NBD IMs may c-c on mains (or bypass R'sville altogether). NBD GMs **MRVHK to PDX/Hinkle** and **'MRVET' to PDX/Hinkle/Spokane/Canada** currently alternate days, dep 1-3am (14). MRVET has a more distinct 'Canadian' look with long string of SOO/CP rail hoppers likely. GM **MRVPW to Eugene**, dep ~6-9am D, sometimes later (13). The **MRVEU to Eugene** leaves ~same time 4-7 days/wk. On the mains IM **'ZLCBR' to Portland**

12n-2pm D (x M) may c-c here. ID JBHunt, Roadway, Market Transport, EMP, HubGroup. A second section, the "ZLCBRB" sometimes runs 3x/wk, thru here around 2am (Tu, Th, Sa). Short train (14). **NOTE:** Both these trains often bypass Roseville, going via Marysville and doing c-c in Sacto. **EBDs** include both origin GMs and IMDS from Oakland or Stockton. GM **'ORVNP'** to North Platte: dep 8pm-midnight D (14). ID GATX, ADMX, TILX, CSXT empties, EEC, RBOX, TTZX lumber c-ds, MET, and TBOX loads. GM **'MRVRO'** to Salt Lake City/Roper YD, also 8pm-midnight (14). BNSF's GM **'OSTOPRO'** (Stockton to Provo, UT on UP trackage rights) should stop here 3x/wk, times vary. **EBD IM/DS** that c-c here include hot **'ZLTG2'** to Chicago (x Sa night) 10p1n-12mid (12). **'KOAMN'** to Marion, AR (Memphis) via KC and St.Louis D (xSu&M) around 10am-2pm. The c-c for these train is sometimes along mains by jungle but can also be over further in YD making it harder to access. **SBDs and WBDs** are both GEO SWBD here. **SBD GMs to Colton/LA:** **'QRVWC'** to West Colton 11pm-5am D (13). ID TTGX auto (e), TTZX lumber c-d (l), DOWX, KCS, EEC, CP boxes (e), FXE (e), TBOX (l). A times a second section of this train runs ~12 hours later. **WBDs to Bay Area:** **'MRVOA'** to Oakland dep D (10pm-midnight)(12) from DEP YD. Look for lots of coil cars, reefers, tankers, hopefully a few grainers. A ARMN reefer (l) may be your only ride, many cars are s/o enroute. **'MRVNW'** to Newark (ID salt cars) will come out of S DEP YD, on W side, ½MN of Antelope Rd., D afternoon/eve. **IM/DS WBD/SBDs:** **'ZBRCL'** to LA may c-c ~5-8pm (x M). The exact c-c varies and it can bypass R'ville. **Note:** Other GEO SWBD IMs can go direct to Oakland, term at Stockton/Lathrop, or work at Lathrop and then go to Oakland! KMNOA ~7am but varies (x Th, F) will have large s/o at Lathrop then go to Oakland (13). **'ZG2LT'** to Stockton/Lathrop: ID EMP, HubGroup, Roadway,maybe mid-afternoon D (13). Z(G2OA to Oakland.

Sacramento California State Railway Museum is here. (UP*+) Not a consistent c-c—in general you are better off at nearby Roseville (see listing). The c-c for the very few trns running b/n Oakland and Bakersfield/LA area is at **Elvas Tower**. This is ~2ME of State Capitol bldg. From DT Sacto, take “#34 McKinley” w/ NBD on 8th St. C’nue on bus EBD to INT of 28th St. & F St. For SBDs and NBDs, walk 6BLN on 28th St. to Stanford Park. Mains are on opposite (N) side of park there. Split in mains is ~3000FTE of I-80. SBD will curve off to R (SE). These are very sporadic at present. IM/Ds: **IOALB** to **LA/Long Beach** GEO EBD ~4-8pm 2-3x/wk (14). **WBDs**: For any trn coming from LA area to Oakland you need to be E of Elvas Tower. **ILBSE** (to Seattle but with a detour to Oakland on the way) will c-g here around 3-6am 1-3x/wk (4/4). You might catch the random EBD stopped for clearance or going slow around **Haggin Jct**. Wait along the curve, by the “Blue Diamond” almond plant, ~1/4MNE of the state capital bldg. From INT of 20th St. & C St., go 200FTN on 20th St. Facing RR there, “10 o’clock” in front of you, walk 250FTNW to wait under RRO on NW loop of WYE there. You are probably better off just going to Roseville. Random SBDs may get held at a passing siding on E side here: Go 2½ME on H St. from DT just past 57th St. to RRO by Elvas St. This is a busy passing siding. Some UP, and BNSF on UP trackage rights, may work/wait for clearance at the ex-WP **South Sacramento YD**. 21st St. S, crosses RR just N of YD at 4th St. Take LRT S to City College/J stop. Sutterville RD crosses S end of YD.

Salinas (UP#) YD by Amtrak STA. Local turns out of Watsonville will work here (14). **San Bernardino** (BNSF*) Tough location and there are better alternatives for catching BNSF (see Fullerton). From DT LA, Metrolink runs here. Fare is ~\$15! For bus directions as alternative, see "Colton" listing. #19 bus will get you to transfer point at Arrowhead Med. Center. #1 - Colton' bus runs to SB Metrolink STA from there. At time some trains, EBD and WBD, may stop/slow down in the area 2-3 BLKS E of Amtrak STA. YD is not fenced in that area but you are out in the open—best at night. It is possible to get just across a fence from where several IMs depart: From Amtrak walk E on W 3rd St. under freeway to J (or H) St. Turn L(N) and walk 2BL to W 5th St. #3, #4, or #14 buses come here from DT. Walk 400'FE on N side of 5th, then walk down path to L toward RR, noting tall, lone palm tree with smaller trees on its S side along RR. Walk thru smaller trees to point 12FT from trunk of palm. At times there have been holes in this area—look around. IM/DSs come from IM YD back to SW around loop. Most may be coming around on 1st track from hole by trees. 4-5 D coming from YD? Most do several 2-backs. Various other IM/DS and GM come by on other trax further E and may stop for signals approx ¼MN. Usually BNSF workers not in this area at all, but are around 400 - 500FT back to S toward YD. Expect surveillance on dep (by signals ¼MN in particular). Private security out on residential streets nearby/along trax.

San Diego (BNSF*) The 22nd ST. YD origo one GM to Barstow (via San Bernardino) plus occasional auto rack trains. From DT at INT of 5th St. & E. Harbor Dr., walk ¼MSE on Harbor to point where Harbor overpass over RR YD begins ascent. Hole at corner of fence there to L (NE), on N side of W' end of overpass. "MSDGBAR" to Barstow dep GEO NWBD 6pm-8pm (M-F, maybe SA). May 2-back or 3-back—but don't count on it. Move to E under overpass by pillars on dep and bag ASAP. Likely to be a short train, with no DPU. Likely s/o N of Oceanside (S end of Camp Pendleton), so move back when possible. May also work Corona, as close as you're gonna get to LA on a freight out of San Diego. Not much security but watch for citizens esp on ped overpass just NW of hole. Tel. 544-0830 crew office, 386-4800/1 Ydmaster. (CZRY) Carrizo Gorge RWE Y to Plaster City, CA via Mexico and Carrizo Gorge is o/s. (PSR#) Pacific Sun RR does local switching on BNSF line N to Oceanside. **San**

Francisco See **East Bay** listing for all mainline UP and BNSF DEPs. (UP#) Operations BTN San Jose and DT San Francisco are based at **South San Francisco**. YD is just N of Caltrain STA. There is a turn from here at 8am (M-F?) that works spurs around Pier 96, NE of 3rd+Evans in the City (Evans Ave. MUNI stop is here). After working pier area, local will come back out onto the main. I believe this is just N of the RRU at Oakdale Ave, just E of INT of Oakdale and Quint St. "Conductor will reline the

MPBEW to Houston in 2am-9am(x Sa) (14). MPBEG to San Antonio/Eagle Pass 7-10am (11). ID lots of empty, open FXE, HS, RBOX, NS, & CSX boxes, also has autorack loads. IM/DSs thru here on rather erratic basis, 3 go past San Antonio: ZYCLD, ZYCMX, and ZDTMX. ID Pacers, with autoracks (!) up front. 3 go W: ZYCMQ to Dallas (Mesquite), ZMNL to LA. ID EMP, Pacer. Hub and the IMNLB also to LA will be the only one with int'l 40's: Hanjin, K-Line, APL. To go to San Antonio, you might go N past no-walkway bridge early, then ID either MPBEG or autoracks of ZDTMX. Bloomington (BNSF# & KCS# & UP*) You might be able to snag a BNSF heading to Galevston. Same for KCS, rolling between Lardeo and Shreveport, but it would be better to go to Victoria, 20MN for KCS. Mainline runs SW-NE. While there is a YO at IHWY 404 RRR on SE side of DT, I believe that most activity is IMNE in YD (PT/NW of IHWY 616). Traffic is sparse. There should be 2 SBDs that recrow and work: MEWCC to Corpus Christi and MEWOL to Olmito Yd in Brownsville (used to be another to Harlingen?). 2 trains to Houston, and 2 shifters to Angleton. Brownsville (KCSM*) New YD is 15KMW of DT Matamoros, a bit NW of Ejido la Gloria. (UP*) UP built the new Olmito YD, near namesake colonia, 10MN of DT, ~½ME of 1-69E. Take the #21 bus as far N as it will go (near the flea market). The YO is another ½M further N, at the end of Old Alice Rd, with the YD to the E. NBDs DEP GEO EBD, the only scheduled train rolls for Houston at 8pm. Brownwood (BNSF* & FWWR#) Ex-ATSF YD is a shadow of former times, it starts S of DT and loops around to the SE. Rock (!) EBDs can leave from quarry 2MSE of DT? Many destinations, most often to Houston. FT. Worth & Western comes down from a turn from Dublin, and heads back. FWWR has trackage rights W to Coleman too. Childress (BNSF*) C-C is at shack on mains 3BLS of INT of IHWY 287 & 12th St NW. Usually nobody is around until shortly before train ARV. ~3 DS D each way c-c here, GMs run-thru. Short stops and very dark on W end of YD-good luck EBDs go to Alliance YD, 20MN of DT Ft. Worth. If you want to go in town, as you approach mp12, you'll see the big "Saginaw" water tower to your R(W), you should probably bail off as soon as it is safe to do so. Coleman (BNSF*, FWWR*, TXP#) Texas Pacifico interchanges with BNSF at San Angelo Jet., follow the tracks 5MSE of DT to wye. Traffic is up on the TXP, runs W thru San Angelo to Ft.Stockton (mornings, D). FWWR can turn back to Dublin, and handles KCS sand (e) via Ft.Worth. Corpus Christi Also see Robstown, the #27 runs there. (KCS#) YD is 6MW of DT, along Agnes St. Take the #27 to Lantana St. and walk a mile S to Agnes then W past Y. I'm not sure which direction trns to Houston DEP. (UP#) YD is 10MNW of DT along ship channel. Take the #27 bus up Leopard St. to Suntide Rd. and walk N (the trax are 2MN w/YD back to R ½MSE). Perhaps after passing over I-37, veer off to R and follow power lines to YD. One scheduled DEP to Bloomington at 3pm (14). Extras likely, and maybe a local to San Antonio. Rock (e) back to SA from Gregory and Robstown. Corsicana (UP#) YO is at 8th Ave and Beaton, ask. There are 2 YD areas, one ½ME, the other ½MS. Not a c-c, but there may be a turn to Tyler in the am, possibly also to nearby Ennins. Dalhart (BNSF#) Several of the many D NBDs thru Trinidad likely stop for signals along HWY 87/385 at the 16th St. RRR, ~½MSE of UP crossing DT. Their DPU's are another 1¼MSE. Go to NE corner of lot of business located on W side ~750 FT N of HWY 281 RRR. Look for HF with pallets to find waiting spot, Stay low-pro. If you can, grab a NBD DPU in the wee hours so you can see the beautiful scenery of NE New Mexico in the daylight. Stop can be pretty brief (1 min.) but most more like 10-min. Most unit coal goes thru Denver. (UP*) SWBD c-c is at YO directly across from INT of Chicago (HWY 385) and Dodson St. right DT. NEBDs may pull thru into YD to NE. Busy location.

Dallas (Also see Fort Worth for UP, BNSF and KCS).
(BNSF*) Main c-c is in **Irving** 10MW of Dallas, on line N to Tulsa, 1MN of wye at TRE STA (or 2MSW of Uof Dallas Orange Line STA, near #508). YO is at N end, N of Airport FWY RRU. SBDs pull down to the Grauwlyer RRO, then can go to Teague (¾), Temple (¾) or just Ft.Worth.
(KCS*) Older **Dallas YD** (aka 'Zacha Junction') is in **Garland**, just NE of Dallas. From DT, take the #60 'South Garland' bus EBD on Commerce from Union STA. Bus is NBD on Garland, get off BTN Barnes Bridge and Northwest HWY. Outbounds DEP GEO NEBD and are assembled on mains PT/E of Garland Rd. outside of YD, often extending from NW HWY back as far as Barnes Bridge Rd RXX. Yard dogs will take strings - when road power brought out, make your move. EBD GM **M-DASH to Shreveport** ~6-8pm D (12). For now (12/14), there are **2 IM/DS to Shreveport/Jackson/Birmingham/Atlanta**. The **IDAMC at 8-10pm** (M-F) and **IDAAAT** ~1-3am D (14). In the morning KCS DEP a short IDAMT to move Chicago bound trailers to BNSF near Denton. Expect possible splitting on dep. **NOTE:** Expect these IMs depts to move out to new IM YD at Wylie, sometime in 2015. **Wylie YD** is past bus range, 14MNE of Dallas YD along HWY 78. From DT, take the Blue Line to the DT Garland STA and transfer to the #513 bus, Then it is another BMNE on HWY 78 (1½M past DT Wylie). Turn L(N) on Eubanks and go 1000FT to RXX. Turn R(E) to walk ~½M, staying on 2 trax to your L(N). Those are DEP trax. Two GMs plus IMs to Shreveport. There is a LWY-101 GM night turn to BNSF's Alliance YD. KCS is building a large IM facility, within Wylie YD, slated to open sometime in 2015. See also BNSF Ft. Worth Alliance YD listing.

(UP*) Miller YD is 5MSE of DT, just N of INT of Central Expressway & Loop 12. Take #415 bus from the Ledbetter Blue line terminus. Carbondale St. is PT/NE of mains. Look for one at night to Alexandria or Livonia, LA; MIDANL to Little Rock + a local to Tyler in the morning (14). There should be a shifter to Ft. Worth, and the MFWHO to Houston works and renews. Hutchins IM YD is 6MS of Miller, builds at least 2-3x/D to Long Beach DEP GEO NBD. The #155, 554 and 533CV buses will bring you

pole). Another HF ~ 300FTS from INT, facing E to mains. Keep holes tied shut. Trains should arrive on W-most track such that DPU's stop ~150FTS of INT. Don't let DPU's go N past you, exposing you to view of YO on E side! The c-c likely <5min. Then train loops WBD and will likely stop again w/rear at North YD YO for inspection of DPU's: hide in shelter. Another 1-3x/D empty coal trains may stop for c-c and inspection way out at along 3rd St SW ~½ME of Eastern RRX at fuel pumps (see below). For SEBD trains to Ft. Worth: Most traffic to FtW is coal (I), coming down the line from La Junta. They are recrewed and inspected at the fuel pumps along 3rd St. ~5ME of DT, so that the DPU will be stopped ~300 E of the Eastern ST RRO. Take the #4 bus (a #3 will come close too) out 10th to INT w/ Eastern ST. Go ½MN, past the RRX to RRO. Not much of anything out here, like hiding. Some other trains randomly stop along here: IMs BTN Clovis & FtW c-c at Childress, TX. Thru GMs from W c-c at South YD, plus one GM to FtW is built in ex-ATSF South YD, DEPs GEO NBD ~12n-3pm D(11). Prior to DEP, EBD GMs built in YD will have front end S of small YO near 10th Av. RRO, anywhere from 3rd track from Grant to deeper E. I believe a SBD to Slaton via Lubbock is built in South Yd, among other WBDs, with the engines N of the 27th Av RRO. For 'Trancon' line: Fast 5-10 min c-cs happen at the YT under I-40, midYD. Rear of WBDs to Clovis/LA will be hanging north of 3rd St. RRO. One good place to wait is at aforementioned Grant & 11th Ave. SW. The mains are busy enough that many WBD DS wait for clearance at Eastern AV RRX, N of fuel pumps (take the #3). For EBDs IM/DS to KC/Chicago and Tulsa/Memphis: Go S from DT on Harrison St. to SW 26th Ave. Turn L(E) and walk ½ME to Buchanan St (the #4/#5 come close). Turn R, going 500FTS to point across from water tower on E side of Buchanan. Walk BTN industry bldgs to RR mains. Turn R, walking 300FTS to wait in little shack in lot (HF on S side of shack), stay low-pro. EBDs (GEO NBD) c-c ½MN at tower. To Kansas City/metro Chicago: ID solid DS of JB Hunt/Schneider at front, maybe some Swift, FedEx, UPS, CSX, Alliance, Roadway, Marten, England, ABF, etc. on rear. DS run-thru to Atlanta via Memphis/Birmingham (CSX) is solid JB Hunt. To Kansas City/Logistics Park in Joliet, IL: ID Hanjin, Hyundai, OOCL, Yang Ming, Med. Shipping, NYKU Logistics, Cosco. To Tulsa/Memphis: ID several Maersk, especially also with MOL, Matsun, maybe autoracks on rear. Note: one of these goes to St. Louis, but ~90% go Memphis, and two c'nue to Atlanta. Extremely busy location. Most head to KC, but guessing 3-4 daily toward Tul/Mem. I was seeing an EBD IM to Memphis often BTN 4pm-10pm (11). There is also a GM to Tulsa built further up in South YD that DEP after 10pm.

Angleton (UP*) There is a \$1 Gold bus between here and Freepcot (aka the beach). YD is 1+MSW of DT. While ~3 trains are built/come thru for Houston and one is built here for Spring (as in springboard for Ft.W+KC), there are also 3 long distance road trains that'll c'nue past Houston area: OAGNL to Little Rock, OAGAS to St.Louis and the OAGLI to Livonia, LA. Austin (UP+) All trains passing the well lit, smooth Amtrak STA platforms observe a 15mph speed limit (Note: this is too fast for many people, be careful!). Most NBDs go thru Longview/Little Rock: watch the autoracks to St.Louis-there are usually a few GM rides mixed in. Most IMs go to Chicago, a few to Detroit. One slow SBD GM goes against the grain to San Antonio midday, coal+stone don't get that far. There should be a slow dog to Ft.W (via Temple) and another GM to North Platte. Tough location to catch stopped trains. You can take the \$4 buses (ask) to Taylor (see listing), from CARTS transit center at INT of Chicon & E. 6th St. 2x in am, 2x in PM (M-F). Otherwise, there are two sidings, that can induce long waits. Slaughter Lane siding in S. Austin seems better for NBDs. The #3 bus passes over Slaughter Ln RRO, just after turning E off Manchaca Rd. Walk a bit N to wait along W side of tracks. "You're ~80% likely to get a NBD in 4-6pm as it sides for Amtrak" (13). Mopac siding is on NW side of Austin, BTN Allandale Rd and Anderson Ln. Take #3 (or #491) bus toward Northcross Mall to INT of Burnet Rd. & Greenlawn Pkwy. Go ¼MNW on Greenlawn to end at mid-siding, just PT/W of Great Northern Blvd. Beaumont (BNSF*) YD is less than 1M NW of DT, under I-10. The mains are PT/W of N.MLK Pkwy (#2 bus runs up MLK). Go ~6BLN of Calder to Ashley or Gladys and W into the YD. "Early evening was busy. Of those DEP GEO SBD, at least two GMs c-c/work then go to Lafayette, LA. Another built in the YD turns W for Houston. Those DEP GEO NBD will bypass Houston for Temple+Slaton or Teague. (KCS*) Chaison YD is 1+MSE of DT, off the mainlines. Road trains from Port Arthur will work GEO NWBD: to Shreveport (D), occasionally to Laredo via Houston. The N throat of YD is at vye to port of Beaumont, PT/E of S.MLK Pkwy at INT w/Washington St. (the #7 comes close). Mainline trains should swap crews somewhere in town. (UP*) Thru 'Sunset' trains c-c at ex-SP Sunnyside YD ~4MW of DT. All WBD GMs terminate in Houston, likewise all EBDs die in Livonia, LA, many work. Only 1 IM each way BTN LA and NOLA, both likely late at night. Take the #10 bus W on College St./Rte.90 to Lindbergh Drive (aka Caldwell Dr). Turn R(N) and go ¼MN to RRU, crossing over to wait along mains on N side. WBD c-c is ~¼MW of here, EBD is 1ME (BTN canal+I-10). For EBDs, I prefer to take the #3 bus W on Calder to 23rd St, and walk ¼MS on N side, and w/gate at mains. QBTLN is built in YD DEP GEO EBD ~3pm 3x/wk for Alexandria, LA and Little Rock, AR. Unit grain/coal/soda (e) go N past Fort Worth via Houston. Big Sandy (UP*) Only SBD+WBDs here. Go 25ME to Longview for NBD+EBDs. There is also an E-W UP main line thru here, but those trains blow thru. GEO SBDs here, with ~½going W to D/FW and the rest going S to Hearne, then to either Houston or San Antonio (I think ~¾ to go SA, but ask or note 'Hearne' listing). The c-c is ~200FTSE of PO, just on S side of RRO over HWY 80 (note bathrooms at ballfield off to NW side of RRO), at MP 525. Note two-light target signals right by c-c. When train arr, if LOWER signal changes to yellow/green, it is WBD to Dallas. If you hear brakes release and lower signal is still red, it is SBD to Hearne (upper will therefore be yellow/green, but can be tough to see). Busy spot, with maybe 10 trains x/D, with typical c-c 5-8 min. Beware of ravine with a no-walkway RR bridge 1/3MN of RRO. Be up where you can see signal on this as ID can be tough. WBD GMs: MPBFW to Fort Worth 6-11pm D(11). ID MP, SP, ARMN (reefer loads), CITX, DSIX. SBD GMs

switch and walk the train to the units and head straight back to S. San Francisco. Around 5pm a local will head S from S. San Francisco. An hour later a longer GM hauler will head S to San Jose (07). San Jose (UP#) Newhall YD, N of DT stretching into Santa Clara, closed in 2007. A few locals may still work the area. Take "Caltrain" to 'Santa Clara' STA (or there are buses). From there walk S along W side of YD ~½M. The c-c was at YO ~¼MS of "Santa Clara" STA, just on N side of HWY overpass there. San Luis Obispo (UP*) Little thru freight traffic on Coast Line at present (14). Amtrak STA is c-c. Go to INT of Santa Rosa St. & Monterey St. DT. Go 8 BLSE on Santa Rosa to STA. There is a 2x/wk unit oil tank train 'the oil cans.' SBD the OWIDO' to LA will likely arrive 10pm-3am on nights of Tu & Sa (14). Only ride is rear unit, get it on far side of STA. If you are doing this just to ride this line, try for a full moon night. There are also sporadic SBD autorack trains out of Milpitas and occasional repo/bare tables trains thru here. Schellville (NWP# & CFNR#) Two RRs interchange: CFNR goes to Suisan City for UP interchange, NWP goes N to Santa Rosa and Cloverdale. Stockton A.C.E. commuter train runs here from San Jose, stops in Lathrop on way. (BNSF*) Morman YD is 1½MSE of DT. From DT at INT of E. Hazelton Ave. & S. Airport Way, go 1ME on Hazelton to INT of Hazelton & Sharon Ave. Turn R (S), and go 800FT to loop of road by RR there. Various HF's here. This is NE corner of YD. YD extends almost 1MW from here and loops around to S there from Sharon Ave. Not a c-c for all trains, some orig or work. NBDs (to K Falls), EBDs (to Denver via Keddie) and WBDs (to Bay Area) all dep GEO WBD. H-STOPRO 'trackage rights' GM on UP to Provo, UT, connection on to Denver) dep ~10pm (Tu, Th, Sa, Su). 30-90 cars, many tankers. Known as Q-STPV on UP (14). Two NBD GMs to Klamath Falls, OR and beyond (ID lumber racks (e), CP/CN cars and Pro-Cor tankers). The 'H-BARTAS' goes to Pasco, WA. The 'H-BARVAW goes to Vancouver, WA, dep around 10pm (12). GM 'H-BARRIC' to Richmond (Bay Area). SBD GMs 'M-RICBAR', 'H-VAWBAR' to Barstow and 'H-PASBAK' to Bakersfield. IM YD is in Mariposa, 5MSE of DT Stockton. Take either bus #91 or walk down Hwy 99 to either Mariposa Ave. or Arch. Walk 1M or so E to N end of YD. Mains are on E side and accessible. (UP*) Not all c-c, some GM and IM/DS work/orig. Go S from DT on California St. ~1M to 5th St. Turn L(E) on 5th St. and go ¼M to RR. The first 4 tracks are known as West YD. Cross over tracks and an asphalt RD BTN tracks to main UP YD, 'East YD.' First track is "Track 1", where NBDs (referred to as EBDs by UP) have been built. The c-c for NBDs is ~¼M to your L(N) as you come off 5th St. onto RR and c-c for SBDs is ~1M to your R(S) from there. Catching NBD, many trains are strung out N of main YD area, PT/W of Union with head ends roughly at Charter Way RRU. "Wrecking YD BTN two lines has some decent hiding bushes on E side." "S end of YD is a good place to wait for SBDs." Lathrop IM Terminal in Lathrop is 9 MS of Stockton, PT/W of S. Airport Way, S of E. Roth RD. From DT Stockton you can take #26 bus on 30-40-min ride to Roth RD. Walk E 1M to RRX at N throat of YD. (Buses #90 & #97 also go to Lathrop a few times D). IMs orig or work. Main YD is fenced. Railcop based at tower at S end, stay low-pro. Past N end of YD, outbound trains connecting to the mains are usually doing ~10mph. If you want to try there you can wait behind 'Ranchita Market.' ZLTSP goes to Sparks, NV and is combined with ZOAG2 for a fast ride to Chicago. Dep 9pm (M-F)(2/14). ID Alliance, reefer pigs, maybe no DPU? IM/DS KLTG2 to Chicago ID CSXU/UMXU etc., may have dupe. Dep Lathrop midnight to 2am Tu-Sa(?) (2/14). YO: 209-942-5262. 'ZLCBRB' to Portland ~11pm-midnight (M-W-F)(14). Will s/o most of train here and c'nue N as a short train. If you are DT anyways and headed NBD/EBD, you might just wait to see if some of the trains out of Lathrop stop at S YD throat of West YD. Truckee MP206. "Tourist Club" bar DT recommended. (UP+ & BNSF+) Not a c-c, but some WBDs add helpers, EBDs and WBDs (~1-3 each way D) stop for clearance. WBDs stop with head end E of RRX DT. From Amtrak, go R(S) over RRX then take 1st L(E) on Bridge St. Walk PT/S of tracks to point where road and river veer S away from tracks. Stick with tracks, pass under HWY 267 and find a camp spot. You will be close to rear end of WBDs here. For EBDs: Walk 1M W on Donner Pass RD, PT/N of tracks. Head end of EBD will be under signal at MP 205. Walk on S side of roundabout and go S on River Rd. Before RRO go R up trail w/wooden handrails, stay close to tracks and off main trail and find a waiting spot with access to tracks. BNSF trackage rights trains on this line too but infrequent. Tule Lake (UP#) Small YD on NE side of DT, PT/SW of HWY 139. Sporadic service N to K Falls and SE to Alturas. Victorville (BNSF#) Local turn via Hesperia over branch to Cushenbury operates on M&Th (03). Watsonville (UP#) YD is S of DT. Go S on Main St., over river, and on to Salinas RD. C'nue S on Salinas ~½M to RR Avenue and trax. WYE junction (of Santa Cruz branch) is straight ahead, YD is off to L(E). Several locals based here. Hauler to San Jose/Newark (connection thru to Roseville) dep late evening (x Sa). Turn to Salinas (sometimes as far as Paso Robles or Santa Margarita) MWF ~noon-1pm (14). Branch to Santa Cruz o/s. Weed See Black Butte. Yermo/Daggett (UP*) \$2.75 buses from Barstow, 9MW of here, several times D, you call for reservations. (760) 256-0311. YD is on S side of town in Yermo. The mainline runs thru the middle of YD. EBD c-c is usually at YO on W end of YD, some trains pull thru and stop waiting for clearance. Beware of military base off to W of YD, land BTN RR and base posted no trespassing. Going WBD, the UP tracks join the busy BNSF LA-Chicago main just 2-3 miles S of the YD in Daggett. Some UP trains stop for signals here. UP/BNSF share trackage from here to San Berdo and beyond. Most UP WBDs go to LA, a few may cut N (GEO W) at the BNSF junction towards Mojave and points N.

COLORADO – Axial (UP#) See Meeker listing. **Alamosa** (SLRG#) San Luis & Rio Grande operates ex-DRGW lines thru here. From INT of HWY 160 & Rodeo Lane on E side of DT, go ½MS to **East YD**. EBD GM (M-F) over scenic La Veta Pass to Walsenburg departs ~6-7pm. It is built, with fired, by ~4pm, usually on track furthest S (04). Lumber cars get set out en route. Locals to Antonito and South Fork dep in morning, after ARV of turn from Walsenburg (02). **Bond** (UP*) Little town, no services (40 people). From I-70 BTN Vail & Glenwood Springs, get off at exit for Wolcott and HWY 131. Go N on HWY 131 past Wolcott ~15M to Bond. This is c-c only for UP trms BTN Grand Junction and Denver. Phippsburg-Denver coal trns do not c-c but many EBDs get held for clearance at E end of siding). BNSF trackage rights trains run-thru. **Craig** (UP#) YD is S of DT. Almost all coal. Scenic line S over Toponas Pass.

Denver (BNSF*) From 38th St. YD trains can go 6 ways! For some NBD/SBD (GEO SWBD) GMs: Go DT to INT of Curtis & 16th St., off edge of 16th St. Mall. Wait on NE side of INT, on Curtis. #48 bus goes up Brighton Blvd. and turns L (NW) onto 31st St. Get off there. Walk 800 FT NW on 31st St. to main line tracks (first two tracks, after that are 6-7 DEP tracks). Turn R (NE), walk along behind industry bldg. (walk along tracks here not right next to bldg due to cameras) ~1200FT to far end and grove of trees. Wait by/in grove. Coal train(s) pretty much certain to be parked on either/ both of those two main lines (very busy with coal traffic here). GM 'DENLAU' to Laurel, MT via Cheyenne (UP E-W mainline connection) dep from this area GEO SWBD. At grove of trees, you're mid-train when it's built—usually all on 1 track but sometimes split on two and doing 2-back before DEP. ID TILX tanks, MRL, maybe lumber racks (e), No DPU. Coal train should screen you while you wait for workers on ATVs to lace up air hoses. Front end will be back to SW, just SW of FedEx lot there off W end of 31st St. On M-Sa 'DENLAU' dep ~9am, later on Su (ID "only train taking curve by Parks/Rec bldg. at that time that does NOT look like the 'Coores' train."). ~30-hrs to Laurel (652M). **Note:** There are a couple other spots to get the 'DENLAU.' Just S of 38th St. YD it goes slow around a 180 curve on little bridge over S. Platte River. Take local #8 bus to 'Fox St - Globeville Rd' (by 'La Quinta Inn'). Follow Globeville W across Park Ave and under overpass. Make immediate L onto sidewalk and walk S along flyover. Follow sidewalk to the R around Parks and Rec Bldg to benches. Your train will be leaving from across the river, going L-to-R and will make a sharp U-turn to the R over the river. You can catch it as it on the loop by walking straight thru the weeds instead of going L over the footbridge across the river. Otherwise, the 'DENLAU' will then take the wye at Prospect Jct. to go NBD—it often goes slow there or stops with rear end under I-70 overpass at extreme S end of UP's North YD. To try to get it there, from INT of 43rd and Inca St (about 1/2M N of the 'loop' above, walk N until Inca turns into dirt Rd. First 2 trax are UP mains then service road then 'track 1' where DENLAU rear end will be if stopped. A couple other GMs also dep SWBD from the same area as the 'DENLAU.' 'DENCK' to Kansas City/Argentine (ID NS/CSX cars?) and 'DENAMS' to Amarillo, TX both ~mid-day/afternoon. 'M-DENPUE' to Pueblo, dep 4-8pm D. Avoid long strings of 'CORX' grainers or other cars—likely to be one of several locals going out to 'Coores Brewery' in Golden, CO. D GM 'DENBEL' to Belen, NM (via Pueblo, La Junta, Boise City, Amarillo) dep 7-11am D (09). **DENSLA** to Slaton, TX. For GEO NBD GMs (and rear end of GEO SWBD coal trains): Good waiting/catch-out spot at N throat of 38th St. YD at 'Globeville Landing Park.' Take RTD bus #12 to 45th St. & Washington Ave. (stores in this area). Get on bike path along river just to your E here and go S, under the tracks and over river, to the park. Access tracks on N side of park. 1st two tracks are the 'coal tracks' where SBD coal train may sit (DPUs a short ways N of you here) as well as other trains. Some EBDs 2-back here before dep, possibly on tracks further over. WBD 'trackage rights' GM 'O-DENPVO' on UP to Grand Junction and Provo, UT: When ready to dep, it will usually be on 4th track over. May or may not have 1-2 DPUs on rear end, just N of you here. Dep time varies. Usually sits there for a long time. ID likely 'PROX' and 'CONX' tankers. Will take same routing as 'DENLAU' if you prefer to be down at the 'loop' and then may crawl up towards Utah Jct. (see UP section below). But it is easy enough to get here in YD. DS S-TACOMA to Omaha may also sit in this same area. For EBD GMs to Lincoln: 1-3 D, times vary. From tracks by park, look for the head end of an EBD. **Note:** Tower across YD, N of here, is not occupied upstairs. For Lincoln trains ID CN/WC/DWC/IC, MCP tank cars, EJE, IHB. The 'H-DENGAL' to Galesburg should be sitting on 4th or 5th track over around 5-6pm, dep 7-8pm (M-Sa), less consistent for Su (11). For SBDs to La Junta, Amarillo and Texas: GM DEPs out of 38th St. YD -- but you may find it easier to ride the DPUs (if unlocked) on SBD coaltrains. From same area, wait for an inbound coal train from the E to shield you from view, then turn R(NE), walk to point just on E side of I-70 overpass. Stopped SBD coal trains (maybe 9-10 per day) will have a pair of DPUs at point 1500FT E of I-70 overpass. They don't seem to be inspected in this area-but may be in La Junta. All SBD coal goes La Junta, Amarillo and then to various points. **Note:** lone exception of unit SBD coal ID reporting letters 'WFAX', only goes to Lamar, CO (SOME of La Junta), blowing thru La Junta.

BNSF Rennicks IM YD is under I-70 PT/E of UP's North Yard. YO is in trailer type brown building located between I-70 and 48th Ave. bridges. EBD IM Z-DENCHI! to Chicago dep BTN 6-7am D (x or a/r on Su, M)(14) GEO SBD. Take #6 or #38 bus from DT to INT of 38th St. & Lipan. Go 1000FTE on 38th to RRO. Walk to RR on L (N) side, going thru HF at corner of fence by gates. Wait in trees across 1st track there. DENCHI (maybe DS on front, then pigs/cofc) will be pulled out ~4-5am. When built, units are under I-25 overpass (500FTS of where you arrived). String will likely be pulled out on 4th track from trees, sitting awhile before DEP. Ride DS to go thru to Corwith (Chicago) (some DS may get s/o in Omaha). See Chicago BNSF Willows Springs

have DPU on rear: From INT of E. Parkway South & Southern, go ~ 1ME to INT of Haynes & Southern. WBD coal DPU will stop ~opposite Haynes. I suggest waiting at point 100FT E of Haynes, BTN wood board fence & big pine trees. Several WBDs D, should go Thayer-Springfield-KC on BNSF. Unit coal both ways often have BNSF power. IM #22N to Atlanta orig at 11pm (xSu)(15). **Rossville IM YD** is 4ME of Collierville. Nearest MATA bus, #50, only goes to Germantown, 5MW of Collierville. YD way out in the country, running N-S, ~ 1½ MS of the E-W mainline with a wye connection. From Collierville at N. Main St. and Poplar Ave/HWY 57, go E on E. Poplar/HWY 57 ~ 4M to RR. Go S along RR ~½ M to N end of YD. All dep GEO NBD. May 2-back before dep? For now, this handles dom DS while Forrest YD handles int'l cans (13). IM #202 to Harrisburg, PA via Knoxville/Roanoke dep ~9-10pm (xSu)(15). #22N to Atlanta, GA will p/u after 11pm (xSu)(15).

(UP*) **Note:** Most WBD IM/DS dep are from W. Memphis YD in Marion, AR (see listing). See also 3rd St. location above. UP's sleepy **Sargent YD**, 3MSE of DT, builds a 3x/wk GM to Pine Bluff. Most traffic is handed off from CSX and NS. 1-3x/D from CSX stop for a long time on the N side of Sargent, and their rear ends hang way back E. Take the #02 bus down Cooper to the INT Central Ave, walk W to RRO and a bit further W down trax. See directions to **Avalon/Cox St.RRX** in CSX section above. 2-3x/D from NS are received at the W end of NS's Forrest YD, a pleasant 1.5M walk to the SE. See NS listing. 1-2x/D DEP from CN's Harrison YD too.

Monterey (CSX#) YD is right DT, RR runs NW from here. HWY 84/62 is PT/NE of RR and Walnut St. runs across NW end. **Nashville** (CSX*) Two YDs here, some IM and GM use each YD. **Kayne Avenue YD** is right DT (note that there is no Kayne Ave.), ½ MS of the State Capitol. YD is BTN Charlotte Ave. & 8th Ave. For SBDs: Go to 'Hansen's Plymouth-Dodge' dealer. Go up embankment just at NE corner of that lot to RRO. Turn R(E) and walk immediately into YD. S end is at INT of 8th Ave. & Gleaves. SBDs that c-c at Kayne Ave. include Q025 to Jacksonville at 4:30pm D. Q027 IM/DS to Jacksonville around 4pm D(?); Q029 IM/DS to Atlanta around 8:30am D (x M)(13). There is a wye just S of YD, just N of Chestnut St. at 4th Ave, right next to the old historic city cemetery. The E leg of the wye heads to Chattanooga, the W leg to Birmingham. "Trains usually go slow by here." To access S end of Kayne Ave for NBDs doing c-c here: From DT go S on 8th Ave which goes under tracks at SE throat of YD. Turn R (W) on Gleaves St. You can wait in trees along stone wall 200 FT up street or access trains behind 'Antique Mall' warehouses to R off 8th Ave S of Gleaves and at Fogg/7th Ave RRX. NBDs include Q026 to Chicago around 1-2pm D (x M, Tu); Q126 to Memphis D at 3:30pm (09). GM also, to many locations: Indy, Cincy, Louisville, Waycross, Chicago, Birmingham, etc. **Radnor YD** ('Nashville' in CSX schedules) is S of DT: Go S from DT on Nolensville Rd. to INT with Melrose Ave. by the Amoco STA. Turn R(W) on Melrose Ave. (aka Peachtree St) and go over tracks. Go 2BL and take L(S) on Cruzen St. Go ½ MS to point where Cruzen veers sharply to the R. There is a utility box to the L and stairs up to the trax. Good waiting in woods at bottom of stairs. NBD Q028 to Chicago around 8am (x M) will pull in GEO NBD on first few trax E of staircase, drops string or pull whole train in further to work ramp. Pulls out of ramp GEO NBD, picks up that same string or stops for 5-min airtest, and then leaves GEO NBD. It will then bypass Kayne Ave. Q029 to Atlanta around noon (x Sa)(09). Q192 to Chicago/59th St. orig here 7-10pm (M-W-F)(13). Many GMs out of this YD too. **Oakdale** (NS#) No longer c-c (moved to Burnside, KY). Some trns may still work. Go to INT of Roane St. & HWY 29 in Harriman. Go ~ 4 ½ MN on HWY 29 to INT with HWY 299. Go L (W) on 299, and Oakdale is ~ ½ M away. Building just on W side of RR and just N of bridge over Emory River is YO. Rope swing over/into the river on side of YD!

TEXAS – Alpine Alicia's, S of trax, is one of several decent Mexican food joints in this nice west Texas town. Penny's Diner cannot be recommended. (TXP#) Line is O/S (14) (UP*) Holland Ave. is PT/N of mainline. The c-c is near 5th St. RRX DT by Amtrak STA. WBD c-c on E side of RRX. You can wait at, or out behind, the recommended Harry's Tineja Bar or a bit further W. The EBD c-c is on W side. To be towards front end of an EBD you could wait at the 'Railroad Blues' Bar. Fairly quick c-cs as trains block RRXs. EBDs can stop out W of town in order not to block crossings, especially if the new crew isn't ready. They may then c-c and blow by 5th St. Most, however, seem to c-c at the DT spot. W to El Paso, E to Del Rio. There is a GM pair BTN Houston and West Colton, an IM pair btn LA and New Orleans, 1-2 autorack trains and the random unit trains rolling thru here D. **Amarillo** (BNSF*) Three BNSF lines cross, two ex-Santa Fe, one ex-BN. If DT, there's a water spigot SW corner of INT of 8th and Buchanan, facing 8th, and grocery 1000FTE of Grant/10th. For ex-BN line NWBD to Trinidad/Denver: Empty unit coal (6-8x/D w/DPUs) can c-c at 3 places (12). Get on one in dark/pre-dawn to see nice NE NM scenery. 3-4x/D c-c at McMasters St. RRX (~1MN of 3rd Ave), so DPU is beneath the Hughes St. RRU. From DT, walk ¼MW on 3rd Av. to INT w/Adams St. (at traffic lights). Turn R(N), going 1000FT along dirt path on to wait E side of Adams RRU, behind trees on S side. Wait/watch as crew van ARV on S side there. Workers may or may not inspect DPUs, if they do they are then driven to front and are crew to Trinidad. Once they leave you've got ~20min before DEP. If you are already on and crew van shows up bail ASAP on blind (N) side and wait behind concrete pillars there at Hughes St. Avoid GM at this location as it will likely just back into YD. 1-2 coal trains c-c (and 1-2 GMs c-c/work) at YO at W end of North YD (aka 'Dalhart Junction') underneath Pierce St. RRU at 1st Ave, so that DPUs stop at N end of South YD, near INT of Grant & 11th Ave. SW corner of INT has HF (right behind big telephone

Winchester' (x Su). #69 is eventually SBD on Sax Rd. It will turn R (W) off of Sax onto Mitchell Rd. 2/3MW from Sax on Mitchell is RRU. Most dep SBDs seem to stop for ~20-30min such that front ~500FTN of Mitchell (stop/sit, maybe 2back, etc.). Descend to trax and go .5MN to where 2 trax loop to R (NE). Wait in woods BTN those 2 loops. Good time to be here maybe 6-10am (but random). Unit coal/grain will come around on track further NW. These can be headed to New Orleans or Mobile, may/may not have DPUs. GMs will come around on track further SE. IM/DSs won't be on either of these trax. No amenities out here. SBD GMs include: M302 to Baton Rouge; A420 to Giesner (via Kenner, LA); A434 to Nola (maybe just to Jackson); A488 to Mobile (maybe just to Jackson)(15). If you do want to check out YD at W (SBD) end: take #12-Florida' bus from HTC. SMS of RRU at E end of YD, it turns R (W) onto Peebles. #12 turns S at Rochester. Walk ~.75MW from INT of Rochester/Peebles to W end of YD at loop of Peebles (ask...#69 gets within ~1000FT too). Walk off to N into W end of YD and ~ where front end of dep SBDs should be (and also ~ where rear of dep NBDs should be). Thru SBDs (GEO WBD) main line c-c: these use a main on N side of YD and c-c mid-YD. Best just to wait in the wood at the loops described above.

For NBDs to Champaign/metro Chicago: (Note: See CN Champaign, IL listing if headed to/thru Chicago). To access YD at E end: On same #39-S. Third bus from DT, go. ~.25M after S. Third (aka HWY 61) crosses over I-55 to RRU beneath you at E end of YD. Get off bus at INT of Peebles & S.Third (aka HWY 61). Walk .5MN back to RRU. Go under (note camera on pole on W side of bridge on S side there) to go down to trax. RR bridge 200FTE of here has very narrow clearance on S side. Maybe better to wait on E side to get ride on 2back move for NBD GMs. Otherwise, as YD can be hot and people get tickets, there is a good/safer alternative for NBDs closer to DT: From HTC, take either '#56-Lamar' or '#57-Park' bus. Bus going SE on Lamar. From INT of Lamar & S. Parkway, c'nue ~800FTSE to RRO. Get off and walk ~500FTNE on Garfield at W side of RRO to walk up to RR to wait for NBDs. NBDs stop ~75% of time and otherwise moving 4-5mph. If stopped, front ~.75MNE at Hollywood RRX. (Note: This is very close to spot mentioned in NS section for DPUs on coal trns). Stop likely 5-10min. NBD GM #343 to Chicago/Winnipeg arv ~2-6pm D. NBD IM/DS #195 to Chicago (GIT/Markham) arv ~6-8pm D. M335 to Chicago/N. Fond du Lac, WI; M396 to Chicago/Toronto (15). Thru NBD (GEO EBD) main line c-c at Harrison YD: is at tower mid-YD on S side of YD. All thru NBDs (except IM which use Pidgeon) use this track (aka "The Mud Line"). Woods at SW end of YD are good waiting spot for these. IMs use the Pidgeon IM Facility, ~2MSW of Harrison YD running N-S. Hi-security challenging YD, people found there get ticked. YD is on a loop W of N-S mainline with wye connector at S end and single connector at N end. #39-S. Third' bus goes to INT of Parkrose & Bluebell. Walk 1BLW to INT with Weaver Go 1000FTS to INT of Shelby & Weaver. Walk almost 2MW on Shelby to point opposite wye. Mains are to your L&R, track into PIF across from you here. I don't know if it is possible to catch depting IM/DS out of PIF at this wye or at the connector 1MN of here. Orig. IMs out of Pidgeon include Q113 to Roberts Banks, BC and Q197 to Prince Rupert, both less than D, maybe weekly. Plus IM transfer to CSX. Thru IM/DSs Q194/195 b/n NOLA and Chicago will work and c-c here. While these are listed as thru trns, it can be very difficult to know what part of the Q194+Q195 will c'nue past Pidgeon, especially SBD. So, if arv'ing on SBD IM/DS (rolling GEO WBD thru Harrison YD), you should consider (unless you are well hidden and sure your car is going thru) bailing when you can go to Harrison YD SBD spot to c'nue. Same arriving on NBD IM/DS-- bail at wye as trn does sharp curve off to L (W) into PIT and head to the NBD spots.

(CSX*) Both '8-Chelsea' and '9-New Allen' buses go to INT of Chelsea & Warford (~5MNE of DT). Go ~.5MS on Warford to RRX. Turn L (E) into Leewood YD. There are several GM deps D to Nashville. Most orig at other YDs but may then stop here. 'Q530' (orig at BNSF), 'Q532' (orig at CN/Johnston YD), both should stop here, and 'Q536' are all D GMs to Nashville. Q126 to Savannah via B'ham and WayX"+ "carries int'l 40's" starts out at CN/Pidgeon. A good alternative: CSX interchanges thru trns with UP at 'Avalon.' just E of UP Sargeant YD and W of Cox St. RRX. The c-c in both directions is such that train is W of Cox RRX (EBD front end ~50FTW of Cox and WBD rear end ~500FTW of Cox). This is 500FTN of INT of Central Ave. & Cox St. '5-Central' bus goes EBD on Peabody and eventually turns onto Central to this INT. You can wait at Peabody Park about 1000FTSW of Cox. St. on N side. Easy access to trains. Note: Avoid train activities on S-most of those 3 trax at RRX as they are YD switch moves. UP EBD IM/DS 'ZLAME' becomes CSX 'Q144' to Nashville/ Chattanooga/ Atlanta (Hulsev) here. Arv D(?) in wide 6am-6pm window (15). ID dom 53s, lots of UMAX, Pacer, CSX, Matson. Retains UP power. Expect 1-2hr c-c. Also other CSX EBDs to Nashville c-c here (with UP power). Any UP/CSX EBD GMs that c-c here go to Nashville. This includes the Q536 which comes from N.Little Rock.

(NS*) Forrest YD is ~ 8MSE of DT, just E of fairgrounds. Small YD, mostly IM. From DT, take #2 or #35 bus from N end terminal to INT of Young & E. Parkway S. Walk 1/4MS on E. Parkway S. to INT with Southern Ave. YO at point 1500FT E on Southern Ave. EBD mainline c-c may be further E, at Haynes & Southern. Some EBD GMs coming from UP may sit ~ 1MW of YD (by INT of Southern & Lamar), and may then roll right thru YD. All EBD GMs (~4/d) break up at Sheffield YD (Florence, AL). For EBD NS/BNSF coal DPU, from INT of E. Parkway South and Southern Ave. walk 1BLW to INT of Southern & Bruce. DPU for EBD will stop ~ opposite Bruce. Trees just off S edge of mains opposite Bruce provides some cover while waiting for EBD DPU. Can be quick c-c here, DPUs usually not inspected. EBD unit coal (I) can go to Atlanta (probably at power plant in Scherer, GA ~ 50MSE of Atlanta) or NE after Chattanooga (see "Chattanooga" listing on reporting marks). WBD coal will also

listing. 'Q-DENTAC' to Tacoma, WA less than D. Can be random, around 6pm on M is fairly normal (09). Leaves from same area as EBD IM--but NBD. Goes N thru Cheyenne - Casper- Laurel, MT. Easy to ID by Hanjin, Evergreen, and MOL cans.

(UP*) For NBDs towards Cheyenne and onto 'overland route': 36th St YD (aka 'Denver YD') is PT/SE of Brighton Blvd. Take #48 bus to INT of Brighton & 31st St. Walk 200FT E on 31st to RR. 4 tracks here. D (xSu, M) GM 'MDVGR' to Green River, WY via Cheyenne (Speer) will, when built, be on either 2nd or 3rd track, GEO NEBD. Often leaves 10am-3pm (09) and is very slow, taking 24-30 hrs to Grn River. You're at ~front-mid-train here. Rear is well to your R, down towards Coors Field. GM 'M-DVCY' to Cheyenne dep D (x-M) around 4-7am (13). It will usually be on track farthest E of you. Front half is GM and the rear half is usually DS/pigs. The DS cars will be block swapped in Cheyenne, some going E, some going W. IM 'IDVSC' to Salt Lake City dep promptly at 4:30am D (13) and will take the Speer loop (bypassing Cheyenne). On Su it dep later (7-9am) and goes thru to Long Beach, dropping its front quarter in SLC. If Oakland or Portland-bound you can take this train to Green River and then change to a thru train--or take 'MDVCY' and change at Cheyenne. While the 'IDVSC' may be shoved down to this location near 31st and Brighton, making for an easy catch, this is not always the case and you may well need to be located further N in the YD to get it. Take #24 'University Cross Town' bus to York St. & 43rd Ave. Turn L (W), going 1/4MW on 43rd, passing a junkyard on your L. At end of junkyard, looking straight W, there is a gate (always open). Walk thru into the YD. You will notice various cans stacked around here. You might find an unlocked one if the weather is bad but they do get moved around from time to time. Best to get here BTN 10-11pm. Earlier they are still building train, later a switch crew is working. After you walk thru gate, turn L(S), looking directly S. There is a main line running in loop from N around to SE. This is line used mostly by coal trains to/from Salina/KC. If you look straight S, 500FT away, you'll see IM facility beyond that looping main line. If you walk 400FTS, you come to 3 tracks and then a fence and a few more tracks where IM is built. The 'Z-DVSC' will 95% of the time already be built and be sitting on either/both of the two tracks that are further S on the outside (N side) of the fence. Make your move as soon as it is safe to do so. At times the train will be behind (on S side) the fence. That makes accessing it much riskier. To try, walk fence line (watch for railcop!) to unlocked gate (close it after you go thru!). Often a short train with limited number of rides. Train dep W/SW with YD power as if going towards 31st and Brighton...but usually will not reach that area. Road power is put on quickly at N end and it dep GEO NBD. EBD GM MDVSI to Salina 2x/wk (12). Maybe now more often (14). Built just to W of this facility, deps on N-most of those 3 trax described. I think it was dep Tu + F ~1-3pm. For WBDs on Rio Grande route via Grand Junction and SBDs: Get #6 bus DT (INT of Broadway & Colfax, running NW on 15th) and go to INT of Pecos St. & W. 52nd Ave. Walk 2000FTS on W. 52nd to North YD. 1-2 D WBD GMs to Grand Junction/Salt Lake City should be built in this area. The 'M-NYRO' to Salt Lake City/Roper YD run M-F, often dep 6-7am (11). (Note 'Utah Junction' listing below as alternate catchout spot). Dep GEO NBD, curving to W after leaving YD. Cheyenne GM may leave from here as well? The 'M-NYPU' to Pueblo, CO dep 8-11pm (M-W-F). "Almost always" stops with rear end under the foot bridge by 43rd and Fox on W-most track. Look for HF's. The 'M-NYNP' to N. Platte dep 12pm-2pm (09). "I'm not sure where at North YD it deps from...maybe catch it at the NE end of YD, near INT of Delaware and 56th Ave."

Alternatively, for getting DPUs on SBD (Pueblo and beyond) or EBD (Kansas City) coal trains and WBD UP and BNSF GMs:

You can go to Utah Junction, just N of North YD. Take #31' bus on Federal Blvd. to point 1/4MN of where I-76 goes over Federal. Walk up to RRO. Walk E on RR 1/4M to point under I-76 overpass. Be either under or ~400-500 FT E of I-76 overpass, right before tracks curve to the S. SBDs will be curving off to the S here, as they c-c at S end of North YD near W 45th Ave. Their DPUs go at least as far as Pueblo. EBD coal trains, going on "KP" line to Salina and Kansas City, bypass North YD taking a flyover track over the BNSF to connect to KC line, just W of Broadway. Rear end DPU will also be at this same location but front ends will not be curving off to the S like SBDs. EBD coal will be on L (N) side there at Pecos St. RRX. DPU will go at least to KC. Inspection is likely here so let them check it out, and then board DPU (note: see Sharon Springs, KS listing regarding DPU inspection warning). WBD empty unit coal trains, follow these same directions for EBDs up to the same RRO. The c-c is just up gravel RD on RRO N side on E by signal. These WBDs can go to Utah, Montrose, CO, or Craig, CO. You must ask to know. These trains may or may not have DPUs. The 1-2 WBD GMs to Grand Junction will both also usually stop for 20-30 min. at described point of Federal Blvd. overpass on W end and I-76 overpass at E end. When stopped, front ends would be right over Federal Blvd. Rear ends near the Pecos St crossing at Utah Jct. The WBD UP GM 'MNYRO' and BNSF trackage rights train to Grand Junction and Utah also come thru here and stop with rear ends just W of the Pecos St. RRX. Typical stop ~5-10 min. You could wait under the I-76 bridge just W of the junction. I suspect these trains also go slow around the curve out of North YD and may stop at signals still SE of Utah Jct. as well. This may even be a better spot to get these trains. I've waited --- as have others --- with no problem right under I-76 overpass (camp out ground level or up underneath roadbed above overnight -- no issues).

Glenwood Springs (UP+) DPUs are added (to both middle and rear) to (2-3/day) EBD coal trains here (WBDs run thru). From Amtrak STA go W. When stopped, front end of EBD is ~500FTW of Grand Ave. RRU. You will want to be further W and should have time to get a DPU after they are added. One around 5:30-7pm fairly consistent. 10am another good bet (09). 'Hobo Hot Springs' is located just off E side of Grand Ave. overpass, BTN there and Amtrak STA. Grand Junction (BNSF*) O UP

trackage rights here. GMS c-c at STA at INT of 2nd St. & Pitkin, ½MSW of CH. WBD GM to Provo, UT (3x/wk connection on to Stockton, CA). When stopped for c-c, DPU may be ~1000FTS of Pitkin, maybe BTN 7th & 9th St. RRRs—typical stop 3-5 min. Don't let motorists see you go into DPU. Crew office: 970-480-7448. (UP*) **East YD** is IME of DT, BTN 19th & 27th Sts. Follow Pitkin St. E to YD. Loaded coal will go E to Denver, empties on "North Fork" branch will go S. UP D (x Tu, Th?) GM 'MRONY' to Denver works YD, may be along mains on N side of YD prior to DEP (x Tu, Th) around 7-11pm (13). WBD GM 'MNYRO' to Salt Lake City ~8-11pm (M-F) (13). Local to Delta and Montrose on Fri, usually dep ~6-7am. Should dep East YD GEO WBD, then turn S at wye DT by Amtrak STA. It will switch Delta and then, after crew has lunch, c'nue to Montrose.

Crew will return to Grand Junction on Su., ~8am-Noon (05). **Kremmling** (BNSF*) This is c-c for BNSF trackage rights trains on UP BTN Denver and Grand Junction. Go 4BLS on 3rd St. from HWY 40 to deadend at shack by RR. This is c-c and no one is here until ARV is imminent and crew van brings crew here. WBD GM around 10pm-2am D. EBD GM ~5-7am D (05). **La Junta** (BNSF*) On Pueblo-Amarillo line, most traffic is coal and all traffic runs SBD (GEO EBD) only. NBDs run via Trinidad. My SBD coal train stopped for c-c such that rear end DPU was ~½ME of INT of Colorado & 1st St. DT (05). Line BTN Albuquerque and Raton may now have no thru traffic. YD is right DT and I guess usual c-c is at STA. However, my EBD GM 'PUECKCK' was sitting such that rear end was under Adams Ave. (AKA HWY 109) overpass. It sat ~5-11AM. **Limon** (Kyle# & UP#) YD is SE of DT, off UP mains on ex-CRIP line. Runs 3x/wk E to Goodland. Boxcars (e) go to factory in Phillipsburg, KS. UP local works here, will take Kyle cars into Denver. **Meeker** (UP#) Coal mine is 22MN of here on HWY 13 at Axial. Go 1MN of Axial to INT of HWY 13 and 51. Take HWY 51 ½MNW to RRU. Coal mine RR loop is just 1200FT S of HWY 51 overpass there. Ride N to Craig, then on to Bond and Denver? You might even be able to ride DPUs on empties thru the loader as it goes around the loop.

Montrose (UP*) YD is right DT. There is 1 train/WK departing NW to Grand Jct. Dep Su BTN 8am and noon (09). I suggest climbing up into loaded wood chip cars behind the Burger King on Sat. night. Stay down in "trough" of load. Very pretty ride along Gunnison River. **Phippsburg** (UP*) On I-70 W of Denver, exit for "HWY 131-Wolcott." Go ~35MN on HWY 131 to Phippsburg ("P-Burg"). Only coal trains, but all EBDs (GEO SBD) have DPUs—typically 2 mid-train and 2 more on rear end. I suggest waiting for EBDs on N edge of town, off HWY 131 embankment, beneath bushes. Trains typically stopped 15-minutes to 3 hours. 3-4 D each way. NBDs will go to various mines in the area. SBD will take you over scenic Toponas Pass and on to Denver.

Pueblo (BNSF+) Most trains run-thru, Denver to La Junta (SBD) and Trinidad to Denver (NBD). Ex-ATSF **Pueblo YD** is nearly 1M directly W of PO; You'll see the crew building and YT. 4th St. bridge runs over SE end of YD. Road local 'PUEDEN' to Denver. GM KCKDEN to Denver may work. GM 'H-DENKCK' to KC. ID NS, CSX and BNSF boxcars, maybe some SPHX grainers. Dep GEO SBD, probably 11pm-5am D (14). Local to La Junta. A couple NBD coal trains may c-c here. Some SBD BNSF (mostly coal loads) get held for clearance at Pueblo Jct. SE of DT. Go to INT of Elizabeth St. & Santa Fe Ave. Walk up to the RR overpass there above Santa Fe Ave. This may be ~mid-train. (UP*) UP YD is adjacent to BNSF YD. If you're standing at the BNSF YT mentioned above, you can walk 1500 FT W down tracks to the 'Rio Grande' Tower. GM to Walsenburg for connection to SLRG to Alamosa dep mid-evening (M-F) (04). Other SBDs, maybe 1-2 D, operate on BNSF trackage rights via La Junta to Dalhart, TX and on to Fort Worth. Some held at Pueblo Junction (see BNSF section). Mid-train DPUs on SBD coal train may be s/o, or moved to front. This move is made at point below INT of 4th & Chester, on E side, opposite "Vidmar" Oldmobile-Chrysler dealer (04). 'Rockn'rail hoppers (e) go to Canon City out of UP YD. **Sterling** (BNSF* & NKCR# & UP#) Mostly unit coal, others may run-thru? C-C is ~½MN of Sterling Water Tower and perhaps 500FT N of overpass, at the YO at S end of YD. NBDs can be headed to Guernsey, WY or Alliance, NE so ask. Some GEO SBDs can turn E at Brush for Lincoln. UP runs thru here but doesn't stop. Nebraska Central goes E towards Holdredge, NE out of BNSF YD, may do a reverse move to head E on line across from BNSF YO. BNSF has trackage rights. UP runs local out of BNSF YD/elevator area to Julesburg, less than D.

Trinidad (BNSF*) On Pueblo-Amarillo line, all NBDs thru here, SBDs run via La Junta. New c-c location is ~3MN of DT. RR PT/E of I-25. Walk off I-25 100FT across to E, easily passing over fence directly opposite "MP 16" signs on I-25. Go ¼MN for exact spot for rear DPU on NBD coaltrains. 2 D NBD GMs too. No stores or cover out here, unless the caboose is still around at S end of YD. **Walsenburg** (SLRG# & UP#) Two RRs exchange GMs here (M-F). Train to Pueblo is picked up by UP ~11pm-midnight. SLRG crew picks up WBD to take it to Alamosa. From RRX on HWY 85 BTN 4th St. and 5th St. DT, go 1BLW, bear to R just W of Albert Ave, and go 3BLW and that siding track is for pickups WBD to Alamosa.

CONNECTICUT – Canaan Colin's Diner recommended. (HRR#) NBD GM 'NX-12' switches locally then runs to CSX interchange at Pittsfield, MA and returns (M-F). Currently running at night (9/09). "I'm guessing it is parked N of DT, PT/W of Ashley Falls Rd., N of Bragg St." Housatonic also runs S to New Milford. **Danbury** (DT/HRR#) Infrequent service N to New Milford—otherwise you can take a local bus there if you are continuing N on HRR. (P&W#) I'm guessing cars are picked up from small YD right DT. White St. runs in a loop around NW side. Wildman St. RRX is at E end. Pahquique Ave. is PT/S of YD. This is ½MNE of PO. Turn from New Haven (mostly stone) works, then departs back around 1:30am (Tu-Sa) (05).

YO. Some trains in both directions pull thru on loop on E side. These usually sit a while before leaving. **Jackson** (NS# and WTN#) West Tennessee RR HQ here, interchanges with NS. **Kingsport** (CSX+) Not a c-c for most trains, some work YD by mill just N of DT. From INT of W. Center St. and Clay St., go 2BLSW to SE end of YD. Industry Dr. and W. Center St. form a loop/INT at NW end. SE end of YD 5BLSW of CH. D GM Q697 to Russell here at 11pm-12mid; D GM Q696 to Hamlet here at 6am (07). **Knoxville** (CSX#) YD is 1 ½ MSW of CH and ½ MS of UT campus. Jackson Ave. is PT/SE of YD and Depot Ave. PT/NW of YD. Oak Ave. and Broadway cross S end, HWY 158 crosses N end. W. Cumberland Ave. crosses W end of YD 1BLW of 22nd St. Not a c-c but several GMs work. NBD GMs Q540 (~1am) and Q542 (3am) p/u D. SBD GM Q539 to Atlanta works around 2pm (09). (NS*) **Sevier YD** is ~7MNE of DT and extends 2 ½ MNE from bridge over YD behind 'RR Deli' at INT of Parker RD & Harris RD & Old Rutledge Pike. Take 90A bus to the last stop on Rutledge Pike, then walk 1M or so to cement plant RD just before tracks on S side of YD. Follow it E ~½ M or so, past cement plant to your R(S). You are PT/S of the mainline bypass (the 'OPM' track) along here, the dep YD is a few hundred ft further N thru the woods. C'nue another ¼M or so past cement plant to dirt RD going off to your L(N). This crosses OPM track. For mainline c-c: turn R and walk E down OPM track. For EBDs, just go a few hundred feet and find a spot to wait out of sight. EBD DS c-c is at crew shack across from tower ~mid-YD ~.5ME of here so trns will be stopped along here. IM #202 to Harrisburg mid/late morning (M) (ID JB Hunt) (14). #23G to Norfolk. WBDs may stop in same area with c-c back W of you .25M here—or c-c may be at same point as for EBDs which would mean you need to be maybe ~1.5M further E of here (a tough exposed walk during the day). IM #22A to Louisville. 201 to Rossville/Memphis. For GM DEP YD: From OPM track either crash N thru woods (beware of poison ivy) or take YO access RD up to S side of DEP YD. Waiting spot behind the 'spitter tank' b/n two YD shacks (note large shop bldg to N of DEP YD, be ~300FT W of that on S side of DEP YD). If you are on an inbound trn and arv in receiving YD, you are close—go off to your S (L if coming in from Asheville) and back E a bit to this area). Workers in dep YD helpful, esp at night but avoid being seen by tower across the way. EBD GMs: #134 to Asheville/Linwood around 11am D (14), ID coal (I) and wood chips (I). #38Q to Harrisburg. PA/Enola dep 12min-3am D (14), #387 to Andover. #112 to Kansas City; #114 to Chicago (CP); #163 to Sheffield. #125 to Atlanta/Macon, GA; #131 to Chattanooga (late night (14); #112 to Oakdale (14). 15T to Birmingham and 16T to Allentown. YO: 800-316-7852 or 865-521-1401.

Memphis Note: "Aulon Tower" (say "OH-lawn") is an historic old ex-L&N RR tower, good camping areas around it. Take #50 bus EBD on Poplar and, ~1ME of INT of Poplar & E. Parkway, Aulon Tower is off to R (SE), ~1000FTSE of INT of Poplar & Collins St./Union Ave. This is ~1MN of the described Hollywood RRX in CN section below. Also note: An alternative for WBD UP and BNSF trains near DT: Walk or take #15-President's Island bus SBD on Front St DT to INT of E. Carolina & S. 3rd. From SW corner with grassy lots, walk 200FT to RR. All WBDs stop at dwarf signals before crossing Miss. River bridge (may be very brief). Most UP trains go to Pine Bluff/Texas and beyond, one to N. Little Rock, grain goes N to St. Louis. BNSF uses 2 trax furthest S BNSF IMs go to LA, taconite (e) to Minnesota, plastics/chemicals (e) to Houston, coal (e) to KC/Lincoln, should have dupes. Other BNSF can go either Springfield, MO or St. Louis (split at S edge of Turrell, AR, 24MN of Memphis: R to St. Louis; L to Springfield). Watch for railcop patrols and avoid railfans just E of here.

(BNSF*) **Tennessee YD** is in a little suburb called **Capleville** ~ 12MSE of DT. Food store ~ 1M from N end of YD. YD is PT/NE of Lamar St. (Rte.78). Mainline c-c for EBD & WBD occurs on 'Shelby main' the elevated track on W side closest to Lamar. WBD c-c near NW end of YD, EBD near SE end. Look for large white 'crew change point' signs. Various access points along here. To reach this area from DT Memphis take MATA bus #7 to INT of Pilot Dr/Malone RD & Air Trans. Walk NE on Air Trans .75M to Pidgeon Roost RD. Turn R(SE) and you will soon be along Lamar at NW end of YD. For GMs, you are better coming in on other side of YD. From DT, go to 'MATA' North End bus terminal DT and take a '36 Lamar' bus to INT of Winchester & Mendenhall. Go 1MS on Mendenhall to Raines Rd. (a rush hour M-F only bus #56 could also bring you here). You are in Capleville (where 'Sharp Co.' sign is across Mendenhall). Turn R (W) onto Raines and go ½ M to where you see 'FedEx' lawn sign on N side of Raines. Note (daytime) guard shack of industry across on S side there (avoid being seen, gateway is closed). Go 500FT further W from 'Fed-Ex' sign, then go S along industry bldg's E side ¼M to far (SE) corner of bldg. Cut to L(SE), going 250FT to spur track. Turn R(SW) and follow that spur track right into DEP YD. First 4 tracks are YD tracks, next 4 are DEP tracks. You are at ~mid train here. If it is raining and you need shelter, there is 11F of industry lot 1000FT NW from spur track, right behind 'Hanjin' container. Following GMs are all D, all DEP GEO NWBD: St. Louis/Galesburg 7-10pm; Kansas City at midnight; Tulsa at 1-2am (10). H-MEMBAR to Barstow, CA (15). Houston? Others? BNSF also builds NS' 16A to Sheffield and CSX's Q530 to Nashville. (slightly irrelevant: the CN transfer to Harrison used to be a NBD to Chi, haven't seen much reference to that these days). There may still be a D transfer to CN YD if you are headed there—ask. Workers in dirt-bike vehicles may be helpful. Also see note above and NS sections below.

(CN*) **Harrison YD** (aka Johnston YD) is 4+MS of DT, orig GMs and is c-c for unit trns. YD runs E-W. GEO EBDs are NBD to Fulton/Champaign/metro Chicago. GEO WBDs are SBD to Jackson and beyond. All GMs term here. For SBDs to Jackson and further: From Hudson Transit Center DT (Front St. & Shadyac), take #39-S. Third' bus. ~.25M after S. Third (aka HWY 61) crosses over I-55 is RRU beneath you at E end of YD. c'nue 2.5MS to transfer at Horn Lake Rd. to be NBD on HLR on #69-

TENNESSEE – Bristol (NS*) See listing in Virginia. **Bruceston (CSX*)** YD is on NW side of DT, and runs NE-SW. From INT of Broad St. (aka HWY 70) and Maple St., go ¼M N to YO on S side of YD. EBD GM Q528 to Nashville origs here around 4pm D (09). EBDs must immediately loop off to R (E) at NE end of YD to go to Nashville. Two D WBD GMs to Memphis—the Q533 at 10am and Q531 at 4pm. Two D GMs to Nashville – the Q530 at 8:30am, Q532 at 3pm (09). **Bulls Gap (NS#)** YD is SE of HWY 66 (N.Main St.) and N of HWY 11. This is not mainline c-c BTN Knoxville & Bristol, but coal trains do c-c running BTN mines at Appalachia, VA and Asheville, NC. My guess for SBD c-c: go to INT of HWY 66 and Couch St., go 1000FTSE on Couch to RR where I assume c-c occurs. Train may have DPUs, you could try to ask (in an “enthusiastic railfan” manner if there is a DPU. If so, I suggest waiting at point ~ 500FTN of Shepard Dr. at NE end of YD. SBD (GEO WBD) will go to R at wye at HWY 11 overpass.

Chattanooga Note: It's 9M BTN NS & CSX YDs. Ask about the D transfer before hiking it.

(CSX*) Wauhatchie YD is ~ 5MW of DT. Both #1 and #15 buses go out this way. “Ask to be dropped near ‘Channel 12’ bldg. CSX track is there toward the river. C’nue W around the mountain on Cummings HWY, just past NS RRO, to INT of Cummings & Browns Ferry (by “Bi-Lo” supermarket, “Subway”, and gas STA). For GM DEPs, turn L(SW) onto Wauhatchie and follow it ~ 1 ½ M, going past “PB&S Chemical” to RRX. Turn off L at RRX and follow fence back E. After crossing NS and CSX mains, go ~ 1500FTSE along woods to just beyond pond on your R(E), then you can walk E across WYE into NE end of YD. Note that trains dep’g GEO NE are SBD to Atlanta, those dep’g GEO SW are NBD to Nashville! GMs to Nashville, Hamlet, NC, Louisville, and Waycross. Thru (mostly IM) trains c-c on the mainline bypassing YD on NW side. For SBDs to Atlanta, there's dumpster under a streetlight just E, (back towards mountain) of where the NS tracks cross over Cummings HWY E of INT w/ Wauhatchie Pike. The SBD (GEO NEBD) c-c is right there. For NBD (GEO SWBD) mainline c-c, go SW on Wauhatchie Pike from INT w/Cummings HWY ~ 1M and note factory on your L(E). The c-c is at access RD which crosses tracks and goes into factory. Crew vans drive up to that RRX. This is still N of INT of Wauhatchie and Cummings RD (different from Cummings HWY). **Alternatively, to catch SBDs to Atlanta:** Take “#1” CARTA bus to INT of W. 26th St. & Market St. (by “Howard School”). Go 1000FTS on Market, going under Market to RR. You are toward front end of stopped train here at Market overpass. GEO EBDs are SBD to Atlanta. I observed perhaps 2/3 of all SBDs stop on this siding (typically 10-30 min.). This location saves trip out to Wauhatchie YD if you are Atlanta bound.

(NS*) De Butts YD (don't get humped in de' butts!) is 3MNE of DT. YD runs NE-SW. Wilcox Blvd crosses over YD near SE end. Take a #7 or #19 bus to INT of Wilcox Blvd. and N. Holtzclaw Ave. and Sholar Ave. Walk 1000FT NW on Wilcox to RRU at YD. For GM DEP YD: From Wilcox on SE side of YD here, walk NE along mains ~ .75M to silver shanty on L side w/ sign saying “Webb” on it. The 12-track GM DEP YD (after mains, starting at #1 closest to you) is right below you here. Trains departing GEO NBD can go anywhere, including Atlanta. Yellow tower at N end of YD is “outbound tower”. The only vehicle access to the DEP YD is on W side (near track 12). “Workers friendly 2nd & 3rd shift...but may lack the big picture—double check info you can” (13). 2nd shift trains to Atlanta, Knoxville, Memphis, Birmingham & others. Busy. Workers walk up and down BTN strings. “Airsheets used, but added shortly before DEP.” GM #162 to Knoxville/Linwood (10). GM #132 EBD to Knoxville around 8-10pm—or much later (10).. GM #180 to Columbus, #116 to Bellevue (05). #396 to Birmingham and #349 to Atlanta both built second track (10). #168 to Harriman. #334 to Atlanta, #335 to Birmingham (14).

To catch DPU on SBD or EBD unit coal train: Standing underneath Wilcox overpass, these trains, when stopped for c-c, will have DPU ~ ½ MSW of overpass. Note: if headed to Atlanta, look for mostly ‘RWSX’ and/or ‘HYWX’ coal hoppers. Others (e.g. ‘CEFX’, ‘JTSX’, ‘TVAX’, ‘NCUX’, ‘SCSX’, and ‘GEAX’ are headed to Harriman, TN, 80MNE of Chattanooga). For mainline c-c point for thru N-S trains: These bypass De Butts YD. From DT at INT of Market & 12th St, take #10C-Campbell bus (M-F) NBD on Market. Bus takes Bonny Oaks Dr. Go 1¼M further E past INT w/New York Ave. and, just 400 FT after crossing creek, get off at Youngstown Rd (~ ½ M before where Bonny Oaks has INT w/ HWY 153). Go R(S) on Youngstown ~ 400 FT, then bear to L, going down gravel path 150 FT to c-c. Crew truck drives to this point which is c-c for NBDs to Cincy, SBDs to Atlanta.

Clarksville (CSX#) YD is E of DT. Franklin St. crosses N end of YD. **Cowan (CSX+)** Helpers are put on most SBD GM freights headed to Chattanooga. **Dyersburg (TK#)** YD is S of DT and S of Court St., ½ ME of the courthouse. Bern Mill Rd. crosses YD and Compress St. is PT/S of YD. **Erwin (CSX*)** YD is SW of DT. Vinton Ave. is PT/SE of S end of YD and Nolichucky Ave. is PT/SE of N end. If you walk down the E side, past Nat'l Guard Hall, then cut in on the dirt RD, the first 6(?) tracks are ar YD, most GM DEPs leave from the next 3-5 tracks. Most GMs humped here. Major coal train route. Pushers will attach to SBD coal 15-min. before DEP. NBDs to Shelby, KY & Loyall, KY. D GM Q697 to Russell, KY D at 5-6pm; GM Q696 to Hamlet at 11am-noon, may be here a few hours; GM Q693 to Waycross at 3-4pm (M-W-Th-Sa)(12). I think all SBDs pull S down into YD. Avoid secured compound of “Nuclear Fuel Services” on E side at S end of YD, don't walk RD along E side there. On/off railcop patrol here. **Etowah (CSX*)** NBD c-c is at new YO, directly behind PO DT at INT of Tennessee Ave. & 8th St.. SBD c-c is such that SBDs pull thru, with rear end ~ opposite new YO when stopped. Occasional SBD c-c exception stops right at

Hartford (CSO#) HQ for Conn. Southern RR. Ex-CR YD is 1MN of DT, 2BL E of DT, by Windsor St. NBD GM ‘CSO-4’ turn to Springfield should dep in morning. ‘CSO-1’ SBD turn to Cedar Hill/New Haven around 3pm or so (09). (PAS#) GM ‘PLED’ to East Deerfield p/u just N of Hartford Union STA center platform 5x/wk. Counterpart ‘EDPL’ to Plainville does s/o at ‘Hartford Lumber’ spur (14). (P&W#) Comes in 1x/wk via Middletown to INT to Conn Southern with cars for Murphy RD Recycling. **New Haven (CSO# & CSX# & P&W*)** Former New Haven RR's Cedar Hill YD is ~4-6MNE of DT, stretching into North Haven. Take CT transit #C North Haven bus to area by Home Depot parking lot near I-91 and Universal Drive. YD is behind “Circuit City” and “Target” to W. There is a IIF at SE corner of Target parking lot (07). Walk thru to N end of YD. CSX and CSO use this part of YD. CSX is local traffic only. CSX YO 786-6500, 786-6502. D(?) CSO turn from Hartford works and returns, usually late afternoon/early evening (09). Uses the area just N of here. P&W YD area is further S. Walk S, keeping to the E side. Soon you will come to small P&W YD area. It is also possible to access this area from the S end of YD by walking up from the area around the huge old coaling tower but that is a bit more risky, esp during day. ‘CHFP’ gravel (white stone) train to NYC (over Hell Gate Bridge to Fresh Ponds, Long Island) departs during warm months 2x/wk (varies-Tu/Th? ~6-8pm (11), returning from Fresh Ponds the next morning, after crew gets its rest. On its return, “most of the empty stone cars then run N through Groton, Ct to a quarry just north of Plainfield (some of the empty stone cars will get set off at Pine Orchard, E of New Haven.” The CT-2 asphalt (dark dirt) train to Danbury OD 9pm (M-F)(11)(warmer months) with units on both ends(?). GM local to Old Saybrook, CT at 7am (M-F), meets the turn from Plainfield (07). “There's a large sweeping trestle for the train to Old Saybrook to fly over -from the N the track starts on the W and passes over the track the stone trains use.” GM local to Middletown at 8am (M-F) should depart NBD (11). **New London (NEC# & P&W#)** Exiting RR STA DT, go R (NE) on S. Water St. outside STA so you are PT to the electrified Amtrak tracks. Walk appx. ¼M to Governor Winthrop RD with sign for Martha's Vineyards ferry across tracks to your R. Go R and cross first two tracks, then go L (NE) along the far track (the non-electrified one that curves off to the R away from the other tracks). Follow this track across the causeway, past the lumberyard, to the area underneath the I-95 overpass. (No stores, find one DT first). NEC turn from Willimantic will come in, switch, and then head back -late AM/early-mid PM is a good bet. You can hang out, jungle up by river here. P&W comes in from Plainfield, works (around 9-10am)(M-F)(11), and then heads W to New Haven. Catch at S end of NEC YD. It doesn't stop here on its return trip to Plainfield. **New Milford (HRR#)** Walk tracks S past the small rail bridge over the Housatonic River to the “Kimberly-Clark” mill, string sits a bit S of the switch. After midnight the train pulls N to Canaan (M-F). On Tu-Th a turn from Canaan usually comes in, switches and returns to Canaan (04). **Norwich (NEC#)** Not a c-c, some trains BTN New London and Palmer may work here. Tracks are 1/3MW of CH, at Thames St. & W. Main St. **Plainfield (P&W*)** YD and shops here. Turn N to Worcester at 8pm (Su-Th), rock hoppers get dropped a few miles N of town at a quarry. Train NH-2 goes to Groton then on the Amtrak mainline to New Haven and returns. OD 7:15am (M-F). May work NEC interchange in New London. **Plainville (PAR#)** NBD GM ‘PLED’ to Springfield & East Deerfield is OD 4 to 6am M-F (13). Locals too. **Westbrook (PW#)** Tracks are BTN town and I-95, ½ME of the river. **Willimantic** Conn. Eastern RR Amtrak is here. (NEC#) Train #608 OD at 6am. Works N to Palmer and return (07). Train #610 (thru cars from WRJ/Battleboro) goes S during the day as a turn to New London where it works and returns. YD along river, Frog Bridge crosses overhead. (P&W#) Comes in from Plainfield to interchange with P&W.

DELAWARE – Delmar (NS#) Local from Harrington turns back after 10pm (Su-Th). Turn to Pocomoke at 6pm (M-F)(14). **Dover (NS#)** Not a c-c, but thru GMs #12G to Harrington and #13G to Enola/Conway usually stop and work at Jello YD. From Rte. 13 take State St W a short distance until you see a Shell station on L. Turn L on RD and go past tank cars to YD. **Frankford (NS# & MD#)** Two RRs interchange here. I think exchange is done on siding PT/W of Clayton Ave. DT. Hickory St. crosses siding. **Harrington (P&W*)** YD is right DT. GM #13G to Enola/Conway origs here—deps 5-8pm (xSu) (14)—on siding N of YD. Rear of train is visible ~1MN of RRX right DT (by caboose on display). Will pick-up at Felton and Dover. Stay on front half if you are going to Conway. SBD K61 to Delmar at 7pm (Su-Th)(14), K62 to Indian River/Frankford at 9am (M-F), other locals (09). Also seasonal stone (e) from Millsboro thru Edgemoor(c-c) and Abrams to Birdsboro, PA usually heads back N the following eve after loads ARV, 2x/wk, coal grain extras. **Newark (NS#)** Some trains may stop here behind “Chrysler” plant. Go 2MW of YD to INT of Route 2 & Route 4, across from “Acme” grocery store at shopping center. Go ¼MN to RRU. Go down into YD and YO is almost directly under overpass. Some unit oil from Delaware City (10ME of here) may stop in this area, may have DPU? 10-mph limit on the curve at Davis, just E of Chrysler YD. Sporadic #19R to Conway, mostly loose oil cans. **Seaford (MD# & NS#)** YD is on S side, along N bank of Nanticoke River. Junction of lines is just on SW side of INT of Harrington St. and S. Delaware Ave. **Townsend (MD# & NS#)** Follow South St. S from DT at Main St. South St. will curve to R (W) and cross RR ~½M from Main St. RR Jct. is 500FTN of there. **Wilmington** SEPTA commuter trains to/from Phila. (CSX# & EPRR#) **Elsmere YD** is 3MSW of DT, PT and 1/4MS of Kirkwood HWY. The #6 bus stops at Price's Corner, on its way BTN Wilmington to Newark. Walk 2BLS on Centerville RD to RRU over SW throat of YD. Not a c-c, some GMs work. Mainline is in middle of YD by autorack pen. GMs to Cumberland, then Rocky Mount, etc work in eve, at least one NBD to Philly (maybe Selkirk?) works

as well. East Penn turn from Coatsville, PA works here MWF around noon then goes back N. Deps GEO SWBD then swings N at jct. just W of YD (07). (NS#) Go to INT of N. Church St. & E. 11th St., just NE of DT. Go on Church/NE Blvd. NE across creek to E. 12th St. Turn R (SE) and go ½M to RRU just before I-495 interchange. S end of **Edgemoor YD** is ¼MNE of RRU. Try to stick to SE side of trax to avoid YO? GM #37A to Harrisburg/Enola usually deps GEO SBD ~midnite (14). #13N is autorack train to Detroit, leaving earlier in eve. Locals as well (06). 2x/wk stone bin Birdsboro and Millsboro recrews, can get you to Harrington and Abrams (14).

FLORIDA – Arcadia (SGLR# & CSX#) From DT, walk W 1M on W. Oak St. to RRX and turn L(S) into small SGLR YD. Walk thru YD to far S end passing by small YO/garage, sticking to L-most(E) track. CSX p/u should be spotted S of Harris St. CSX goes N W&F am; Seminole Gulf turns back S to Punta Gorda/Ft. Myers late PM Tu&Th (14). **Baldwin** (CSX*) A junction ~15MW of Jacksonville. Stay low profile. There are \$2 JTA shuttle buses BTN here and DT Jax operating M-Sa. Call 904-598-8761 for info/pick-up). YD runs N-S and is just S of I-10 overpass and PT/R of HWY 301. You might walk in from the N and find a YD worker to talk to without exposing yourself to the YT. Unit trains c-c in YD, a few GMS work. The c-c is usually right in front of YT next to I-10 RRU, with most NBDs on E side of YD, most SBDs on main in center of YD. Some SBDs c-c at S end of YD. The **Q443 to Lakeland** works here in the early afternoon, also works Wildwood. Office phone at extreme S end is 266-4092. Just N of the YD (2000FTN of the I-10 overpass) is a junction where lines split for Jacksonville, Waycross, or New Orleans. Thru GMS BTN Waycross and Mobile bypass YD, stopping 1MW of JCT, ½MS of HWY 90 (AKA Beaver St.). The c-c for NBDs to WayX is 200FTW of the 301 RRX. When stopped, WBDs will have rear ends in ~same spot. Usually 20+ min for c-c.

Bradenton (CSX#) NBD 'juice' train Q140 orig here at 10am (x M & Th)(12). Siding is ~½MSE of CH. When NBD (GEO NWBD) 'juice' train DEP is imminent, front end will be sitting just E of the HWY 41/1st St. RRX, S of 13th St. Some juice cars can be ridden on platforms, but you are visible and there are many workers around. Probably better to catch this train in Tampa.

Chattahoochee (AN#) YD is 1ME of CSX c-c, runs past chip mill N of Hosford to Port St. Joe 1x/wk (13). (CSX*) This again seems to be a regular c-c for CSX. YO ½AMS of INT of HWYs 90 & 269/Main St.. YO is just underneath HWY 269 overpass.

Q601 and Q605 D WBD GMS to NOLA. EBD GMS Q602 and Q606 to WayX (13). **Clearwater** (CSX#) Siding is 1M S of DT, along W side of Norton Park, Lakeview Rd (aka C St.) Xs tracks 2BLKS E of Ft.Harrison Av. Morning turn 0701 S to St.Pete (at I-275 and 13th Av N) and evening turn 0702 to Tampa (DEP GEO N). **Clewiston** (SCXF* and USS#) South Central Florida (mostly sugar cane-a sweet ride up on top) runs turns to both Ft. Pierce/FEC and Sebring/CSX mornings. US Sugar operates a cluster of branch lines out to sugar mills. **Cocoa** (FEC+) Small IM ramp just S of Rosa L Jones Blvd, PT/W of HWY

1/Rockledge Blvd. Large wooded area W of YD along mains might be a good spot to wait for a thru train working YD? **Ft.**

Lauderdale (FEC*) An alternative to hot Hialeah YD. The **Ft. Everglades ICTF IM YD** opened in the port area in mid-2014. However, at least for now and maybe long-term, the older **Ft. Lauderdale YD**, adjacent to the airport, is still used to assemble outbound trains. Take Tri-Rail to 'Fort Lauderdale —Airport' STA, then free airport shuttle to "first place to leave bags" (Delta term?), get off, then walk over —less than 300FT? — to trax at YD where is train built, sitting there when dep imminent. #224 to **Jacksonville** deps ~11pm (M-F), more like 3pm on Su, no Sa (14). A second train, #336 (rock, some GM, some IM) dep after the #224 to Cocoa, maybe on to Jax (14). **Ft. Pierce** (FEC# & SCXF#) IM YD is 1M S of DT, very close to water, follow Indian River Dr S and cut through brush to tracks. FEC NBD #222 at 8pm (M-F), 4pm on Sa (14). SCXF turn from Clewiston mid-day (09). **Ft.Myers** (SGLR*) Runs N to Arcadia Tu&Th at 8am (14) from industrial park in N.Ft.Myers, near INT of Bayshore and I-75. **Gainesville** (CSX#)Take #8 bus to its N-most stop at 13thSt/ HWY441 and walk N on 441, check out the stone YD ½M on R(NE), if dead, c'nue another 4M to 120th St., Deerhaven power plant sees a coal train 4-5x/wk.

Jacksonville Note: \$2 bus from DT to Baldwin (CSX*) Jax is CSX's corpo HQ (so workers may be skittish) and IM hub for the SE, (for GM see WayX, GA). IMs start out at **Jax IM Terminal (JIT)** (aka Pritchard), some then work (picking up FEC blocks) at **Moncrief YD** (which also handles GMS): JIT/Pritchard is ~8MNW of DT off of I-295. To get to N end of YD, take M5 bus to NKR(Ilwy 1) and Moncrief Rd (the end of the H7 gets close). Walk W on Moncrief IM past CSX tracks to NS beneath I-295, Turn R(NE) and follow the NS tracks to CSX crossing. N throat is to L(SW). **Q032 to NJ** will 3-back at 11am (Tu,W,Th) and dep GEO N, no stop at Moncrief (15). It's the hottest train on the line. **Q176 to Little Ferry, NY** goes just 1x/wk, dep GEO NBD, ~11pm/1am (Sa nite/early Su am)(15). For S end of YD: Pritchard RD crosses S throat of YD just W of its exit off I-295. GEO SBD deps include: **Q034 to NJ**, will p/u at Moncrief (xW&Sa); **Q036 to NJ**, will p/u at Moncrief (W&Sa)(15); **Q045 to Tampa** dep 11am, **Q187 to Orlando** 7pm; **Q179 to New Orleans** dep 7-9pm (M-W-Sa) (15). Usually w/fair amount of baretables. **Q038 to Charlotte** 6pm (Su-W,F). Look for blue 45's (with a white stripe) and Crowleys. Will p/u at Moncrief (15). **Q042 to Ciney/NWOH** at 10pm D. ID single stacks and juice (14). **Q154 to Atlanta** at 11pm (Tu-Sa) ID a few juice cars (13). Q740 to NJ "juice train" may have some single stacks. There are several other IM deps as well—most probably out of S end but I'm not sure.

river near E throat of CSX YD? **Florence** (CSX*) YD is E of DT, N of HWY 76, BTN New St. & Mustang Rd. Mainline c-c is at depot next to Amtrak STA, just N of INT of Day St. & Divine St. This is .75ME of police STA DT at INT of Irby & Baroody St. GEO EBDs are NBD to Rocky Mount and Richmond. GEO WBDs go S around loop ~ 2000 FT W of c-c, heading S to Savannah-Jacksonville. A good place to wait for NBD is opposite "Florence Business Technology Center" white building, at Evans St. RRX. Water at "FBTC." Note cameras on S side of Evans St. RRX. For SBDs: Go E on E. Day St. ~ ½ M from Amtrak STA, to INT of E. Day & Ives. Go ~ 100 FT further E on Day, turn L(N) onto dirt road to go 200 FT up to mainline. GEO WBDs on first 2 tracks are SBDs. **Greenville** (NS*) Go ~ 1MW of DT to the INT of Mulberry St. and W. Washington St. Amtrak STA on W corner there is c-c. For NBDs, "facing STA take a L and walk down Willard St., you'll cross under the tracks once. C'nue until the RD splits again, stay on W side of tracks, you'll walk up a slight hill into a residential area, passing S of the signal block by ~ 500 FT. There is a small wooden bridge crossing the tracks "I spent a comfortable night under the F side of the bridge, opposite the bull run, and was ~ mid-train." For WBDs to Atlanta: go N on Hampton to INT of Hampton & May, ~ ½ MNE of Amtrak STA. You can safely wait right off INT there in trees by main line. **Greenwood** (CSX*) Go 2MSW from DT either out Lowell St. or Maxwell Ave. to INT of HWYs 10 & 225 (by "Amoco" STA). Go ¼MS on 225 to RRU. Walk down into E end of **Maxwell YD**. YO is 1MW of there. Mainline c-c is now usually done at YO for all trains. When walking down from HWY 225 to tracks avoid earthen area directly under bridge on N side due to wasps. Various trains orig here; others work YD. Good place to catch-workers seem friendly. EBDs can be headed to Spartanburg, SC or Columbia, SC or Hamlet, NC. WBDs to Augusta, GA or Atlanta. Busy interchange point. Some of many trains (D unless noted): GM Q693 to Savannah at 3am; GM Q692 to Erwin at 10:30pm (AR); GM Q667 to Atlanta at 10-11pm; GM Q676 to Hamlet at 10am; GM Q675 to Chattanooga/Nashville at 3am; IM/DS Q199 to Atlanta at 1am (x Su,M); IM/DS Q194 to Charlotte at 7pm (09). **Spartanburg** (CSX*) Ex-'Clinchfield' YD is just N of DT. From 'Fast Phil's' Gas STA/store at INT of Pine & Isom, go 250FTW to RRO. YO is ¼MS of RRO. NBD trains c-c either at the YO or ~ 1M further NW where YD narrows back to one track. SBD trains c-c at YO. D GM Q692 to Erwin, TN at 9am; D GM Q693 to Waycross at 12-2am (08). Otherwise, mostly coal. (NS*) Not a mainline c-c, but NBDs and SBDs are made up here. EBD DS to Charleston does c-c here, probably on mainline outside YD. **Hayne YD** is off (W of) the NS N-S mainline and is located BTN Hayne St. & Southern Ave., at INT of Mercer St. & Southern Ave. Steep Saluda Grade line to Asheville is o/s, maybe forever.

SOUTH DAKOTA – Aberdeen (BNSF*) YD is on W side of DT, Go to INT of SW 2nd Ave. & S. 4th St, YD is there.

If you walk out past the enginehouse there you'll walk another 250+ FT to crew office. There should be 1 GM D W to Laurel, MT and E to Willmar, MN, maybe on to Mpls (symbols vary) (14). Random unit grain. A secondary BN line runs out of here S to Mitchell and goes maybe 3x/wk? Some WBD GMS may pull thru onto Mitchell line then back into YD to work. YO:605-229-7203, -7222. **Belle Fourche** (RCPE#) GM turn to Rapid City from YD on NW side of town-ask. Train passes police STA on way out of town.

Brookings (RCPE#) YD is 3 BLS of PO. Main Ave. crosses middle of YD. **Edgemont** (BNSF*) RR is on E side of town. YO is on W side of YD, at extreme NE corner of town, right on S side of RRX there. C-C is 1BLNE of INT of HWY 471 and "B" St., 1st Ave. is PT/W of YD. 90% of traffic is coal so consider a unit ride. **Huron** (RCPE*) Go to INT of Dakota Ave. & Commercial Rd, by the PAMIDA store. Go to RRX there, turn R(W) and YD is right in front of you. Note: RCPE plans to build a new YD "outside of town" maybe by 2016. WBD GM 'HURC' to Rapid City; EBD GM 'HUTR' to Tracy, MN (CP connection

there). Plus unit grain. Morning turns to Mansfield+Watertown. **Mitchell** Visit the Corn Palace! (BNSF*) Go S from DT on Main St. to depot at RR. RR office is at SW corner of INT of Railroad St. & Main St, that door just at the street's edge with the lawn in front. Often no one is there, but little white shack 75FT E of depot is a good place to wait for employees for info. Trains from here N to Aberdeen and S to Sioux City-3x/wk? YO: 605-373-4360. (DSRC#) Dakota Southern runs grain trains W to Chamberlain, SD. May at times run over BNSF into Sioux City. **Philip** (RCPE*) New c-c btn Huron and Rapid City. YD is PT/S of Oak St. I would guess c-c in vicinity of S.Larimer Ave. RRX. Lots of 10mph trackage out this way. **Pierre** (RCPE*) Go to INT of Harrison Ave. & Wells Ave. YO is by RR at SE corner of that INT. YD is to E of the Harrison Ave. RRX, PT/S of HWY 34. I think EBDs c-c is just on W side of Harrison Ave. RRX. **Rapid City** (RCPE*) Go to INT of E. St. Patrick St. & E.St. Joseph St. Walk S on RR from there ½ M into YD, just beyond overpass. YO is on W side here. EBD GM #RCHU to Huron, SD. Usually built in afternoon then dragged E out of YD. Sits out on E side the dep ~9pm (14). Unit grain too. EBDs dep YD GEO WBD then loop around to NE 2 BL after East Blvd. RRX. Turn from Belle Fourche works here around noon (14). Return to Belle Forche/Colony, WY dep in eve (14). SBD **RCCR to Crawford, NB** ~10pm "most nights" (14). **Sioux Falls** (BNSF#) YD is ½ ME of CH. Take 8th St. bridge and go E across the river and into YD. Locals to Willmar,MN, Mitchell, and Madison,SD. (DAIR#) Stone (I) thru to Sioux City,IA.will wait for clearance at BNSF dia. Go DT to INT of 6th St. & Phillips Ave. Go ½ MN on Phillips to RRO. I think stone train would arv GEO SBD there, with front end stopping 1500FTS of RRO to wait for clearance.

C is at STA DT on N side of YD. This is jumping off point for NBD trains towards The Pas and Churchill. NBD grain cars may have tags showing their destination. Mainlines are on town (N) side, NBD grain strings are likely to be on the S side of YD. NBDs will depart GEO EBD then turn N at Cana Junction. **Moose Jaw** (CP*) C-C is at STA right DT-some WBDs, however, will pull down into YD W of STA. Some WBD GMs, potash, and grain trains add "slave" DPU helpers here-- it is possible to ride them from here W to Chase BC or Vancouver. #541 goes to Saskatoon from here. Some EBDs will veer S a few miles E of here on "Soo" line towards Minneapolis. **North Battleford** (CN* & CT#) This is c-c for CN BTN Humboldt and Edmonton, AB on CN's secondary PNL main. YD is on the S side of town. The INT of 100th St. and Railway Ave. E. is NW end of YD, and Railway Ave. E. runs PT/NE of YD. The INT of Battleford Rd. and Railway Ave. E. is at SE end. Maybe 1-2x/d GM/grain. Maybe the 404/5 pair btm here and Edmonton. CT goes N from here on an ex-CN branchline. **Prince Albert** (Carlton Trail#) Local S to CN interchange at Warman (just N of Saskatoon) some mornings. YD is on E side of DT and is PT/S of HWY 302. 6th Ave. E. crosses over E end and Central Ave. runs N-S over W end. **Regina** (CP#) Old YD E of DT. Dewdney Ave. is PT/S of YD. INT of McDonald St. and 7th Ave is on N side. Park St. runs N-S across E end of YD. 6th Ave. E. is PT/N of the YD. CP opened new IM YD outside Regina in Jan. 2013. (CN#) YD is 3MNW of DT. Take the #11 bus to where McCarthy crosses the tracks. YD is to the E there. WBD to Moose Jaw or Saskatoon, EBD mostly to Melville otherwise two branches—to Brandon or the border at Northgate. Some of these lines may not have much traffic. **Saskatoon** (CN* & CT#) This is CN c-c btm Edmonton and Melville. The c-c should be at **Chappell YD**. From right DT on 22nd St., go ~2¼MW on 22nd St. to INT with Circle Dr. (the big cloverleaf of overpass/underpass). Turn L (S) on Circle, going almost 1 ½ MS, passing INT with 11th St. (Circle now becomes 'Dundonald Ave.'), going ½ MS of 11th St. to loop of RR going off to your R (W). For E end of YD, I think a '#2' bus will get you to INT of Clancy & Circle. From INT of C & C, it is 1MS to loop of RR. There is a NBD split where trains take branches to Humboldt or N. Battleford. CT trains to Prince Albert reportedly leave YD taking tight curve at less than 10mph. Other reports say interchange is at **Warman**, 15MN of here. Not every day. (CP*) The c-c BTN Wilkie and Wynyard on CP's secondary E-W mainline is at **Sutherland**, 2MNE of Saskatoon. Gray Ave. runs PT/NE of YD and College Dr. runs E-W across SE end of YD. For SE end of YD take #8 bus to the pocket on Boychuck Ave., cut NE thru to the alley, and go under the Rte. 5 overpass to YD. For WBDs take a #7 bus up Central Ave. to where it crosses over W end of YD. GMs 118/119 run length of the PNL from Edmonton to Winnipeg (on to Toronto). #490 runs from Sutherland E to Winnipeg. **Shellbrook** (Carlton Trail#) This location 25MW of Prince Albert on HWY 3. There are 2 wyes here: One is off SW corner of INT of 1st St. W. and Railway Ave., SW of DT. The other wye is ~.75MW of the previous description. GM turn to North Battleford departs M-W-F in the morning (04). **Swift Current** (CP*) YD is 2BLS of CH and runs E-W. Depot is c-c. On WBD unit trains, helpers may be added here (rather than Moose Jaw). (GSR#) Great Sandhills Rwy operates ex-CP branch W from here to Leader and Burstall. **Wilkie** (CP*) Little town 30MSW of North Battleford, on HWY 14. YD is on N side of DT: 1st Ave. is PT/S of YD and HWY 29 RRX is at E end. This is c-c BTN Edmonton and Saskatoon on CP's secondary line. **Wynyard** (CP*) Little town ~80MN of Regina, on HWY 16. RR runs E-W along N side of DT: 4th St. E. is at E end. Ave. 'A' W. is PT/S of RR. This is c-c BTN Saskatoon/Sutherland and Bredenbury.

SOUTH CAROLINA - Andrews (CSX*) From opposite "McDonald's" sign on HWY 521 right DT, go S on Carberry, crossing RRX, ~ ½ M to 'CSX' sign on R (W). Cross SW diagonally through woods ~300FT to see YD to L (S). 'Q484' D GM to Hamlet is scheduled for 8am DEP (09) but varies so ask if you can. Usually sitting on E-most track in YD. No SBDs to Charleston from here. **Charleston** (CSX+) Not a c-c for most trains, but many GM trains work YD. For NBDs to **Florence**: Go to INT of Rivers Ave. & Beaufort (next to "First Baptist Church"). Go 2BLW on Beaufort to INT with Meeting St. Go up to RR on opposite side there, turn L(S) and walk ~¼M to E end of **Bennett YD**. Good place to wait is under overpass there as 2 tracks on N side of YD there are mainline. Keep a low profile as you're opposite CSX IM facility there. NBDs are GEO EBD leaving this YD. For WBDs to **Savannah**: go to INT of Dorchester and I-526 (by 'Burger King'). Walk N up exit ramp on W side of I-526 there over RR below, then walk down below overpass bridge to HF at NW corner below. Look E at tracks and you're at W end of YD. A good place to wait is under I-526 overpass here. GEO WBDs are SBD to Savannah and most arrive on 2 mainline tracks on N side of YD there. An IM to Atlanta and beyond departs GEO WBD. (NS*) **Seven Mile YD** is N of town, just N of CSX YD. Take #17 'Mall' bus, get off right after it crosses over NW throat of YD by mall (I think this is on E. Montague). Go down to tracks. Just one GM, the #338 to Linwood (10). May go early eve (02). One IM/DS, the #237 or #238 to Atlanta (10). At night? **Columbia** Coffeeshop at corner of Gervais & State on W side recommended. (CSX#) YD is in **Cayce** (locals say Casey), ~3M SW of DT. Take #27 West Columbia-Cayce bus to INT of State St. & Holland. Walk 400FT S on State, going over RRX, to Casey St. Turn R(W) and go 1200 FT then around curve to your L(S), going 600 FT further S to N side of **Cayce YD**. Thru trains c-c right at that RRX. CSX police office is that little white house on NE corner of RRX, so be cautious. D local to Savannah, GA ~6am leaves YD GEO WBD. D GM to Hamlet, NC ~noon, departs GEO EBD (02). (NS#) YD is 2MSE of USC campus and S of Owens Field. Savannah to Linwood train bypasses YD and has c-c by first crossing (Tryon St.) NE of Conagree River. I think the Tryon St. c-c is right by INT of Tryon and Whaley. You're 1000FTE of Granby park here. SBD train to Savannah may c-c W of

Q026 to Chicago at 4pm (Tu-Sa)(13). **IM Q140 to Phila** dep 11pm-1am (x W,F nights)(13). **Q124 to Chicago/59th St** 4am (Su-Th). For **Moncrief YD**, take 'K2 Grand Park - Amtrak/Beach Blvd' bus from DT to INT of New Kings Rd & Division, where bus turns R (N). Walk 1000FT S on Division to dead end at 'Ryder Park.' Follow chain fence on L(E) of park to cross over ditch on logs into YD. Mid-point of YD here. YD runs NW-SE. For IMs see list JTT listing above. NBD GM **Q458 to WayX** dep ~8am (14); **GM Q455 to Orlando** from WayX works and goes ~6pm D (14). If you are comfortable with hopping fairly slowly moving trains, there are a couple alternatives: For **NEBDs+NBWDs**: From INT of Division and New Kings RD (NKR), go W 4BLKS on NKR (away from DT) to where Old Kings RD(OKR) branches off to L. Follow OKR for 2BL. Facing RR, NBDs will crawl out of YD from L (SE), moving GEO NW. Hide in woods on either side here. If you can't catch on the fly, c'nue up NKR another M, past 25th St. to the RRU over branch. Loop under and back SW on the wye to woods. For **WBDs+SBDs (and possibly some NBDs on their way into Moncrief YD)**: Take B6,B7, or B9 bus from DT W on W. Beaver on 1½M ride to INT with Acorn St./RRU. Approach trax from NE side of RRU. To R(NW) is S throat of main YD. To L is a sub-YD and car shop area, beyond it you'll see 2 signal bridges on far side of trax. These are CSX SBD mainlines to Orlando (better to move to SE BTN wyes). There is another double track main running down the middle of all the trax here with several dwarf signals, this is FEC main to Bowden YD. Finally at SW corner of RRU you'll see the leg of the wye that is the line heading to Baldwin/points W, next to MP635 sign. Trains may be caught in all directions in this area on the fly, at 10mph or less. **Busch YD** is 8MN of DT Jacksonville, PT/W of N.Main St. just S of I-295. Take the #1 or 3 buses to INT of Monaco + Busch RD, walk E under I-95 3BLs to Main St (past Anheuser-Busch brewery), turn L(N) and go 1MN to YD, near INT w/Eastport Rd. Looks very chill. At least one GM DEP GEO SBD to WayX, maybe some coal(e). Local runs N to FCRD INT in Yulee (among others to ports).

(FEC*) Take 'CT-3' bus from 'Rosa Parks' bus STA DT on ~40-min. ride 1BL past the INT of Old Kings RD and Powers, you'll see the INT of Ferrara under the power lines. Get off here and cross to E side of OKR. Easily walk around fence in woods, continuing E ~¼M to fence which is PT/W of FEC's **Bowden YD**. From metal fence on your L (N) at back corner there, walk 50FTN, crossing over log, 10FT further, then turn R (E) and there, well-disguised, is HF (brush and tied together). Many FEC DEPs still seem to be on 4th track over from hole. Re-tic and keep that hole hidden! You are directly opposite DEP area for most SBDs (DEPs are typically from 4th track over from W side--although some are from E side of YD also). Units will be visible ~250FT to your R(S). This area is also used for some inbound trains. Alternatively, go to far S end of YD. C'nue on CT-3, or B-7 bus going 2M further SE to INT of Old Kings Rd & Baymeadows Rd. Wait in the vicinity of RRU. SBDs usually 2-back. First is the #101 to Miami, probably on the mainline closest to you, D at 1pm (a bit later on F); then the #107 to Ft.Lauderdale and Miami at 5:30pm (D) to the #141 to Titusville dep at 9:30pm 4-5x/wk, look for WalMart trailers. Rear of train may c'nue to Miami (13). The #121 to Miami 10pm (D) and the #123 to Ft.Pierce and Ft.Lauderdale at 11pm (xSu). ID 'Crowley' cans (14). If your train has Tropicana cars it will probably drop them at West Palm Beach.

(NS*) **Simpson YD** is next to Amtrak STA. Take the CT-4 or K-2 bus. Take N. Edgewood Ave. overpass just N of Amtrak STA over YD to SW side. Woods on SE side of overpass. NBDs include: **IM #210 to Atlanta** at 2pm, then the #282 to Chicago via Austell and Cincy at 6pm and the #230 to Macon after 8pm. **GM to Valdosta** at 8am (13).

Lakeland Area (CSX*) For **Winston YD** take #45 'Central' bus from DT bus STA ~4¼M to INT of New Tampa Hwy and Gay RD at 'Silver Moon Drive Inn.' Go S on Gay and c'nue S on tracks to N throat. YO is ~1M from there. NBD GM **Q442 to Baldwin and WayX** dep from track furthest to your R(W) as you come into N end of YD. **Q604 to WayX**, maybe more. Locals to Tampa, Mulberry and Sebring. Local **Q725 to Arcadia** (SLGR INT) goes S Tu+Th mornings (14). **Mulberry YD**, 10M S of DT Lakeland: Many unit trains, maybe another GM to WayX and a few locals (including one to Arcadia) orig. Take #1 bus, transfer to the #32/33 to the INT of Hwy 37 and Shepard. Go 1BL W to the tracks to turn L(S) and go 1M to N end of sprawling YD. Also in **Plant City** (20M W of Lakeland and 20M E of Tampa), trains btm Lakeland and Baldwin take curve at dia <10mph, but beware of a few turds that term at phosphate industry @ MP812. Likewise a few stop before the Lakeland Jct at **Auburndale** (#12 bus), including some from Taft come in GEO SW before swinging N in Lakeland. My Q452 from Miami to Waycross stopped beneath Main St. SBD Q453 to Miami may be stopped for c-c so that train is back N along Kathleen RD. New IM YD (moved from Orlando) opened 2014, it's off Pollard Rd 7M S of **Winter Haven**. Take the last #40-44 bus at 5:45pm from DT Winter Haven to 4th St. in **Wahnetta**. Walk 1.5ME to YD's N throat, in a straight line thru field and trees past water treatment plant at Pollard NBD DS 'Q178' to Jax at 10pm D (14). Maybe a second DS some days? **Miami** (CSX*) Hialeah MetroRail STA is at YD's S end, 1M N is 103rd St, where the #33 bus crosses over N throat of YD. **GM Q452 to Waycross** around 10pm (xSa)(12). Some nights loaded stone to Orlando or Tampa follows. There may be a red herring NBD local preceding the Q452. A local goes S to Homestead, so does the city bus. (FEC*) Main **Hialeah YD** is 2MW of CSX YD, BTN N. 72nd Ave. & Ludlam Dr in **Hialeah**. Take the green line metro to the Okeechobee Metro rail stop. Then follow the FEC tracks SW along the N side of the Okeechobee Rail STA. You will cross several streets and a bridge over a creek before reaching a RRX for the truck entrance to NE end of YD. Otherwise, take the #73 bus to the INT of NW 74th St. and 69th Av. And walk S under the HWY on tracks. YD fenced, access difficult. FEC trains may be going slow enough to catch as they cross the RRX or just beyond it. "Wait by wall at N end, grab the

first thing you can because it will soon speed up." The #202 CSX/Jax is first out at 11am (xSu), often carries stone, then the #222 to NS/Atlanta at 6pm D (works Ft.Pierce M-F), #210 to Jax as early as 8pm (xSu, works Titusville) and #226 to Jax at midnight (M-F, earlier on Sa+Su)(13). Look for huge iguanas in the moat running along entire E side of YD! Arriving from Jax try to bail around MP 9 (or look for the elevated MetroRail tracks in Miami) if you can. If you cannot detain before pulling way into YD, it can be tricky to get out. You can c'nue walking S in shadows along the YD's edge (along a thin strip of pine trees and brush in BTN the wall and a canal) all the way (look for possible exits) or at S entrance ... "I quickly turned and ducked around the tall ass concrete wall past an unobservant security guard in a shack and over the bridge that crosses the moat." Avoid workers if you can. NBD loaded rock trains leave from a 4-track YD near quarries at Medley 5MNW of Hialeah YD on a branch. I'm guessing this is near where NW107th Ave. crosses over the branch, just S of its INT w/NW122 St. #109 rocks to Jax at 10am D; #290 to New Smyrna Beach at 3pm (M-F), others at night going shorter distances (07). These trains will dep heading SE and then take the wye just N of Hialeah YD (slowly?) and head N. See also Ft. Lauderdale listing. New Smyrna Beach (FEC#) YD is PT/W of Hwy 1/Dixie FWY. Not a c-c but SBD #119 will s/o (after midnight D) and NBD #220 will p/u ~ same time (x M). Empty rock cars to Miami 3pm (M-F) (07). Orlando (CSX*) Two GM YDs: Rand Yd is NW of DT Sanford, 20M N of Orlando. Take the #102 bus to the #103 to the #46W. YD extends NW from where Hwy 46 goes over tracks. NBD Q456 does p/u here. Some empty stone both N and S. Taft YD is 5½MS of DT Orlando. Take #18 bus past INT with Sand Lake/McCoy Rds, ~1/3M on Orange Av. to RRX at overpass. Turn R (W) on track forking to R(NE) to middle of Taft YD. GM Q456 at night to Jax/Waycross, GA (14). Will work Sanford, Palatka. Ride towards rear to go thru. D empty coal. IM YD closed 4/14, see Lakeland/Winter Park. Empty stone runs to Miami a few x/wk from Kaley YD at Amtrak STA. Palatka (CSX+) YDs are 3MN of DT, go up HWY 15 to Comfort Rd, jog 1BLE to trax and go N into YD. A pair of GMs will work: Q456 to WayX via Jax (late night) and Q455 to Taft Yd in Orlando (early eve). Line thru here known as the 'A-Line' (ex-ACL). Panama City (BAYL#) YD is 2½MNE of PO. Take the #1 bus N on Cove Blvd. N to RRX. YD is to NE of that point. Bay Line RR goes N to Dothan, AL in evening M-F, works CSX INT in Cottondale, FL, some extras. Pensacola (AGR#) Alabama & Gulf Coast goes N toward Amory, MS maybe 1x/wk. Take #14 bus 2M W on Garden St. to INT with Pace Blvd. Go ¼MW on Navy Blvd. to RRUand YD to S. You are probably better off taking 3x/day #60 bus to Cantonment. Get off at Muscogee Rd, and walk ½M W past papermill to trax PT/S of Muscogee. AGR runs N more often from here. (CSX*) Go 2½M N from DT to INT of Palafox & HWY 295. Turn R(E) on 295 and go 500FT to RRU at S end of Goulding YD. Brent overpass is at far N end. Thru trains between New Orleans and WayX recrow on mains to W. 'Q520' D GM NBD to Montgomery/Birmingham is built here. Trains roll in front of End of the Line Café (610 Wright St.) under 10 mph. Local to Cantonment too. Port St. Joe (AN#) AN might come into town 1x/wk. Weds? Punta Gorda (SGLR#) SGLR picks-up at Butwell Stone 1x/wk, about 150ft down the tracks from the Taylor Rd RRX. Tallahassee (CSX*) Not a c-c, some GMs stop/work. Take the T or F buses to Lipona Rd. YD is 1MSW of football stadium. Jackson Bluff Rd. runs E-W just on S side of football stadium and INT of Jax Bluff Rd. & Lipona Rd. is ~.5MW of the stadium. Walk .3MS from INT on Lipona to mid-YD. WBD Q601/605 to New Orleans/Houston and EBD 602 to WayX work D, vary wildly from 10pm to 2pm, but likely in the 3am-9am window. Local from Attapulugus turns at 11pm, ARVs and DEPs from W. Tampa (CSX*) Two adjacent YDs, both on E side of town, E of N 50th St. Yeoman YD is for GMs. Take #15 bus to the jail and walk S on Orient to RRU. Or take the #8 to INT of Palm River and 78th and walk N to tracks.--many spots to wait. NBDs (GEO EBD) will stop at signal outside YD. The NBD 'juice' train Q140 will dep from the mainline on S side of YD around 12:30pm (x M, Th)(12). It will be sitting with the head end just on the W side of the Orient Rd. RRU. Note: board train from S side to avoid bull who may be on N side of train, just W of Orient RRU. GM Q652 to WayX, as early as 7am D but maybe as late as 3-5pm (07) is built on tracks to the N. Other unit trains. Locals O702b turn from Clearwater (in eve, M-F) and O704 to cement plant in Brooksville DEP GEO WBD. Uceta YD is S of E. Broadway and just N of Yeoman YD. You can E.6th Ave. Turn L(W) and go to end of street, or take the #8 to the RRX on 50th St. and walk E into the YD. Shop area is in front of you. Go off to the N along tracks towards E throat of YD. Only DEP is Q188 to Jacksonville at 6:30pm D (12). Titusville (FEC#) IM YD is 4MS of DT, PT/W of Hwy 1. Columbia Blvd/Rte 405 crosses over N throat of YD. This YD orig traffic for NS. SBD IM/GM from Jax will s/o off front end of train (maybe around midnite/1am?) then c'nue S to Cocoa/Miami, usually around midnite-1am (4-5 days/wk).. You can wait for it N of Columbia Blvd where rear portion of train will be left on the mains. West Palm Beach (CSX#) My NBD Q452 dropped cars NW of the Mangonia Park Tri-Rail STA, maybe not every night? (FEC+) YD appears to be just N of INT of 15th St. and Henrietta Ave. #1 bus comes up B'way PT/E of trax. IM s/o and p/u may take place along Old Dixie HWY, N of 13th St., 4½MN of DT. NBD p/u in evening. Wildwood (CSX#) Small YD BTN Baldwin & Plant City. HWY 301 PT YD, passes over N end. Miami to WayX GM c-c here at times instead of Lakeland area. SBD coal trains that c-c here are going into Lakeland area, look for LACX hoppers. Line thru here known as the 'S-Line.' (ex-SAL).

GEORGIA -- Albany (NS* & G&W#) NS YD runs N ½M from DT along PT/E of N. Washington St. YO is at 7th Av RRX. Note: company on SW corner or 3rd Av RRX has huge cardboard boxes in big dumpster inside fence PT tracks. NS 356 to

at noon. SLR SEBD E to Auburn/Lewiston, ME depts after dark (14). Riviere-du-Loup (CN#) Wye is across river, S of DT, in Saint-Francois-Xavier, ¼MN of where HWY 185 runs under RR. GM #403 to Joffre (Quebec City). EBD to Mt. Joli probably work. Rouyn Noranda (CN# & ONR#) YD is W of DT, just on NW side of INT of Rue Notre Dame O. and Blvd. Quebec. Trains are built somewhere N of Jct at INT of Rue Quebec and Notre Dame, maybe as far back as the snieler. Both ONT 512 to Englehart, ON (xSa) and CN 575 thru Val de Or to Senneterre DEP GEO SBD to jct. Senneterre (CN#) YD is NW of DT. W of YT in wye S to Rouyn Noranda, well W of Rue O. GM M365 to Garneau DEP EBD (5x/wk (14). Local to Rouyn Noranda turns S at YT. Locals to Matagami and La Sarre go W out of YD. Line past La Sarre to Cochrane is abandoned. Sept-Iles (QNS&L*) The Quebec, North Shore & Labrador runs N from here thru Labrador to Labrador City. The docks and the passenger STA are right on the E side of town with the YD extending 4M NE, roughly PT/S of 138. HWY 138 crosses over YD at N throat. If you ride NBD note that this RR "uses gondola style equipment, ~ seven feet deep, no inside ladders, flat bottoms- you could ride empties up, just bring a rope ladder and a milk crate or two." I am guessing NBD trains also have mid-train slave units. Some trains (going to the Wabush mine) unload at Pointe-Noire (aka Port Arnaud), SMSW of Sept Iles "as the crow flies." Follow HWY 138 NW, going around N shore of the inlet, off the St. Lawrence River, to get there. I'm not sure but they may get QNS&L crews at Arnaud Jct. 8MN of Sept Iles. (TST#) Tshuettin Rail operates a mixed freight/passenger train over the QNS&L to Emeril/Ross Bay Jct. (E of Labrador City) and then on its own rails N to Schefferville, PQ. Dep 8am on M&Th (10). Possible empty ore trains to Schefferville. Schefferville (TST#) First Nations' owned Tshuettin Rail operates ex-QNSL line S to Emeril (Ross Bay Jct), Labrador, c'nues on to Sept Iles on QNSL trackage rights. Mixed freight/pass train dep at 8am (Tu & F) to Sept Iles. Not sure how easy it is to ride the freight. Reportedly, ore trains will again start rolling out of here to Sept Iles sometime in 2011. Extremely remote location--no roads you have to ride in and ride out. Sherbrooke (CMQ#) YD right DT on S side of lake. GMs #1 & #2 work here. Sorel (CN#) Local works port and will head to Southwark YD in Longueuil across from Montreal. Take Rt M.Victorin 2MW, eyeballing ports and curving S to INT w/St.Louis at S end of wye. New unit oil trains too. There is a bus to Longueuil, too. Thurso (QGRY*) MWF turn from Ste.Therese (greater Montreal) will swap with local that also works Masson + Buckingham (usually at mill on NW side of town, occasionally E at Marelle) and returns. Trois Rivières (CN#) See Shawinigan/Garneau or Ashton Jct. (QGRY#) S end of YD is above Blvd St.Maurice. The #1 bus runs up Lavolette over N end of the YD. GM to Ste.Therese (greater Montreal) DEP ~11pm. Turn to Shawinigan mid-afternoon. NEBD back to QC may dep late eve? A few other local to nearby mills. Va-de-Or (CN#) Small YD is N side of DT, Rue 7e RRX is at W end. Rue 14e ends at YO. Locals BTN Senneterre and Rouyn Noranda work. Valleyfield (CSX*) New CSX IM YD is 2MSE of DT Salaberry-de-Valleyfield. A #1 CITSO bus from the Angignon STA in Montreal runs to the terminal on Herbert at St.Alexis, pop off at INT of Salaberry-Jacques Cartier (the #97 also comes from Coteau). Go 1/2MSE on Rue Jacques Cartier, jog 5BLNE on Blvd Ste.Marie to Rue Erables and go another 1MSE on Erables to 2nd RRX at S throat of YD. Q153 to Syracuse DEP ~7pm (maybe 3pm Sa, xSu). There are a few locals that work BTN Massena, NY and Coteau+Beauharnois.

RHODE ISLAND -- Providence (P&W*) YD is in Valley Falls/Cumberland, ~ 5MN of State Capitol Bldg in DT Providence. Take "Broad St. & Lincoln Mall" bus from DT Providence to INT of Broad & Mill St. in Cumberland (Just past the Blackstone River bridge). Turn R on Mill St. and go 300FT to RRX. Turn L and that is YO right there. YD extends ½ M to Church St. overpass. GM turn to Worcester ~ 7-8pm (Su-Th) (10). Will work on the way. Local PR-3 OD 7am (M-F) works to Port of Providence. PR-2 is OD shortly later and works area branches.

SASKATCHEWAN -- Assiniboia (CP#) Wye is .75MNE of DT. From INT of Centre St. and HWY 13, go .75ME on HWY 13, and wye is on N side there. Biggar (CN#) No longer a regular c-c (13), moved to Saskatoon. YD is S of DT and runs PT/S of 1st Ave. HWY 4 runs across W end of YD. CP is on N side of town. Bredenbury (CP*) Division point on CP's secondary line BTN Saskatoon (Sutherland) and Manitoba. YD is SE of DT, and runs NW-SE. Broadview (CP*) STA is c-c. W to Moose Jaw, SK, E to Brandon, MB. Canora (CN*) STA is c-c for trains on secondary E-W line. NBDs towards The Pas leave around 4pm D (01). YD is just W of small DT. Margo Junction is located BTN YD and YO. NBDs/SBDs sometimes work YD. Humboldt (CN*) This is c-c on CN's secondary line BTN Canora and North Battleford. YD on SW side of DT. The wye is .75ME of HWY 20. Kindersley (CN*) NOW O/S??? C-C here on this secondary line BTN Saskatoon and Calgary. YD is on SE side of DT. NE end is on SE corner of INT of Railway Ave. E. and 1st St. E.; W end at INT of Railway Ave. W. and 7th St. W. Lanigan (CP#) Several secondary lines intersect here. YD on S side of town, PT/S of HWY 16. Hoover St. runs N-S at E end of YD and W end of wye. HWY 16 runs PT/N of wye. Meadow Lake (CT#) The Carlton Trail Railway runs ex-CN line to Prince Albert, SK. YD is on N side of DT. E end of YD at INT of 1st Ave. W. and Centre St. Melville (CN*) YD is right DT. C-

(S), you're headed to USA. In that case, if you are on the wrong train to Rouses Point, you can get off as it almost always goes slow or stops as it rounds the curve at Parc Earle, or further S in the LaSalle YD. We strongly advise you not to cross the border on a train into the US. Before boundary, get off and go thru customs legally. There is an adjacent IM YD, the **Sortin YD**, W of main CP YD and just E of CN leads to Taschereau YD. 'Expressway' IM to Toronto depts 6-7pm.

CP's **Lachine IM YD** is W of the CN YD, the Rue Fairway RRU is over S throat of YD (it loops around so there are two wyes to the mains. Most trains come in one wye, work, and head out the other, esp in a clockwise loop), with the #196 bus right there from the Cote Vertu STA. IM 143 to Chicago via Buffalo starts at the Port then works Lachine in the early afternoon (14). I guess that the IM 113 to Vancouver also does so in the wee hours, along with the 119+241 listed above in St.Luc. "WBD IMs can be caught from Lachine STA—most 2-back and then wait along mains for clearance. Best at night as this is a busy area. Get bus #191 from St. Henri Metro, ask to be let out near Lachine STA." (14). CP also uses the **Port of Montreal YD** (aka **Fullum Park YD**) directly under the Jacques-Cartier bridge just E of DT and PT/NW of river. YD is PT/SE of Rue St. Catherine near the 'Papineu' metro STA. The two tracks on the N (inland, away from river) side are the DEP tracks. Approaching YD from N, there is a break in fence right under J-C bridge, possibly also HF's by a park near E end of YD, one further W nearer to DT. Note cameras in YD. Some WBD CP DS may go to Toronto, possibly on to Detroit/Chicago? WBDs leave GEO EBD, then swing N and W.

(CSX*) See **Vallyfield** listing.

(QGRY*) Quebec-Gatineau Railway operates ex-CP from here W to Hull, PQ (Ottawa) and E to Quebec City. The **Ste. Therese YD** E throat is under the TransCanada, 1MW of the Ste. Therese VIA STA (20MNW of DT Montreal). Or from the Montmorency Metro STA, take the #9 or 11 CITL bus to Ste. Therese. WBD to Thurso along the Laurienians (late-AM, MWF)(14). Turn to CP's St.Luc YD in Montreal goes E in early morning. Road train to Trois Riviere DEP GEO EBD, and immediately hooks N on wye E of RRU (mid-latePM, xSU?)(14).

Parent (CN*) The c-c for crews running b/n Senneterre and La Tuque. Rue Commerciale is PT/N of YD, Rue St. Andre runs across W end, and Rue Principale is PT/S of YD. GM M365 E to Garneau; M366 W to Senneterre. **Port Cartier** (AM*) AccelorMittal (ex-Cartier) ore docks are 4ME of DT just E of an industrial park. Take HWY 138/Rue Jacques Cartier 1 ½ ME from DT to where RR crosses. Go R(SE) and walk 2 ½ M to small RR YD. Generally these trains (2 per day NBD) do NOT use slaves (see Sept Iles). There is some GM traffic, mostly tankers going to Mont Wright. Lumber (e) only goes 75M to Foret, dep from sawmill W of ore docks.

Quebec City (CN*) Thru trains bypass Quebec City, sticking to S side of St. Lawrence River, and using **Joffe YD**, on the SE side of **Charny**. Go to Charny "Best way to get to YD is to take the bike path all the way there from the supermarket right off the HWY. There is a big map in the parking lot that has both the path and the YD on it. Area BTN bike path and the mainline is the waiting spot." "From INT of Ave des Eglises and Hospitalier go IBLs on Eglises. Go L(SE) on Ave. Marichal Joffe and go 4BL to bike path under the huge power lines. The 35E & 41 buses come close, crossing under the power lines on Av Generations. YD tower on W side of YD is c-c for WBDs. EBDs pull thru and do c-c ~ 1 ½ ME of the tower. Mainlines are on N side of YD. Thru trains: As of 2/15, just 1 IM pair thru here: Q121 W to Toronto, Q120 E to Halifax. GM pair M305 to Toronto and M308 to Moncton will likely work here. ("EBD to Moncton will 2-back or 3-back at E end of YD 6-8am D") (14). Oil trains as well, EBD to St. John. At times railcops have closely inspected trns here but this is now (14) not as common as in previous years. Almost all arv trains are on S-most track, opposite woods across road. GMs also orig in YD: The A402 to Mont Joli DEP EBD. WBD A401 to Montreal and M309 to Toronto. The A427 to Garneau DEP GEO WBD, but swings N to cross St. Lawrence immediately at W end of YD at night. CN also has a small YD in Ste. Foy, just W of famous rail bridge over river, mostly local traffic, transfers to/from Joffe.

(CRC#) The Charlevoix Railway runs E from here to Clermont on ex-CN trackage. There is a small CN YD in **Limilou**, IMN of Via STA. CRC may p/u there? I think this is YD BTN Blvd. des Capucins and HWY 440, Blvd. des Capucins is PT/SW of YD. A turn from Clermont may run at night?. Nightly CN turn from Joffe works here too.

(QGRY*) Operates ex-CP line W to Montreal. YD is ~6MW of DT, BTN Lorette & St. Foy. "I think you want to be on N side of YD. Take bus #80 from the transit center, transfer to the #88. The YD is PT/S of Rue Rideau, W of the A73 RRU. WBD road GM dep in the afternoon (P), technically trn may only go as far as Trois Rivières, but likely quick connection on to Montreal.

Richmond (CN+ & SLR+) YD is ½ MW of DT. HWYs 116 and 143 cross NW end of YD, HWY 243 is PT/NE of YD, and Rue Adams runs SW into SE end of YD. Two RRs exchange trains here—and may shuffle the deck a bit here. CN comes in as a turn from Montreal, heading back with WBD train from SLR to Montreal ~4pm (14). A CN local goes S as far as Lennoxville, dep

Macon origs here, DEPs GEO NBD late morning? (12) G&W turns 2 trains here, One returns SW to Hilton, GA in the eve M-F, then onto Dothan, AL and Panama City, FL. The other flips N to Smithville, where it turns W to Cuthbert, GA then onto Eufaula, AL. (GFRF*, CSX#) Take "44" bus from DT on 1 ½ M ride to **East Albany** on Broad PT/N of YD. Georgia and Florida RR YO is at E end, on S. Use discretion here. Trains dep GEO EBD can be SBD to Thomasville (the GF6, leaves late morning (10), EBD to Sylvester, or SEBD to Adel and Perry, FL (Buckley Cellulose in Foley). Should have empty boxcars, leaves 7am-ish (13). CSX runs infrequent coal trains over NS rails to Oglethorpe and N. **Athens** (CSX#) Not a c-c, some GMs work. **Fowler** Jct. is ~2MW of DT. Take Prince Ave. bus (# 5?) W from DT to INT of Prince and Hawthorne. Go N down hill to trax, catch out spot (camp) is to your L. Store w/dumpster is across from you. D GMs BTN Atlanta and Greenwood, SC work here, both around 8-10am (05).

Atlanta Area: Note: CSX's main YD (Tilford) and NS's main YD (Inman) are right next to each other, Marietta Rd. crosses over both IM apart. (CSX*) For **Tilford YD**, take #1 Coronet" bus from INT of Broad and Alabama at Five points Marta Sta. on ~15-min. ride to INT with Carroll (buses alternate on Chattahoochee or Marietta Blvd, Carroll crosses both). Get off and walk ~¼MW on Carroll, crossing Marietta Blvd., to INT of Carroll & Marietta Rd. (you can also take Annie, the previous ST, to this same overpass). Turn L onto Marietta Rd., then walk ~750FT to and across under bridge over YD. Good waiting spot (but no stores nearby). Trains dep'ing GEO NBD can go to Cincy or Nashville/Chicago, all others DEP GEO SBD. For **GM DEPs**: Body of DEP YD is 1000FT NW of bridge, some will extend under Marietta. The Q580+582 to Nashville, 679 to B'ham, 611 to Montgomery, 617 to New Orleans, 662 to Greenwood (works Athens), 616 to Hamlet and A760 goes to Augusta. "Q540" is D GM to Etowah/Cincy, dep'ing ~11am. ID 'AEX', 'WWLX', 'CGAX', 'NDYX', 'OMNX' gondolas, 'CSXT' coil cars and 'FURX' grainers. It should be built by 6am. GM Q551 to Waycross dep 5am D (probably sitting there by 2am), with front end under Marietta overpass (12). SBD Q541 arrives from Etowah, TN. Likely to sit for a few hours, dep ~9pm for WayX. Employees seem helpful. Many thru trains c-c at office on Pine St. ½MSE of Marietta Rd. overpass: IMs Q041/42 BTN Jax and Cincy usually have a few juice cars, plus others to Chi and Jax, GMs 541/542 b/n Cincy+WayX, 698/699 b/n Cincy+Hamlet, 675/676 b/n Nashville+Hamlet, empty coal tends to go to Etowah. For these NBDs get off #1 bus earlier at Ellsworth Dr. & Huff Rd. Walk 2BLW on Huff to Marietta Blvd. Go NW across INT to asphalt drive, descending ~400FT to large gravel/dirt lot. Turn sharp L. (~150 degrees), then go ~300FT across lot toward steep embankment with woods above. Those three parallel tracks immediately below embankment are CSX main lines where most recrow, although mine stopped in tunnel 600FT W. C-C is ~¼M to your R as you face embankment here (NW). C-Cs here likely to be ~15 min. Also at **Huff Road Bypass**, trains c-c headed to Montgomery/Birmingham, AL and to Greenwood, SC/Hamlet, NC: Get off #1 bus even earlier, at bridge over RR on Huff, ½MW after L turn off of Howell Mill Rd. Only 3 scheduled trains c-c here D: The c-c for the 614 and 618 to New Orleans is usually at loop of wye, 1500FT S of Huff Rd. RRU The c-c for the 619 to Hamlet is ~1MNE of Huff Rd., where signal is before I-75, but sometimes it can recrow in the same spot as the SWBDs so its middle would be under Marietta St. 1000ft W of where Howell Mill Rd. begins. Maybe extras? Stop is 45-60 min., so you've got time to ask crew getting off and still get on.

CSX has 2 IM YDs. **Hulsey** can be accessed from Moreland Ave. IMS of 'Little Five Points'. Take 'MARTA' to 'King Memorial' STA. Walk ¼ME on Decatur to INT w/Daniel St. Walk directly S from that sign to HF's. When built trains will be GEO WBD, maybe on 2nd track from fence. Alternatively, you can approach from next Marta Sta. E, Inman Park and look for freeds. Q028 to Chicago DEP GEO WBD at 7pm (x Su). Q145 (hand-off to UP to LA) can go via Memphis or NOLA, NOLA is more common at present) at 9-10pm (x Su) (15). ID juice up front, big train. Q155 to Jax in eve dep GEO WBD, runs via Fitzgerald. GEO EBD depts: Q194 to Charlotte DEP GEO NEBD D at noon (13) and Q197 to Savannah via Augusta at 6pm D. Q042 to NWoH DEP GEO NEBD. Q041 s/o at Fairburn DEP GEO SWBD to Jax. **Fairburn IM YD** is 25SW of Atlanta. For SW throat, take '180 Fairburn/Palmetto' bus from 'College Park' Marta STA, down Roosevelt HWY to INT of Gullaatt Rd. (~2MSW of HWY 74 underpass under Roosevelt). Cross HWY and walk E ½M on YD leads. There are 2 BNSF handoffs that DEP GEO SWBD for Birmingham and onto LA: the Q186 at 2pm (xW) and the Q184 nightly (13). The Q042 to NWoH will p/u (x Su)(15) on its way, maybe stopping on mains PT/E of Roosevelt.

(NS*) **Inman YD** handles DS. It is just SW of CSX Tilford YD. Marietta Rd. crosses over both IM apart. Trains DEP GEO NW can go to Birmingham, Chattanooga, or Knoxville, GEO SE to either Macon or Greenville. Non-IM recrow on 3 mains on SW side of YD. In multiple spots, primarily alongside DEP YD, which is the next 15 tracks, with its SE throat 200ft NW of the Marietta Rd. overpass. From Bankhead Marta STA, take the #26 bus up Perry Blvd. One of many points of entry is NS access Rd across from W. Highland Dr. at mid-YD, IM past (NW of) Marietta Rd. Most days there are 3 pairs of WBDs: the 225 (11pm x Su)+23D (noon) to **LA** (via UP at Shreveport), 219 (10pm nightly)+ 23E to Dallas (via KCS at Shreveport), and 23N (via Chatt) to Memphis/Rossville)+ 21R (via B'ham, 2am nightly) to **Memphis**. 22Q to B'ham/McCalla ~5pm D? with autoracks (IM goes thru to NOLA). The 213 has been extended to B'ham too. DEP GEO SEBD: 285 Autos to Jax pick up IM block (many 53s like HUB and BMP) 1pm-ish D, 232 to Savannah in eve. Nightly (mostly Intl cans like ZIM+NKL), 238 to Charleston (often a few autos, pervasively Intl cans) also 1pm-ish, 222 to Charlotte (70% 53s) 4pm, 214 to Rutherford is 53s with some pigs, midafternoon? less than D, 212 to Croxton (with Greensboro block) often carries autos+UPS, in wee hours, although it may DEP directly from the IM strips, across YD: Get off #26 bus at INT of Perry & Marietta Rd. NW/Johnson Rd. ('Thrasher Store' across INT there) Duck

under bridge, and go down to trax, cross mains, across some strings to far side and catch as it 2-backs. These can be stretched out IM to the E as far as the signals near CSX Huff Rd. c-c point. They can also be approached from the CSX mainlines, at the NBD c-c spot, try at the power lines or from the HF opposite the white milepost 4 marker. D 204 to Rutherford DEP here ~midnight. ID NYK cans (13), followed by fast 209 to Jacksonville/ Miami (in 20 hrs!) DEP nightly 2am (13). ID FEC, Fla express and UPS. "Front section is pulled out of the IM ramp in Inman around 12midnight and then the train works a bit, but you can get pretty much board after the FLA section is put on." The 219 may(?) do something similar at the N end, to catch it and others GEO NWBD at NW throat, you can shimmy into YD behind church across Perry from the High School or take #60 'Moore's Mill' bus to INT of Hollywood & Perry. Walk 150FTN on Hollywood to RRU, turn R(E) and then walk 1/2M to same area. Again mains and DEP YD leads are to S and IM strip leads to N. Also some trains from Macon stop before the wye for Greenville and YD and c-c where Jefferson St. dead ends to RR on W side, 3 trax to W are NS. Take the #1 to Northside Dr. and walk 600FTSW across and under overpass. The c-c is 800ft NW, trains will be here for 30-60 min, ask for destination. Only one IM rolls past Atlanta area, the 282 to Chicago, but it works Austell.

A few satellite NS YDs: **Whitaker YD** in Austell is best for NWBD IM. YD is NW of DT Austell, 15MW of Atlanta. Take GRTA buses 47, 77, 470, or 477 from Five Points MARTA Sta to INT of Ch James Pkwy & Garrett Hwy near SE throat of YD. When it worked YD, my Chicago train left bulk of train on mainline on SW side of YD, 500ft NW up CH James, under billboards. The 282 from Jax to Chi likely does this late eve. Most DEP trains are built in YD closest to mains on SW. 224 to KC midnight (ex-F)(09), 207 to Savannah, only a few x/wk, among others. Many IM locals to Inman. I suspect the 216 to Chicago 10pm D may leave directly from IM strips. Move to NW throat of YD and try to get something on the 2-back. **South YD** builds GM 139 to Macon midday, and occasionally SBDs stop along mains. From Five Points Sta, take the #42 to where it turns back onto McDaniel off Stephens at N throat of YD, 2M S of DT. **Doraville** has 2 small GM YDs, 12MNE of the city on line to Greenville. **Chamblee YD** is under Doraville Marta Sta. Walk 1/4M SW on New Peachtree, going R (W) into gravel lot with electric generator enclosed facility. Walk along L (S) side along path to HF. Some GMS erratically work here. **Doraville YD** is 1/2MNE of MARTA STA. Walk NE up New Peachtree or Buford Hwy to Oak Cliff, which crosses over SW throat to L. Some reports of thru GMS using this YD. EBDs here headed to Greenville, SC, WBDs towards Birmingham or Macon.

Augusta (CSX*) YD is 1 1/2MSE of PO. Most activity is SE of YO is on E. Boundary St., 1BL S of Laney-Walker. Blvd IM Q198 to Atl/Nash, empty coal and GM Q692 to Erwin (DEP GEO WBD), Q197 to Sav. Q693 to WayX, loaded stone and coal to FL (DEP GEO EBD) will c-c on mainline along S side of YD. F753 to Charleston(7am MWF) A761 to Atlanta (D in late afternoon) built here (13). (NS#) **Nixon YD** is SW of CSX YD. Laney-Walker crosses N throat at 7th St/Twigg St. 155/156 Savannah-Linwood and 191/192 Macon-Columbia work. NBDs do street running on 6th St. and leave slowly. **Bainbridge** (CSX#+G&W#) W.Shotwell St. crosses over N throat of YD near decent 24hr Yesterday's Diner, 1/2M SW of DT. CSX turn A738 to Thomasville DEP GEO NBD in evening. Local from Attapulgus turns here. I saw G&W's GSWR NBD to Cuthbert leave at 9am (13). **Brunswick** (CSX#) (NS#) CSX and NS YDs are next to each other 3MN of DT. Walk N on Norwich St. past the merge to the RRU, drop down to the tracks, and follow them the NE. 500FT up are the leads to the south end of the NS YD off to the L(N), likewise the S end of CSX YD is straight ahead another 500FT. On CSX side there's a local OD in the morning that runs to the OSB mill, assembles outbound traffic, meets the turn from Waycross and then heads into town (taxi it in if you are coming from WayX). The turn from WayX works around noon-2pm and returns. On the NS side a local spots outbound traffic (if there is any) on the severed line that runs straight into town S of YD throat (but still N of CSX crossing). The road local arrives late morning, breaks up the inbound string, gets its orders, the engines flip+grab the outbound freight at the S end, head to N end, and may pull some assorted junk off the rear of the inbound stone and woodchips to head N. It may be a short train that heads to Jesup and Macon. **Columbus** (G&W) YD is 1M SE of NS YD, runs to Marht,Al and rarely Smithville,GA. (NS*) Old "Central of Georgia" route YD is PT/E of 6th Ave., BTN 10th St. & 15th St. WBD c-c is at 14th St., EBD c-c at 10th St. 2 pairs of GMS/D. W to Birmingham, E to Macon. A41 local to Sylacauga,AL. (15). Rare extras. **Cuthbert** (G&W) YD is S side of DT. Turns W to Eufla, Al (OD 7am)(13), S to Bainbridge (works G&W INT in Arlington) and E to Albany (works Smithville) often requiring a dogcatch to return. **Dublin** (GC) 2-3x/wk turns Y101 from Macon and L782 from Vandalia/Savannah work small YD by papermill in on SE side of E.Dublin, W of Old River Rd. X-ing **Fitzgerald** (CSX*) IM/unit trains BTN Atlanta and Jax/Baldwin usually c-c here, others run-thru. YD is NW of DT. Go 1/4MW from CH on Central Ave. to INT w/Merrimac. Turn R(N) on Merrimac and go 1/4M to RRX. YD extends ~1 1/2MNW from RRX. **Gainesville** (CSX#) YD is 1MS of PO. Bradford St. crosses YD. **Hilton** (G&W) Wye is 3ME of Columbia, Al, at INT of HWY's GA62 and 370. Turn E to Albany DEP 3pm (works Arlington), turn from Dothan works at 10am (13). Local S to mills and Scaffold. **Jesup** (CSX#) Turn out of WayX (OD 6am M-Sa) will work here (at NS INT?) and at mill 2M NE on way to/from Wathourville. (NS*) **Rosser YD** is 2M W of DT PT/N of Odum HWY (aka 341), its E throat is a block N of where Cherry+Pine street converge at Sunset Blvd. WBD 394 to Macon "early evening, pulls to far W end and picks up a large block on the rear.". EBD to Brunswick early morning(10). **La Grange**

Baie (RS*) There is a bus to Chicoutimi, but the RS ore+coke (I) shuttle to Arvida/CN might be a nice joyride up from Ha! Ha! bay. Also runs to Laterriere (12MSW). Throat of Port Alfred is a few blocks S of DT on Grande Baie Hwy. **La Tuque** (CN*) 100MN of Trois-Rivieres. **Fitzpatrick YD** is located 3MN of DT. Go N on Rue Bostonnais and at split with HWY, go to L, staying on Rue Bostonnais, which is PT/E of YD. Trns c-c and work here. **Love** (CRR*) This remote location, near ghost town of Gagnon, is c-c for Cartier RR BTN Ferment and Port Cartier. **Mai** (QNS&L*) Remote c-c BTN Sept Iles and Labrador City. Does this place really exist? Is it really in Quebec...or Labrador? Can you get there from here? A train-hopper's existential dilemma. **Matagami** (CN#) There's a wye and small YD ~ 4MSW of DT, just off S side of HWY 109, in "Matagami Station." **Matapedia** (CN# & SFG#) SFG INT with CN in town, just E of the Rue des Aumons RRX. Operates N to Gaspé Peninsula, as far as New Caarlisle, sporadic? **Megantic** (CMQ*) **Note:** This is town that was devastated, with 47 people killed, by MM&A oil trn derailment in 2013. The c-c was at **Nantes**, a siding 7MW of town. Trn #1 goes W to Montreal, #2 goes E to Brownsville Jct./Millinocket (15). **Mont Joli** (CN*) YD is E of the VIA STA. SW end of YD is NE of DT. Jacques Cartier Blvd. crosses SW end of YD. Ave. De la Gare is PT/S of YD. WBD GM A403 to Riviere du Loup, on to Joffre YD in QC. EBD GM local to Matapedia and Cambellton, NB in morning (14). Loca to **Montane** where there is a RR car ferry across the St. Lawrence.

Montreal (CMQ#) Uses CP St. Luc YD (see listing) to orig EBD GM to Megantic, on to Millinocket, ME. (CN*) **Taschereau YD**, for GMS, is PT/W of CP's Lachine YD (see CP section) running on into **Dorval**. Autoroute 13 runs PT/W of S end of YD. Take Metro-Orange Line to its end at 'Cote-Vertu' STA. You are in **Saint-Laurent**. Take '#196' bus which runs SE on Montee de Liesse to INT with Rue Hickmore. Bus turns R (S) on Hickmore, going 1/4M to cross over Autoroute 13, then (Hickmore now called 'Rue Louis Amos') another 1/4M to INT of Rue Louis Amos & Rue Courval. Walk 2000FTSW on Courval to Autoroute 13. S end of YD is across 13. You are 1MN of Autoroute 20. Fencing along W side of YD, but evidently no barbed-wire. Climb over/go under or find probable HF's. Deps may be on W side (if so, you might alternatively ride the #100 bus from it's origin at the Cremazie STA to it's terminus on Rue Hickmore, easily walking BTN office boxes to YD. Deps further E would be tough to access. CN NBD GMS A460 to **Chambord** at 7am, M368 to **Chicoutimi** at 3-7pm (14) are the only DEP GEO NBD, they may p/u at Riviere des Prairies YD on N end of island. All other GMS DEP GEO SBD include A400 to **Quebec City** in midPM, M394 to **Richmond/SLR** in midPM, M324 to **St.Albans** after sunrise, CN L528 thru **Rouses Point+Binghamton,NY** (via CP) to Enola,PA/NS in late eve, M327 to **Selkirk,NY/CSX** via Coteau in mid-morning. M371 in late night, M373 at 6-8pm and occasional X371 midday all go to Toronto. **Montreal IM Terminal** is right in the middle of Taschereau YD. It is short, however, and possible that IM dep needs to 2-back at S end. Q107 to **Winnipeg** may conveniently dep in the dead of night (14). CN operates IM Q149 to **Chicago** 6-7am (14) dep SBD out of **Port of Montreal YD** (see CP section). It often then makes a p/u at Turcot.

A few EBD & WBD, bypass YD and may do main line c-c near DT, in '**Montreal-Ouest**', 1500FTW of Angrignon overpass, at shacks on N & S side of trax there in old '**Turcot YD**' area. This has been back-and-forth though. **For WBDs:** Take Metro-Orange Line to 'Place St. Henri' STA. Take '#191' bus. It will be going SW on Rue Notre Dame, PT Autoroute 20 on R (NW) and Lachine Canal on L (SE). Get off at Agrignon overpass over Autoroute 20. Walk 1000FTNW on Angrignon over Route 20 to end of bridge and INT of Angrignon & Pullman St. (a service road). Turn L and do a 180° u-turn to go back under the overpass. This should be ~ mid-train for for WBDs (GEO SWBD). Wait on NE side of overpass. Workers come out of an office further back under Route 20 up to these shacks when arrival imminent. 1-2 GMS and maybe IM #Q121, all to Toronto. **Do not confuse** c-c (with units right by shacks) with WBDs stopping at signal blocks as those are probably just going into Taschereau YD. **For EBDs** (GEO NEBD): take Metro-Orange Line to 'Vendome' STA. Take '#90' bus. It will be going SW on Rue St. Jacques. It will get to INT with Avenue Westminster. At this INT, St. Jacques also now called 'Chemin Avon'. C'nue 1000FTSW on St. Jacques/Chemin Avon. Get off just before RRU. Walk 400FTS down to trax. Wait on SW side of overpass here. c-c is ~ 1/2 ME of here, just on E side of 'St. Anne de Bellevue' overpass. Possibly IM #120 to Halifax and maybe 1-2 GM/d (14). CN's secondary **Riviere-des-Prairies YD** is on N end of island, from the H.Bourassa STA, take the #49 bus way up Blvd M. DuPlessis to INT w/Rue R.Forget, and go 3/4MSE on Rue R.Forget to N throat of YD on RRO. Local to Joliette+CFL INT goes N, maybe the 368+460 p/u? Builds GM M377 to Toronto, in morning (14).

(CP*) **St. Luc YD** is in **Lachine**, ~ 4MSW of DT and 3MSW of Mount Royal. YD is E of the CN Taschereau YD. Mains of both RRs run E-W PT/N of Autoroute 20. Norman RD runs BTN the mains, CN is on the S side, and both YDs are perpendicular to these mainlines. **For DEP YD:** Take METRO/Orange Line to 'Plamondon' STA. Get '#161' bus and go 3MSW to St. Luc. After awhile, bus will be running SW on Chemin Kildare. From Cavendish Mall at INT of Kildare and Cavendish Blvd., you'll go ~ 1 1/4MSW to INT of Davies Ave. & Kildare. Get off, turn R (NW) on Davies, going 800FT to INT with Chemin Mackie. Turn L (SW), going 700FT to INT with Blossom Ave. (SW corner of Kirwan Park). Turn R (NW), go 300FT to cul-de-sac with S end of YD 200FTW. Not sure exactly where dep tracks are. All DEPs should be out S end of YD. GM 119 to **Edmonton** midday, IM/GM/Auto 241 to **Chicago** in late morning, GM 252 to **Saratoga Springs** (and Binghamton, for now) is late eve (14). From this point, if you turn L (S), 3MS is loop of RR to your L (SE). If on train, going around this loop, then, 1.3ME, train veers off to R

interchange) at 6am D (07). **Sunbury** (LV# & NS#) **Northumberland YD** is across N branch of Susquehanna River from Sunbury in suburb of same name. YD is PT/SW of Duke St. BTN Duke and the S branch of the Susq. River. Lycoming Valley comes in as a turn from Williamsport in the evening, switches and returns. YD builds NS #11A to Conway (14) (will cc in Altoona, not Harrisburg). **Towanda** (LVR*) Turn to Sayre OD at 8am D, on return goes thru Wyalusing to meet turn from Mehoopany (12). **Warren** (A&E#) Allegheny & Eastern is owned by B&P. Go to INT of 4th & Morrison, W of DT. The YD there on the raised ground to N side is the DEP YD. EBD turn to St. Marys called at 6pm(M-F); WBD to Erie usually Tu, Th, sometimes Su at 7-8am (02). **Wellsboro** Wellsboro diner n Main St. recommended. (W&C#) Small YD on NE side of DT. Charleston St. RRX is SE end of YD. HWY 6 is PT/SW of NW end of YD. The Wellsboro & Corning goes to Gang Mills, NY 5-7x/wk (14). **Williamsport** (LV#) Lycoming Valley RR uses **Newberry YD**. Go to **Newberry**, a suburb 3MW of DT, to INT of 4th St. and Arch. Go ¼MS on Arch St. Then, turn R (W) at Trenton Ave./Hall St. and walk into E end of YD. LV mainly locals. Empty stone train goes W to Lock Haven mornings (M-F construction season). Turn to Northumberland/Sunbury for NS interchange around 5pm (M-F). Units at YO at E throat of YD before DEP (09).

QUEBEC – Alma (RS#) Roberval-Saguenay local works Rio Tinto plant and paper mill, then runs to CN INT in Power, near town of La Chaine. **Aston Jct.** (CN#) Road trains A401/402 BTN MTL+QC work near wye 25MSE of Trois Riviere. Locals 513+514 work to Drummondville and Beccancour. (At heavier times the train is a 429 from Beccancour to Montreal).

Barraute (CN#) YD and wye is ~ 1500FTE of DT, just E across Riviere LaFlamme. **Chambord** (CN*) 125MN of Quebec City. From INT of HWYs 169 and 155, go ~ 1ME, then RR on R (S), curving around ¼M into JCT. GM #369 dep D to Toronto (via Garneau/Montreal). Early am? (14). Has DPUs. M368 to Chicoutimi (aka Arvida) c-c+works. **A460 to Montreal** is built, as is 3x/wk **L562 to Chibougamau**. Probably another local W thru St.Felicien to Dolbeau-Mistassini. **Chibougamau** (CN#) End of a branch line, 250MN of Quebec City. HWY 167 runs N into DT. RR is ~ .75MW of DT. Rue Perreault is on E side of RR. 3 Rue (Third St.) runs W from DT to INT with Rue Perreault at RR. **L563 to Chambord** 3x/wk. Probably a local to Chapais.

Chicoutimi (CN# & RS*) 125MN of Quebec City. YD is 5MW of DT, in **Arvida**, end of line is an aluminum smelter. From the INT of Royaume Blvd. and Mellon Blvd., go 1MN to W end of YD. YD is PT/N of Rue de la Salle. Interurban buses #2+3 both pass Blvd Mellon ~1M from the YD. #5+6 go to La Baie. Roberval and Saguenay runs some loose GM on one of the EBD shuttles to p/u ore+coke from Port Alfred in La Baie. CN runs the **M319 to Toronto**, late eve (14). **Clermont** (CVRV#) 75MNE of Quebec City. HWY 138 runs through DT. Turn to Q.C. starts at the lumber mills 1ME of town, though it may be difficult to find a ride. Train usually works at Ste-Anne-de-Beaupre, at the large paper mills on the flood plain, maybe 2ME of the cathedral, and arrives Q.C. mid-day? **Coteau** (CN#) "**Coteau-du-lac**" is 30MSW of Montreal. Wye/Jct. is 3MSW of here, .75MN of HWY 20. While you can take a VIA from Montreal, the #1 CITSO bus from the Angrignon STA (in Montreal) to Valleyfield and transfer to a #97 (getting off at the INT of Suave+Lippe, 2BLS from the VIA STA. The STA is in the wye to Valleyfield, with the main YD to W, past switch to Ottawa. The **CN/CSX M327** (on CN, becomes B798/Q620 to Selkirk on CSX) will go into YD drop cars, then back out past VIA STA and take wye to SE mid afternoon (14), wait 1MNE of STA. Likewise NBD **M326 to Montreal** does a similar back in move into the YD. The L584 local from Ottawa works around 11:30pm (Su-Th)(14), it can be caught on in the vicinity of the STA (?). Other CN roadies work BTN TO+MTL. **Farnham** (CM&Q#) This is 40ME of Montreal. YD is ¼ME of STA. STA is at INT of St. Andre & Columbia, right DT. Turn from Newport, VT works mid-day. Local to Megantic. D EBD GM to Megantic/Brownsville Jct., ME, WBD to Montreal should work here. **Fermont** (CRR*) Mine is at "**Mont Wright**" along HWY SW of Fermont. Taconite (I) trains go from here to Port Cartier. **Garneau** (CN*) **Garneau YD** is across the St. Maurice River from **Grand Mere** and just NE of small village of St. Georges and 30MW of Trois Riviere. There's a 7M gap (on HWY 157) BTN the STTR #12 bus and the #1 or 3 Shawibus's come up from Shawinigan-Sud thru Shawinigan+Grand Mere to St.Georges, get off as it turns off 106 Av as it turns onto Rue 111. Walk 1/2MN further on 106 Av to turn L(W) onto 108 and go 3BLS to RRU, w/YD extending N. A main HWY overpass is just SW of YD. This YD is the hub for CN north shore freight operations. 2-3 GMS to Montreal D. GM **A428 to Quebec City/Joffe**, #418 to Joffe/Montreal at 5:30pm (xSu), dep GEO NBD. #M366 to **Senneterre** at 4pm (M-Th), dep GEO NBD. **A411 to Chibougamau** at 3pm (Su-Th), **#368 to Chambord** D early morning (14). Likewise M369 to Toronto (latePM, D) and A461 to Montreal (earlyPM, Tu-Sa) c-c +work.

(QGRY): afternoon turn from Trois Riviere works CN YD in **Shawinigan** M-F. From Av Champlain, walk down the hill on Rue St.Charles under CN RRO to it's end. Turn L(NF) go 4BLS into CN YD, the QGRY tracks are further downhill, and i believe the cut to be INT will be on the pair of tracks that connect the two lines, perhaps sitting a bit further NE.

Havre Ste. Pierre (CFRR#) This is 140ME of Sept Iles on HWY 138, on St. Lawrence River. Romaine River Rwy runs 32 car ore trains from mine at **Lac-Tio**, 30MN of here, down to the port here. No road to Lac-Tio, workers take a commuter train. **La**

(CSX*) I think WBDs to Birmingham c-c on N side of Depot St. RRX DT. My Q685 to WayX pulled E well past there for its c-c. Trax are btn Greenville St. and Lafayette Pkwy. s EBD GM 'Q678' to Atlanta D ~1pm-midnite; WBD GM 'Q679' D ~10-11am (09). Others? **Macon** (GC#) Georgia Central runs to Dublin and on to Savannah, 8am 2-3x/wk (13) from SE end of West YD, just E of DT. YO at 7th & Walnut. SE end of YD is off of Poplar, ½ME of 7th. (NS*) **Brosnan YD** is a friendly major GM hub starting 1M SE of DT. While NBD trains can DEP S and boomerang back N, it is highly unlikely except for DS BTN Savannah+Atlanta. DEP YD is 9 E-most trax. Direct access is difficult. From Union STA near Poplar and 5th work your way S on the E set of trax towards the YD in order to taxi a cut that a shifter pulls out of the hump as it is backed S into the DEP YD--or perhaps taxi an inbound GM in and work your way E and maybe back N. GMS DEP GEO NBD include the **118 to Linwood**, **126 to Knoxville**, **335 to Chattanooga**, **140 to Atlanta/South YD**, **174 to Elkhart**, and **322+346 to Chattanooga**. 192 to Columbia, SC via Augusta, and **372+378 to Savannah** fork R(NF) at STA. GEO SBD the **151 goes to Valdosta**, **321 to Jacksonville/FEC**, **357 to Albany**, **395 to Brunswick**, **137 to Columbus, GA/Birmingham** and +187 to **Birmingham via Columbus, Ga.** S end can also be accessed by taking 7th St. S to its end at a stone+sand yard, and continuing S on the bypass track another M to where it spurs in the W side of the YD. Vault the ARV strings to get to the E 9 tracks, which can be pretty empty until somethings ready to DEP. Most dep GEO SBD seem to stop for the signals S of the Mead Rd RRU (5M S of DT, the #12 bus comes close). Some IMs may c-c here, some All-Jax IMs run thru but may get held for signals at split to/from Sav., some stop for clearance "mine stopped along river N of DT." **Manchester** (CSX*) The c-c is underneath Broad St/HWY 85E overpass on N side of DT at depot building on N side of tracks. GEO WBDs here are either NBD to Atlanta or WBD to Birmingham. IM/unit trains BTN Atlanta and Jax/Baldwin usually run thru (they c-c in Fitzgerald). Note the curve on the split for Atlanta has a 10 MPH limit. **Savannah** RR museum right DT at M.L. King/Broad St./Louisville Rd. The Streamliner Diner on Henry+Barnard and Bobbie's Diner on Anderson+Habersham are recommended. (CSX*) Two YDs, 1½M apart via Louis Mills Blvd. + Gerrard Ave: Ex-SAL. **Savannah YD** is for IM and is closer to DT. Take '#17 Silk Hope' bus from INT of Broughton & Montgomery DT. Bus will go SW out Ogeechee Rd. It will pass under HWY 21/ 516. Almost 1M further SW, it will pass over extreme S end of YD. (#25 - Westlake bus comes close too). **Q126 to Memphis** DEP GEO SBD late mornings (xF,M) to WayX and B'ham. For NBDs walk 1M N up bypass track on W to N throat of YD. **IM Q034 from Jax to N. Bergen, NJ** works ~5 pm xSu (13) leaving freight on bypass track. Same with NBD **Q140 to Philly** p/u IM at 11pm (Tu-Sa). **Q198 to Augusta/Atlanta** will 2back in YD at 10pm xSu (14). **Q104 to Charleston** will drop a block here late am (13). Busier ex-ACL **Southover YD** is GM+unit trains and is further S. Take '#25 - Westlake' bus from DT on ~15-min. ride to INT of Liberty Parkway & Staley Ave. Walk ~2/3ME on Staley to RRU. Walk down and then go ~¼MS to N end of YD. YD extends NE-SW ~¼M. Or stay on bus to INT of ACL and Louis Mills BLVDs and work your way across YD to mains on SE, along Army Base. SBDs & NBDs thru Savannah may stop for clearance at either **Alabama Jct.** just N of Savannah YD and just S of Amtrak STA. or at **Central Jct.** just N of Amtrak STA. (GC#) Georgia Central runs W to Dublin and onto Macon MWF at 2pm (13). Magazine St. crosses E end of **Gwinnett YD**, 2BL N of W.Gwinnett St. (NS*) **Dillard YD** is NW of Central Jct. and just N of Amtrak STA. All DEPs GEO NWBD. From same place DT as '#17' bus mentioned above, take '#3B - Augusta Ave.' bus. It will be WBD on Alfred. Get off at INT of Alfred & HWY 80. Walk 1600FTSW on HWY 80 up onto RRU. Look off to your R (NW) to see Dillard YD. YD extends SE-NW ~1½M. My WBD GM (of 2: the 373+377) to Macon dep ~11pm (12). It was built, sitting in GM DEP YD to far L (SW) side there, with rear end ~¼MNW from HWY 80 overpass. GM 156 to Augusta/Linwood, NC dep later. DS 231 to Austell, GA at 8pm D (13) does back up move in ARV YD on opposite (NE) side of YD and further to NW. You can also take the #2 bus up Augusta Rd to Groves High School and walk SW 1M down Wheathill Rd to dead end at ARV YD. Workers seemed pretty friendly. **Thomasville** (CSX*) YD is W of DT, just PT/N of Campbell St. & W of MLK Bridge.Q545 E to Waycross mid afternoon. A378 from Bainbridge turns late night. Most WBD GMS roll thru in am hours (13). (GFRR#) Interchanges with CSX here. NBDs to Albany swing N at wye just E of YD. **Valdosta** (NS*) **Langdale YD** is E of DT. Go ¼MNE from DT on Hill Ave. to INT with S.Fry St. Turn R(S) and go S 2BL crossing CSX track, to NS tracks and follow them E into YD. Not all stop for c-c here. Mid-train in both directions will stop under Clay Rd. overpass. GEO WBDs are NBD to Macon. GEO EBDs to Jacksonville. 151 to Macon is built here. G64 local to Adel, G69 to Lake City FL all DEP GEO WBD, among others. (GFRR#) Might use Langdale YD, or perhaps YD area on SW side of town, S of CSX main. Old Ciyatville Rd. crosses over S end of YD. Trains N out of here to Adel/Albany? and Nashville/Willacoochee. **Vidalia** (GC# & HOG#) Georgia Central and Heart of Georgia INT at YD that is PT/N of 1st St. & E of McIntosh St. **Waycross** "WayX" (CSX*) Several lines cross here, all GM term. Busy **Rice YD** is located 1½MSW of the JCT on S side DT on line to Dothan, vast majority of DEP are GEO NEBD going slowly to JCT. GMS to Jax/Baldwin- and onto FL and NOLA- then swing GEO SE on wye. **Some thru trains-unitcoal, IM, auto, c-c outside of YD.** SBDs can c-c at Nichols St. RRX N of jct. on SE side of DT. Wait further N under the next (Georgia St.) RRU. IMs **Q121 & Q125 to Memphis** will recrew at the STA. Wait back by the split for Brunswick, near the Albany Av RRX w/Dairy Queen 1/2MNE of jct. IMs **Q101/102** btn Chicago & Savannah via B'ham and WayX supposedly take same routing and will also be on this '97' track on N side of jct (15). Trains DEP the YD can be caught on the fly SW of Jct. in all directions. Don't get on arv GM here, even if it seems it will bypass YD. It will most likely come around and back in to term. **There are 2 DEP YDs**, one NW of the long ARV another to the SE. While you can walk the tracks from the NE, you are exposed-taxi an inbound to the ARV YD and work your way to the SW, looking for

the office at the NE throat of the DEP YD under the baseball lights. For discreet access to N DEP YD: Go 2MSW of DT, following HWY 84 (Nichols St. becoming Glenmore Ave) to main gate for CSX employees at Oklahoma, go another 400ft and turn L (SW) onto dirt road. Follow Missouri Ave. a few blocks down before cutting through thicket on L 300 ft to YD- behind the warehouse at Idaho Ave is ideal. You'll see a little shack off to your L(N). YD workers friendly. Airsheets used. The 4 tracks on the SE are also used as a DEP YD, mainly for SBDs to FL. NE throat is across from the carshop. You can weasel across from the N DEP YD from the 2nd baseball light pole, across the ARV YD and BTN the enginehouse and carshop all the way to the furthest tracks to the SE. Or walk S on Brunel from DT, turn R(W) onto Washington, go to YD and SW on Solomon before ducking in. GMs include Q410 to Baltimore/Selkirk at 8-9pm; Q492 to Hamlet, NC at 7pm; Q542 to Cincinnati; Q690 to Savannah mid-day, and Q692 to Erwin 4x/wk. A774 to Brunswick at sunrise M-F. Q441 to Tampa at 1-2pm; Q453 to Miami at 5am; Q455 to Orlando at 4pm; Q457+472 to Jax at 10am+10pm; Q601/605 +609 to New Orleans at 5+8pm; Q603+613 to Lakeland, FL, at 5pm +9am; Fleet of WBDs in the wee hours: Q546 to Thomasville, and Q650 to Birmingham at 6am. Plus Q648 to Chicago/ Clearing YD, Q680 to Birmingham at 4pm, Q684 to Nashville can go either way (all 13).

IDAHO – Boise (UP#) UP's mainline bypasses Boise (see Nampa listing). Small YD is ½MSW of state capitol. YD is PT/SW of Front St. W end of YD is at SE corner of INT of S. 27th St. and Fairview Ave, and SE end is at INT of Broadway Ave. and E Myrtle St. A turn may come in here from Nampa(?) **Eastport** (UP* & CP*) Small YD is S of customs buildings. Best to catch SBDs ½MS of depot/customs bldg. as train either creeps by or stops to do pick-ups. UP has 3-4 SBDs D to Spokane and Hinkle. CP may break trains here, taking one part first and then the other a few hours later. Goes to Cranbrook, then either to Calgary or other destinations. Canpotex unit trains (poor riding porches) go to Portland (WBD) and central Canada (EBD). WBDs have DPUs, EBDs do not. **Grangeville** (CSP#) Small YD is N of DT. Go ½MN on State St. RR runs E-W just to W of INT of Hill St. and State St.

Hauser (BNSF*) MP 45-49. Most BNSF hi-line and low-line trains run-thru Spokane and c-c/re-fuel here, right on the WA/ID state line, 20ME of Spokane, just SW of Rathdrum, ID. YD runs NE-SW and is PT/SE of HWY 53. Conv. store 2½MS of WBD mainline c-c, open till 9pm D. Smaller store 2MN of EBD mainline c-c, open till 10pm. From Spokane, take #90 bus from DT to Valley TC. Transfer to #96 bus and go to INT of Trent & Sullivan. Then hitch on HWY 53/Trent ~15ME. For EBDs (GEO NEBD): Most EBDs (IM, GM, most unit grain, almost all unit oil), go via Whitefish (hi-line) but many—all unit coal, a few IM and GM—go via Missoula (low line) and beyond. Both IM/DS and GM/unit c-c at a couple locations, depending on if they have to refuel. The c-c for thru EBDs not refueling is normally at NE throat of YD, at point 3300FT (5/8M) SW from INT of Greensferry Rd. & HWY 53. You'll see fallen metal siding in lot right off NW side of HWY 53. Signals opposite there is c-c. First 2 trax PT/E of HWY are mainlines. For EBDs that refuel (some unit(e) trains and almost all IM/DS), go halfway BTN HWY 53's M.P.s 4 and 5, go E across RR to bluff w/trees. EBDs come in on first 3 tracks on E side here, on opposite side of YD from HWY. At bluff, you're ~mid-train. Trains refueling will have head end near large YO bldg mid-YD. Other EBD unit trains (e) not refueling and GMs may pull into YD, in which case YO bldg will be ~mid-train. EBD GMs will not refuel – they c-c in YD, or sometimes on the mains on NW side near HWY, or on first trax PT/E of mains. GM 'PASBRC' to Chicago (D x Tu, Th) and then 'PASNTW' to Mpls (D) go via hi-line early-late PM (15). GMs 'H-PASKCK' to KC (via Laurel, MT, Gillette, WY-Lincoln, NE) and 'M-PASLAU' to Laurel via Missoula/low line also come through early-late PM, both D(15). GMs out of Spokane, the 'SPOSHM' to Shelby (hi-line) and 'SPOLAU' to Laurel may also stop here. For all these GMs, a good spot to wait is ~½MSW of EBD c-c point. GMs doing c-c in YD will creep out of YD here or stop for signals. Look for MRL cars for trains to Missoula/Laurel. Note: "If you CSX trace cars on an MRL-bound GM here, it will say "arrived at Hauser on MRL." For WBDs (GEO SBD): The c-c for thru trains is near SW throat of YD, before signal bridge across from (now closed?) 'Specialty Tractors' on HWY 53 MP 4 (RR MP 49). Be IMNE of there around HWY MP 5. Wait in woods by HWY and watch to see what is built and ready to leave (Or go to HWY 53's MP 6 and wait for fred to be checked). WBDs, after refueling, will sometimes stop at signal bridge on fuel trax (3 trax farthest from HWY) and wait for signals. Other WBDs (GM/unit/IM/DS) will park in YD and when dep'ing will creep out (<10 mph) towards mains. WBD dom (JB Hunt/Schneider) IM/DS (2-3 D) almost always c-c on mains; almost all dom IM/DS are headed to Seattle via Wenatchee, may s/o cars at Spokane. WBD int'l DS (1-3 D) can refuel, do c-c on mains, or can sit in YD here for long periods. These almost all run via Wenatchee, but sometimes are detoured to Tacoma via Pasco/Vancouver if all cans are for Tacoma. Evergreen/Lloyd Trestino/Italia cans head exclusively for Tacoma; China Shipping and CMA/CGM go only to Seattle. Other int'l cans may go to either Tacoma or Seattle. All WBD GMs go to Pasco and break up, except for a couple that break up in Spokane. WBD GMs don't refuel and usually park in YD for long periods, but occasionally c-c on mains. WBD unit trains (I) don't c-c on mains – they either refuel or park in YD. WBD unit coal (2-3 D) goes via Pasco and Vancouver, WA to Centralia or Canada. DPUs run thru all the way. Wait in woods maybe ¼MNE of the big refueling shed area, almost 1MNE of Idaho Rd on E side of YD, beware of DPU inspection or refueling. WBD unit grain goes at least to Vancouver, WA, but a couple may terminate or park for long periods in Pasco. DPUs on grainers may get dropped at Pasco. Look for gray SMW cars with good porches.

rocks).(Note For shelter, go 400FT further W, then turn L to go 250FT to old bldg/shack on your L. From cairn, by asphalt by RR, walk 250FTS to point of split of path, with power line overhead going '2pm' away. Go '11 o'clock there to go thru ravine (tagged green strings on bushes) to go up to fence on N side of IM YD and fence PT tracks. There should be 3 HF's: 2 are ~ 350 FT in each direction from here. 3rd hole ~ ¼MW of here. Look for strings tagging posts for all holes 5 posts before hole. Cameras on a couple of poles here but they don't seem to be a problem. YO is off 800 FTSE of where you came to fence. Busy location. All IM/DS arv on that first track across fence on N side of IM YD for work. Typical stop 35-45 minutes. EBDs include: '#24M' to Harrisburg/Baltimore' arv D 5pm-8pm (13). ID as 1-stack. Go to hole .25MW from where you arv (concrete slabs leaning against fence and ribbon marker). That's where rides will be. ID Schneider, Swift, Hyundai. #22W to Harrisburg/Rutherford, 11am-12noon D (12). WBDs #21Z to Chicago 6-8am D; #21M (or J?) to Chicago 7-8pm D (12); #21T to St. Louis/KC (VOLT) 10pm-1am D (x Tu)(12). ID CSX, EMP, HUB, UMAXS, Pacer. When stopped, #21T likely to extend ¼M out beyond IM YD gate. In addition, other thru WBD IM/DS come thru on 3 mains you crossed N of IM YD. Often 2-3 stop over the course of a day. Random times. Most probably Chicago-bound. Some NS GMs work at Island Avenue YD. From DT at 6th St. & Liberty, take #16D' bus to INT of Chateau St. & Columbus Ave. Walk 1500FTE on Columbus to go underneath overpass at RR. Turn L (NW), going 150FT from overpass to HF just SE of tennis courts in park. The EBD GM '18G' to Oak Island, NJ (NYC) 'almost always' stops to do s/o, maybe p/u too. #18G will arv on main lines right next to IIF. #18G likely here "60+ min." doing work. D~ noon-4pm, a few hrs later on Su (10).

(W&LE*) **Rook YD** is 3MSW of DT Pittsburgh in suburb of Rook. Take #31 bus from DT. Go to INT of Nobletown Rd. & Mansfield Ave. YD is 750FT SE of that INT. #391 to Mingo Jct/Brewster, OH runs D (14). #392 turn to Connellsville Tu+Fr 5am. Coke/other extras. YO #412-279-3163.

Port Clinton (R&N#) ~ 15MN of Reading, YD is .75MS of town. Walk S on tracks from Broad St. RRR, crossing over Schuylkill River on RR bridge into YD. Run several branches out of here. Local to Mt. Carmel on duty 6am, local to Reading OD 5pm (Su,Tu,Th), at 7am on Sa (03) **Portland** (DL# & NS#) Small town 20MN of Easton along Delaware River. Two RRs interchange here at **Stateford Jct**, a passing siding 2MN of HWY 61 bridge, on W side of Delaware river. DL goes W to Scranton thru Poconos on historic old 'DL&W' route Su-W-F ~ mid-day (12). NS turn 'H74' from Allentown Tu, Th & Sa afternoons (13). **Punxsutawney** (B&P*) **Riker YD** is NE of DT ~ 1M. HWY 119 is PT/N of YD. Take HWY 119 NE till you see 'Gimmicks Restaurant.' YD is 1000FT E of this point on HWY. SBD (GEO WBD) GM to Butler/New Castle D (x Sa) afternoons; **NBD** (GEO EBD) to Salamanca/Bufalo (x Sa) in morning (13). **Reading** (NS+) Go ~1MN of CH in DT to INT of Nicholls St. & Spring St. Go 100FT W on Spring to RRO. **Spring St.** YO is just across RR and ~ 150FT to N(R) of overpass. Trains GEO SBD are either headed W or SE. Trains GEO NBD are EBD. Mains where trains stop are 2 tracks on E side of YD. I think many GMs work YD both directions. Coal too. Several destinations either way. #19C to Conway works. Local H68 to Allentown (14). (R&N#) Has its own **North Reading YD** but also operates into NS YD. Turn from Port Clinton switches and returns on Su,Tu,Th, earlier in day on Sa (03). **Renovo** (NS#) YD is by 'Sportsman's Hotel' ~ 1ME of town on HWY 120, 500FT W of Fairview Lane. NS locals EBD to Enola YD in Harrisburg or WBD to Driftwood. **Reynoldsville** (B&P#) YD is on W side of DT, HWY 322 goes NW over YD. INT of 950 and HWY 322 is on NW side of YD. Baxter St. is PT/E of YD, just off INT with HWY 322. This was c-c for P&S, at RRR N of town, across river ~ 400 FT. **Ringgold** (B&P#) Ex-P&S c-c was 1.75MS of town at Ringgold STA Rd. RRR. **Rutherford** (NS*) See Harrisburg. **St. Marys** (A&E#) YD is on NE side of DT. INT of Erie Ave. and 4th St. is at YD. Depot St. is PT/S of YD. Turnaround 3X weekly from Warren. **Sand Patch** (CSX+) If you are on I-76, get off at Roxbury. Go S on HWY 160 for ~ 13M. You'll be driving directly over the Sand Patch RR tunnel for the old B&O RR. At point directly over RR tunnel, take the little road off to your R (SW) just over 1M to the RR. You should be at m.p. 211, where helpers for WBDs are removed for trains headed for Connellsville. Some EBDs for Cumberland may also drop off helpers? Note: This info may now be obsolete if DPUs have replaced helpers... **Savre** (NS# & LHR#) YD is N of DT and PT/NE of Lehigh Ave. Cayuta St. runs across N end of YD and W. Packer Ave. runs across S end. NS local turn out of Gang Mills exchanges with Lehigh RR here. NS turn H-13 from Ithaca works here. LHR# goes to Mehoopany on old Lehigh Valley RR mainline. **Scranton** This was base of old DL&W (Lackawanna RR). 'Steamtown Nat'l Park' is at the old YD DT. (NS/CP*) **Taylor YD** is 2MSW of DT, along S. Main Ave. Mostly IM/pigs. Taylor bus from DT runs out here. One train orig, others work YD or run thru—some trains BTN Binghamton and Allentown run thru. (DL#) Delaware Lackawanna runs several area branches and the historic ex-Lackawanna RR mainline E over Pocono Summit to Portland, PA (NS interchange going on to Allentown). Go SE from DT on Mulberry St. to INT with Harrison Ave. Turn R (SW) and go 2BL to wait. GEO SEBD turn to Portland/Slateford Jct. 'PT98/97 should stop along here to put on 'fred' for 10-min or so prior to DEP. Called for Tu, Th, Sa at 10am (12). Short train, may work on way. There are also unit grain trains going E 3-4x/week as far as Moscow, they start out at CP's Taylor YD, may also go slowly thru Steamtown YD? (R&N*) **Reading & Northern** operates ex-Lehigh Valley line. Take the #28 bus from DT Scranton 10MI to **Pittston**. At HWY 11/Jenkins Bridge and Main St., go 1MN on Main, then go L(NW) on RR, crossing RR bridge into SE end of **Coxton YD**. SBD GM 'PILE' to Lehigh on duty 7pm D (x Sa?)(07). NBD GM to Mehoopany (for LRWY

St., take #4 Westside/ Mahoningtown bus (days, x Su) on ~20-min ride to INT of Liberty St. & Darlington/Plum Ave. (by red caboose). Walk back to RRO 1000 FT S of you and climb up. Take a L(SE) and go ¼M to RR bridge over Shenango River. The c-c (both ways) is 1500FTS of that bridge. For EBDs just wait over on this N side of bridge. (don't get confused with other tracks here). For WBDs, cross over tracks here and go down to lower track. Then walk back S ~ ½ M to wait. Being down below, you should be out of sight as you pass by the YO, the c-c point. Thru trains will most likely be on the lower "PL&E" mainline track on SW side while stopped for c-c. IM 'Q137' to Chicago around 1-2pm(x M); (Q015 runs-thru). IM 'Q139' to NWO, OH around 6:30am (Tu-Sa)(13). Many thru GMs too. B&P GM turn from Butler, PA here mid-am, works and returns (12). Norristown (NS# & CSX*) Abrams YD is on S side of Schuylkill River, just to W of Markley St./Dekalb Pike bridge over river. YD is 1 ½ MSW of CH. Brownlie Rd. is PT/S of YD--weye is 2000FTW of Dekalb Pike bridge. #17G to Conway from Morrisville works, goes on W(14).

Philadelphia (CSX*) Two main YDs: Eastside YD is in south Phila, adjacent to Schuylkill River and W of the oil refinery area. Thru trains bypass YD doing c-c along river N of it. Take 23rd St. S to Locust. Go R(W) on Locust to tracks. For NBD thru trains: The c-c is just N of Locust St. So walk S along tracks to vicinity of next overpass near mid-point of train when it stops. Hide in bushes BTN tracks and river, watch for sporadic railcop patrol. Q032/0034 to North Bergen, NJ ~3-5pm D (12). For thru SBDs: Take #12 bus running WBD on Walnut St. DT (or, if in W. Philly, walk E on Gray's Ferry RD over river) to INT of Gray's Ferry RD and 34th St., by 'Citgo' gas STA. Walk N ~ 250FT on 34th St. to gateway on R (E). Easily walk BTN gates (if locked there is HF 25N of gateway). Then turn L, and walk ~ 500FT on RD to trax (jungle) or just wait on top of hill. SBD c-c is ~ ¼MSW of you here. 'Q031/0033 IM to Savannah/Jacksonville around 6-7:30am (D x M)(10). Usually has 53s and PIBs. 22 hrs to Jax. Q741 'juice train' to Tampa, 3-4:30am (xM, Th). May have GM up front. GMs include Q409 to Waycross and Q439 to Hamlet, NC, both around 10-11pm D (09). CSX's ex-CR Greenwich YD (aka the Stadium or Naval YD) is located near the Naval Shipyard in South Phila. It is off the mainline but orig some IMs and GMs. All DEPs are GEO WBD. Broad Street runs over YD on W end just S of 1-95 INT. Take the Broad St. orange line S to the last stop-Pattison, at the stadium. Exit and walk S (no stores down this way, but nice FDR park with facilities-water spigots by bathroom to your L.W throat of YD is right in front of you, under Broad St., trains may be caught on the fly here, otherwise you'll have to work your way E. Q300 GM to Oak Island 6am(?) D (xM)(14)(may dep from Eastside, ask/research it if you can). Q190 IM/DS to South Kearny (most cars c'nue on to Chicago) dep 7:15am (x M). Q141 to Jacksonville (comes from Phila). Q405 is GM to Rocky Mount/Florence, SC at 1-2pm D. ID trash. Q373 to Cumberland at 6pm D--but an easier catch at 58th St./Eastwick, see below. An alternative for SBD/WBD GMs: Eastwick Jet is in West Phila. Some trains originating in Greenwich YD get pulled out of Greenwich by a YD crew to 58th St. here and stop (probably 5-20-minutes) to get a road crew. Take a W. Phila trolley to INT of S. 49th St. and Grays Avenue (just S of electrified Amtrak line). C'nue walking SE on S.49th St., ~ 400 FT (go around/thru fences), to CSX tracks. Front ends of trains doing this will be ~¼ MSW of you at '58th St.' GM Q373 to Baltimore/Cumberland does this ~ 7pm D (14). The Q405 to Richmond/Rocky Mount, NC ~1:30-2pm D (14). Decent urban camping/jungle areas along river if you c'nue further SE and then N along river. Also see Norristown, PA and Camden, NJ listings.

(NS*) Main area YD is Morrisville (see separate listing). See also Norristown listing for Abrams YD. Another alternative could be to go to Bethlehem on the Sands Casino bus, sell your chips and then you are right at the catch out spot there. See separate listing.

Pittsburgh (ALY#) Local turn to Washington called at 6am (M-F) at Glenwood YD S of Pittsburgh (03). (CN/BL&E# & URR#) Two RRs interchange unit coal and taconite trains at North Bessemer, NE of Pittsburgh. YD is 13ME of DT, with N end over INT of Leechburg and Milltown. The #P16 bus goes right there. Maybe walk in across from FD. The NBDs of empty taconite, and sometimes loaded coal DEP from the far E side. There are generally 2 turns from Greenville, the first is at 9pm, the other is a few hours later.

(CSX*) Main area YD is New Castle, PA (see separate listing). CSX also operates Demmler YD along E side of river N of McKeesport well E of the city. First YD NE of McKeesport/DuQ bridge is Riverton YD is Demmler, maybe 2MNE of bridge. A couple of slow GMs running BTN Willard and Cumberland may work there. Newell, ~ 25MS of DT, is a operations center for coal traffic to/from Mon Valley and looks pretty impossible to hitch out here--good luck! Note: CSX is building new IM YD in McKees Rocks at the end of Nichol Av, set to open in 2016. The #21 bus comes up Island Av.

(NS*) Main area YD is Conway (see separate listing). Pittsairn IM YD is ~ 9ME of DT Pittsburgh. Take #69 bus in front of PNC bank on 5th Ave, just W of Wood St. in DT Pitts (M-F, \$4 ½ 0). On Sa-Su, take 'P1' bus at Smithfield & 6th, trans to #69 (ask). #69 is GEO NWBD on 5th. Take 1 hour+ ride to INT of Wall & Broadway in Pittsairn. (Note: 'Shop-n-Save' grocery is 1¼M further SE on Broadway, 'Sheetz' conv. Store same direction, closer (.75M). At Wall/Broadway, walk off to S on lot on W side of INT to descend embankment to woods. Note old bridge across Turtle Creek, use pallet to climb up W side of bridge. Don't cross over bridge--you are visible to motorists stopped for red light. Dark hours best. Using overhead N-S power line as a guide, walk to 3 mainlines. Discreetly cross to S side of mains. On S side, turn R(W) and go 125FT to asphalt path (look for cairn of

Idaho Falls (UP#) Not a c-c, Pocatello-Silver Bow GM trains may work YD S of DT PT/E of HWY 26, S of W. 19th St.

Lewiston (CSP*) YD is along river E of HWY 95 bridge. Trains also leave from 1¼ME of there at Forebay. (GNWR*) Great Northwestern Railway runs a good-sized train DEP mid-day (10am-2pm) ~5x/wk (13) to Ayer, WA, where breaks into a BNSF block and a UP block, then p/u and returns E. Nampa (UP*) The c-c is ~¼ME of INT of 7th Ave. N and 1st St. N at YD tower opposite "Lloyd Lumber Co." For EBDs: From INT of 1st St. N & Nampa Blvd/Northside Blvd, go 400FT S on W side of Northside to HF at truck trailer in lot. To Green River/Cheyenne try the GM 'MHKNP' arv D (x Tu) 11am-3pm (12). ID ARMN, TTX, AOK, IBT, CNW. To Ogden/Salt Lake City: GM 'MHKRO' D (x M) 6pm-2am (12). ID HPJX, IBT, CP box, CNW hoppers ANGX, CPDX, DRGW, CP 3-holders, ARMN. The 'MHKPC' to Pocatello, ~4-9am. ID ARMN, CHUX, UP hoppers, SHLX, JRSSX, Procor (12). Orofino (CSP*) Small YD is NE of DT, PT/S of Michigan Ave. "F" St. is on SW end, Cottonwood Rd. on NE end.

Pocatello (UP*) For mainline c-c: From INT of Main St. & Center St. DT, go 1BLN on Center. There, ~300FT E on S side of tracks, is c-c. Most EBD IMs head for Chicago, a couple to KC/Memphis. IMs sometimes have lengthy refueling/c-c stops. EBD GMs can go either E to North Platte/Chicago or S to Salt Lake City. At times railcops closely observe IMs during c-c. If it seems hot, for EBDs an alternative is to go E of the c-c/STA. After c-c and inspection EBD will pull down to E end to fuel DPU (if it has one). Board at this time, from behind self-storage place just up from Sinclair Gas STA on Main St./Bannock HWY. Some GMs orig in YD SE of DT by Ross Park, some thru GM may work. If DT near STA, take W. Benton St. over tracks to S. 2nd Ave. Turn R and go ~2ME to Ross Park. Veer R into park and find gaps/HF. Seems OK to wait in this area. SBD M-PCSC to Salt Lake dep ~5:30-6pm GEO SEBD. String is pulled out of main YD DT and it gets fred/inspection in YD by park here. M-PCGR to Green River dep 9-10am D (14), similar routine. GEO NWBD 'MPCSB' to Silver Bow (near Butte), MT, dep Su+Tu+Th 8-10pm (14). Reportedly now again uses this Ross Park location. At times it may be in main YD and built such that, before dep, it sits with rear under Gould St. overpass, just over 1MNW of main line c-c point. When dep, MPCSB must go off to R (NE) at loop 1MNW of Gould. May have autoracks. Great scenery over Monida Pass. Local LCE-50 to Minidoka, ID (hand-off for Eastern Idaho RR, Twin Falls branch) around midnite-1am D (14). Can be long. Rathdrum (BNSF*) See Hauser. Twin Falls (UP#) YD is S of DT, BTN Blue Lakes Blvd. & Shoshone St.

ILLINOIS -- Beardstown (BNSF*) YD is S of DT and YO at N end of YD is c-c. This is c-c on line BTN Galesburg and Centralia. Mostly coal/oil here, EBD oil for CSX turns at Smithboro. Some Galesburg-E.STL GMs and unit plastics c-c here. SBD GM likely to go to E.St. Louis. Trainmaster 217-323-4802; Crew room 217-323-4804/5. Bloomington-Normal (NS#) Good YD is 2¼MNW of DT Bloomington, 1MW of Normal, PT/SW of N.White Oak Rd, NW of I-55/I-74. The 'Lime' bus BTN both DTs crosses YD's S throat on W.College Av. Local turn D49 to East Peoria at 7:30am (M-F). Local D36 to Decatur at 8pm(M-Sa) (12). Coal to Peoria+ Cedar Rapids. Slow O55 Machinery to Savannah, Ga via St.Louis Wed. nights. (UP#) Go ~½MN of CH to INT of Main & Locust. Turn L(W) on Locust and go ~¼M to RRU. The c-c is at YO on E side of YD, 2BI N at Walnut. The 'Brown' bus crosses over both N+S ends.IM/DS BTN Global 4 and Houston recue here in wee hours. Local NBD in morning. MBLAS to E.St. Louis 3x/wk (15). Local to Springfield (3x/wk) (13). Bureau (IAIS#) Morning turn S to Peoria 5x/wk plus grain+coal extras. Some E-W mainline trains may work here? Cairo (CN#) YD is NE of DT, off of Sycamore Ave. Go N of DT on HWY 51 (a.k.a. Sycamore Ave) beyond INT with 40th St. YD to NE there. Trains A431/432 Bln Decatur, IL and Memphis work. CN also serves barge terminal in Mound City, 6MN on the Ohio. Centralia Quirky SCT buses to Salem, DuQuion, Nashville, et al. call 800-660-7433 (BNSF*) This is c-c for trains BTN Galesburg and Paducah/Metropolis. YD is ½MN of DT, where tracks curve off to NW. S end of YD is 1MN of CH. Don't confuse with NS, which diverges from BN at Johnson St. RRX, NS curving off sharply to W (behind BN YO). BN YD is to R (NW). Most BN traffic is coal but a local D each way. L-SPR6571 to Paducah midday. WBD coaltrains head to Alliance, NE via Galesburg. YO 618-532-4122. (CN#) YD is located 3MS of DT. Trains A431/432 work. Maybe other thru trains stop, NBD only. (NS#) Small YD SW of BNSF YD. YD loops off directly W. Dimick St. is PT/S of YD. Some trains BTN St. Louis and Louisville may work YD and reportedly "crawl" thru junctions just N of CN YD or may stop near BNSF tower/junction. Champaign Area JARC bus to Danville from STA. (CN*) YD is 2MN of DT. Bradley Ave. is at the S end of YD. The c-c is ~½MN of I-74 overpass, at fueling pad area-but many NBD GMs pull on N into YD to work. For good access to SBDs doing c-c on main line: head N on Market and then E on Mercury Dr. (at "Fed-Ex" hub). Buses "#2" & "#4" get you close (the mall). Wait in cornfields (some years with tasty sweet corn) on W side along mains. Lines split S of here for directional running as far as Fulton, KY. SBDs go via Bluford. 5 D SBD GMs: 4 to Memphis (1 to BNSF) and 1 to Salem/Pine Bluff (M399). Many SBD GMs, while working YD, are at S end of YD, just N of Bradley RRX, prior to DEP. L551 turn to Mattoon meets A431 (SBD Decatur- Memphis milk run on NBD line). There are ~5x/D NBD GMs: 2 to Fond du Lac/Winnipeg, 2 to Toronto, and 1 to Kirk YD in Gary (13). If you see string of cars on track furthest E under I-74 ~8-11pm, that should be a Chicago/Winnipeg train (M342). IM/DS #195 goes to Chicago. Note: Riding CN in to the greater Chicago area make sure to read the Chicago CN Matteson listing in order to find out whether and where to get off. (NS#) Also see Danville+Decatur, IL. Some trains work CN INT at Tolono, 10MS of Champaign. Take the #1 bus to Savoy, then walk another 5M S on Rt.45.

Charleston (NS#) YD is 3¼MN of PO, N edge of town.

Chicago If using public transit, you might buy a 'CTA' card from a machine at a STA allowing you to transfer to another bus/train without paying another full fare. **You must have a card; otherwise, you pay full fare for each new ride.** Each fare is \$2.25. **Note:** In addition to their own YDs, many of the RRs operating into the railroad capital of the US also orig and term many trains in other RRs' YDs. Transfers also frequently run b/n various Chicago area YDs. This can provide the opportunity to get rides from several RRs in one YD but can also be confusing. In addition one RR, Belt Railway of Chicago, runs Clearing YD out of which many RRs orig GMs. Blue Island YD, run by Indiana Harbor Belt (see IHB listing), plays a similar but more minor role. **For trains to NYC (New Jersey), Baltimore and Phila.** see either CSX or NS. **For Boston, CSX.** To Toronto/Montreal, etc. CN or CP. **For Florida or SE US,** CSX or NS. **For Memphis/New Orleans:** see CN. For St. Louis see UP. For KC see BNSF and UP (CP possible but slow). **For West Coast destinations** see UP or BNSF. **For Minneapolis:** See BNSF or CP (UP and CN are possible but slow). **For Winnipeg and western Canada** see CP or CN. **For Wisconsin** see CN, CP, UP, or, (La Crosse only), BNSF. GMs of various RRs using BRC/Clearing or IHB/Blue Island will be listed under those sections.

(BRC*) (BNSF CN, CP, CSX, NS, UP, WSOR) Belt Railway of Chicago's Clearing Yard is in Bedford Park. YD orig GMs for many RRs going in all directions. For NS, CN(EBD), some UP, and CSX EBD/SBDs go to E end of YD. For BNSF, CN (NBD), CP, WSOR, + some UP go to W end. BTN these two ends is a huge double hump YD—a virtual no-mans land—to be avoided. It is ~4M from the W end to the E end. YD tel: 708-496-4105 dispatch; -4128 for EBD info; -4130 for WBD info. Airsheets used-if you arv early enough and the coast is clear, you can figure out where your train is that way. **For E end:** Take CTA orange line to Midway Airport, (the last stop) then walk or take #54 Ford City Mall bus S on Cicero RD crossing over YD. Get off at 1st stop on S side. Enter YD here or walk 3BL E and then enter. You can also enter YD at E throat by Pulaski overpass, where many trains may creep out. The 2 N-most tracks are mainlines. The ARV tracks are on N of the center of the YD, DEP tracks are S of center, then the runner of CSX IM YD (then a road and IM storage tracks on S). These are trax #47-35, then a RD and air shack, then more DEP trax. Any RR's trains can be on any DEP track. All D unless noted, expect frequent changes: NS: #16E and 18A to Pittsburgh/Conway; #16G to Allentown, PA; #306 to Bellevue, OH; #173 to Cincy; #34G D to Elkhart 11pm (14). CSX: Q386 to Selkirk (14) at noon D (12); Q388 to Willard (14) at 5:30pm (12); Q597 to Nashville (14) at 5:30am (12); Q647 to Nashville/Wavercross (14) (w/INRD block for Terre Haute, IN) at 5am (12); UP: "MCHPB" to Pine Bluff (14) in 9pm-2am (13). ID GACX (L), PTTX (L), SOU boxes (e), NS boxes (e), DOWX (e), FPAX. **For Clearing YD W end.** Take CTA 'Midway-Orange' line to Midway STA. Ask for bus going to INT of 63rd St. & Harlem (either #63W or #62H, I think). Walk S on Harlem ½M to Harlem overpass. Walk down W side to tracks. Turn L(E) and, as you are walking E along tracks, you will see tracks curving off to your L, going to the N. It is on that curve that almost all GM DEPs stop for 15-20 minutes for air test. YD is to the E. Further E, N of tracks and S of W.68th St., is a small clump of trees/bushes to wait at. Check airsheds or ask if it seems appropriate. BNSF: 'BRCTUL' to Galesburg/St. Louis/Tulsa (possibly now just to Bola) (14), dep 6-10pm. Was dep ~3 tracks in from N side (13). H-BRCKCK to Galesburg/KC 6-9am (14); M-BRCKGAL to Galesburg, Ill (14). "H-BRCNTW" to Mpls, MN (14). UP: MCHNP to North Platte (14) in wee hours? (12); MCHVP to St. Paul/Valley Park, MN (14); CN: #447 to Fond du Lac (14). CP: #289 to St. Paul ~6:30am; #287 to St. Paul ~5:30pm (1/15). WSOR: The 'T001' to Janesville, WI ~5pm (x Su?) (14).

(BNSF*) The ex-'Santa Fe' goes to KC/California/Houston. The ex-'BN' goes to Minneapolis, then on the 'hi-line' to Seattle/PDX. There is a separate ex-BN line from Chicago to Denver. **For 'Santa Fe' line:** The main YD is Corwith, BTN Archer and Stevenson EXPY just N of 47th and Archer in city of Chicago. WBDs dep GEO NBD, then take W leg of wye at N throat above 38th St, crossing over CN and over I-55/Stevenson Expy. This YD is challenging, you might be better off outside YD, N across the freeway by Corwith Junction (or at one of the alternative spots below). Take #35 bus W on 35th St. or #52 Kedzie bus to INT of Kedzie & 36th St. Walk N on Kedzie ~500FT, passing under I-55/Stevenson Expressway and then RRO. Turn up to L(W) and go up to those 2 trax. Be discreet. Run-thru WBD IM/DS from NS+CSX will be handed off out here as well, with c-c ~½MW of junction, rear will be above California Ave. **There are several alternatives for 'Santa Fe' line IM/DS:** Some stop outside of any YD at Harlem Avenue in Forest View. Take '#62 Archer' bus SBD to end of line at Neva (1-hour). Walk 1BLW to Harlem, turn R and walk 1MN (or take infrequent 'PACE' bus) to RRO just before 47th St. (by 'Shell' gas STA). Walk W up dirt RD on N side of RRO. Walk past gate 50FT to big electrical line tower, turn L(S) and walk past first track to mainline. Starting around 4pm, some WBD DS trains will stop here for clearance. There can be long waits. Short DS strings probably will p/u at Willow Springs YD. Stops are often just for 5-7 minutes. Units will stop ½MW. Horn of WBD blows ~2 minutes before it arv. **Willow Springs IM YD** is 15MSW of DT Chi. Challenging location but not impossible. Some 'Santa Fe' line trains work/orig, Denver IM works. Take METRA 'Heritage Corridor' train to 'Willow Springs' STA (3x/D pm rush). Alternatively, from CTA 'Orange Line' Midway STA, take either PACE #390 bus (aka 'UPS bus') (check first, weird hours M-F only) to Willow Springs Rd. (at METRA STA) or take the more frequent #397 to Cork+87th and walk W 1M to Glenwood, go N 3BLKs to Archer, then SW to Willow Springs Rd. Take WS RD NW, crossing Des Plaines River. **Avoid W side of WS Rd—WSPD likes that area.** As you come off end of bridge, there, 50FT further NW look to your R(E), note fence running NE, turn R(E), scoot quickly down and, 30th vertical post of fence also has HF to go directly up slope on train sitting up there. Walk ¼MNE along fence. Look for grove of trees on NW (opposite) side of fence and find large (8 ft. across?) HF behind grove there. Some WBD IM/DS orig'ing in Corwith or elsewhere, stop on the two

orig/working here include: 21A built to St.Louis 5pm, days sporadic; 21G built to Chi/Corwith 7pm xSu; 21Q built to Chi/47th 11:59pm xSu; 21T built to KC 1pm D, (s/o St.L block in Decatur, to run S as the new 21K. 21V built to Chi/Cicero; 23M Eliz to Chi/G1 s/o 7am Tu-Sa, probably doesn't leave until 2pm; 23Z Crox to Chi/63rd, 25V Eral to Chi/47th (15). **For an EBD (GEO SBD) to NJ, Wilmington or Phila.,** you need to be up by 1-81 overpass. Take #3 bus from DT to INT of Esther Ave. & 6th St. by 'Rescue Fire Co.' Cross over to trax, and wait in bushes just S of I-81 RRU, on W side of mains. Keep low pro on trax as railcop frequents IM area across trax. **GEO SBD IMs that orig/work include:** 201 built to Memphis/Rossville 7pm xSu; 228 built to Norfolk 3pm M-F; 22V built to Eliz s/o at Beth; 24M 63rd to Balt; 20Q 47th to Phila/Morris, s/o 1am D; 20R Cal to Eral; 20W Ash to NJ/Crox. NS also has a larger IM YD in Rutherford, 5ME of DT Harrisburg. Take Derry St. (infrequent bus M-F) E thru Oakleigh and Lawnton and then it will run PT/N of YD. Approaching YD from N side, no fence, lots of cover. Grayson Rd. runs PT/S of YD. Many DS to/from NJ, Phila, Baltimore will be on the mains while block swapping. Check JB Hunt waybills if you can. **WBDs** that are built/work here include: 203 built to ATL noon (xSu); 213 built to ATL 7pm? 4am? mostly from other blocks; 21J built to Chicago/63rd 10:30am D; 21Z built to 63rd 11:59pm xSu; 23R built to 63rd, 21E Morris to WSP. **EBDs include:** 290 B'ham to Croxton; 24K Built to Phila/Morris; 20E 63rd to Crox s/o 3am? D, probably more like 5-7am? (15). **For orig GMs:** Most use historic ex-Pennsylvania RR Enola YD, across the Susquehanna River from Harrisburg. GMs to Linwood, NC, Roanoke, Baltimore, Pittsburgh, Allentown, Binghamton, etc. Take 'Route F-Enola' bus, (M-F just once early am then 4x in the afternoon, call CAT bus 717-238-8304 for times) from DT Harrisburg to 'Summerdale Plaza' strip mall across the river. Other times you'll have to walk, it's ~5M from DT Harrisburg. YD is BTN shopping center and river. There are 2 DEP YDs: one on W side of YD is not so busy, used mainly for swapping EBD/SBDs. The primary DEP YD is by the river, near N end of YD, S of I-81 overpass. "I usually walk up past 1-81, then cut over to river and back S into YD." NBDs, WBDs and some EBDs dep GEO NBD. NS train #31T, usually w/CN power, goes to Montreal via Binghamton. Other orig trains include #11G to Conway/CN Chicago. #389 to Pt. Wilmington, DE; 11V to Bellevue. 18R to Newark, DE 3x/wk. #12G from Conway to Harrington, DE probably works (13). 37Q to Knoxville (14) mid-am? (09). H18 to Lancaster and H95 to York. Alternatively, to access the W side DEP YD, from strip mall walk N on SR 11/15 ~ ½ M to HWY 81N on-ramp, passing end of guardrail to your R(E). Dip into woods here and trax for WBD/SBD (Roanoke/Linwood) depts are right in front of you, across a paved RD. You can wait up here on hill out of sight. All arv GMs break-up or work extensively. **Hyndman (CSX+)** Get off 1-70 at Manns Choice. Go 25MS on HWY 96 to RRX in DT Hyndman. Some, not all, WBD GMs get helpers here to climb Sand Patch Grade. **Johnsonburg (B&P+)** NBD/SBD (x Sa or Su) GM trains 'swap' crews here early PM (10). Be ½ MNW of DT off the W side of HWY 219 at the Main St. RRX--be just behind the point where semi trailers with wood chips are lifted and dumped. Turn from Warren works late evening 5x/wk. **Johnstown (CSX+)** 3x/wk turn leaves consist S of DT while interchanging w/NS, midday (NS+) Helpers are added for many GM EBDs here for trip over Alleghenies to Harrisburg. Some WBDs may drop helpers. I think you want to be ~ 1 ½ MNE of CH. Go NE of DT on HWY 271, crossing Conemaugh River. You are in Woodvale. From N side of river, at 'Red Star Court' by RR, go ½ MNE on Plum St. to INT with Harwood St. Try waiting at NE corner? **Lancaster (NS#)** Lewis YD is served by various locals. YD is "right behind main Lancaster PO." **Lansdale (CSX#)** Several locals operate out of here. Turn from Greenwich YD in Phila works nightly (10). **Lehighton (R&N#)** YD is N of DT and PT Lehigh River. Go N of 1st St. and YD is PT 1st St. on E side. 'LEPI' runs to Pittston D (x Sa)(07). Sunrise Diner is in nearby Jim Thorpe. **Lock Haven (LVR#)** NBER# (NS#) YD is ~ 1ME of DT. Go E on E. Bald Eagle St. past N. Hanna St. Turn R (S) on Sherman St. and walk 2 BLS to YD. Lycoming Valley stone train (I) goes to Williamsport M-F mid-day (construction season only). Nittany and Bald Eagle goes SW to Tyrone. NS road locals int w/WNY&P at Driftwood and 'H3W' S to Enola (09). **Meadville (NS# & WNY&P#)** Two RRs interchange. WNY&P goes E to Olean, NY. I think interchange occurs at YD S of DT. YD is PT/W of Cochranton Rd. (AKA HWY 322). YD is IMS of DT and on S side of HWY 19 overpass. **Mehoopany (LRWY#)** 30MNW of Scranton on HWY 6. YD is by RRX/bridge over Susquehanna River. Take HWY 87 bridge to NE side of river. Pretty ride, both directions. Lehigh road local over old LVR to Sayre, PA for NS interchange. Turn to Yalusing OD 10am D (12). **Morrisville (CSX#)** Some NBD GMs work Woodburne YD in Langhorne, PA, (~ 2MW of the NS Morrisville YD). Go to Woodburne SEPTA STA. Go to RRO and follow tracks IMS. You can wait in woods on W side of YD. Q410 to Oak Island/Selkirk works, midnight-1am (varies!) D (09). Q418 out of Camden may work 10-11am (xM). Q438 to S.Keamy/Selkirk around 2:30pm (09). (NS*) Take a SEPTA commuter train (two lines). YD is 1¼MSW of Morrisville PO, extending 3MW from there. For E end, go to INT of HWY 13 & HWY 1. Go ¼MS to RRU. GM section of YD is off to the W. GM #17G to Conway D (x Su) has 1pm call—look for freed. IM area is at W end, you need to be 2+MW of here. From INT of Cabot Blvd E and Queen Anne Ct., (by 'Langhorne Residence Inn' motel)(not sure how to get to that INT-check map/transit) go S on Queen Anne 1000FT to RRX. W throat of IM YD is just E of you here. '25T' IM to Chicago dep at 9pm D (10). #21E to Chicago/Willow Springs at 7am (x Su, M)(14). These trains may be block-swapped at Harrisburg /Rutherford. Be low-profile here. **Mountain Top (NS# & R&N#)** 7MS of CH in Wilkes-Barre. Go S on HWY 309 to the HWY 437 split. YD is off to your L (NE). Operations base for R&N. Train PELE origs here, first goes N to Pittston (See Scranton), then brings empties S to Lehighton. NS NBD to Bing/Buf 41T does set out here most days, around 6-8am (09). **Newberry** See Williamsport. **New Castle (CSX* & B&P#)** NCTA transit buses from Pitts (by Amtrak STA) (x Su; days only M-F, fewer on Sa) for \$4. Info: NCTA 724-654-3130. YD is ~ 3MS of DT. From NCTA transit center DT @ 315 E. Washington

footbridge behind the parking lot. Just below that bridge on those first 2 tracks is c-c. The 135 to Chicago is slated to recrew at 2am. A few EBD GM trains add helpers here: Go S on Pittsburgh St. in S. Connellsville to INT of Pittsburgh & Wine. Turn R(W) on Wine and go 3BL to INT of Wine & Hyndman Sts. Turn L(S) onto Hyndman and go ~200 FT (to bottom of dell). Turn R, going around gate and walk ~200 FT on dirt RD to fork. Go L at fork down to RR. Turn L and walk ~ 1/2 M around curve. Conway (NS*) Major area GM YD and mainline c-c, ~20MNW of Pittsburgh. From DT Pittsburgh at Liberty Ave. STA, (2BLSW of INT of Liberty & Grant), take '#1 Rochester' Beaver County Transit bus (M-F) (tel. 724-728-8600). On Sa, you can get '#16A' PAT bus at busway next to Amtrak STA DT and take to 'Ambridge Park-and-Ride'. Transfer there to '#1 Rochester' BCT bus. It is ~ a 60-min. bus ride to Freedom from DT Pitts. No Su bus. For thru EBD IM/DS: These almost all arv on W (Ohio River) side of YD, on mains that are last 2 trax on river side. The c-c is well S of the YD, in Baden stretching back to Ambridge. Units will be spotted roughly across from Dippold Av. so you'd want to figure out how to bushwack to the mainlines next to the river, maybe across from the end of Logan St. (or further S). Logan St. is 2.5MN from where PA buses end. Some thru EBDs may at time c-c farther S (closer to YD). If that is the case, get off bus at INT of 3rd Ave. & 5th St. Walk SW across 3rd to face RR. Usually a few strings block views and RR is quiet up here. During break in traffic on HWY 65, go 200FT across to far W side and mains. Turn L (SE), then go 1000FT to small grove of trees and bank on river. Good place to camp/wait right here. Hopefully some EBD (GEO SBD) IM/DS still stop here for c-c such that, when stopped, rear end is ~ BTN 5th St. and trees. EBD IM/DS head to Harrisburg (see listing). If GM stops here (unlikely) in similar manner, it is probably going to term at 'Enola' (see Harrisburg listing). Note: you'll be going around famous old Pennsy RR 'Horseshoe Curve' 5MW of Altoona...expect railfans in daytime. Enjoy the view but stay out of sight! For thru WBD IM/DS: WBDs are GEO NBD. The c-c varies, but best bet seems to be right off W side of INT of State St. & Virginia Ave. & HWY 65 (Virginia runs in loop into S St. & 65 here, by crazy-color house and 'Punk's' Ice Cream sign). If on bus, it goes right by here. I'd say cross to W side of HWY 65 (try to get a slow moment, be low-pro), moving ~200FTN to wait in trees BTN HWY 65 and mains there. Many/most will stop for c-c along here such that you are toward rear end. IM 'fleet' in afternoon/eve. For GM DEP YD: C'nue IMN (from 'WBD catchout' above) on bus to 'Northern Lights' Shopping Center' or you may prefer to go to EBD main line catchout location and work your way over E into N end of YD. If catching WBD GM, you're probably better off at N end there to check airsheets. From 11th St. by shopping center, walk .75MN on HWY 65 to point where you see a closed employee stairway bridge to your L over RR, off gravel lot there. Those 6 or so trax just W beyond main are DEP trax - both directions. You're at S end of Freedom YD (and just over IMS of EBD catch out spot at trees on river). Mixed reviews on workers here. Airsheets are used but you need to know the symbols. D WBDs include: 15K to Bellevue (in one crew via Clevo) and 15V to Bellevue via Mansfield, OH. #31E to Chicago/Proviso YD; 35N to Decatur, IL, 14M to Buffalo, 15N to Elkhart; 19A to Chicago/BRC; Local C32 to Mingo Jct., OH (ID empty coil cars, coil gons, some (I) scrap gons). 169 to Sharonville YD in Cincy. EBDs include 10A to Northumberland; 10G to Enola; 10N to Allentown (4-8pm D); 14G to Morrisville, PA (14). 18G to Allentown. 12G to Harrington, DE; 36A to Wilmington, DE. Put airsheets back as you found them!

Driftwood Little town in north-central PA, on HWY 120. (B&P#) Runs ex-P&S going W 3-5x/wk to Dubois. Interchanges with NS here. YD on SW side of town, across river, PT/SE of HWY 555. (WNY&P#) Goes N to Olean, NY late am M-F (09). North Driftwood YD may be on SW side of DT. (NS#) Coal goes to Strawberry Ridge, junk to Enola. Dubois (B&P*) From Main St. Mall DT follow trax N ~1+M passing a storage YD to the main YD area. B&P dispatcher 800-227-7245. GM each way runs M-F (09). Some N-S trains may work here. Former P&S operations based here. Goes E to Driftwood, PA 3-5x/wk A/R OD 5am (mostly coal cars) and on to Strawberry Ridge (10). W to Reynoldsville and Brookville. Emporium (WNY&P#) Go to INT of Allegheny Ave. & Second St. (by old Pennsy caboose). Go ~ 1 1/2 ME on HWY 120 and there, thru woods on S side, are 2 tracks. I'm not sure if trains still stop here at this former helper add-on spot. Enola (NS*) See Harrisburg. Erie (A&E# & CSX#) OD YD is E of DT. From DT, go 1ME on 12th St. to INT w/Wayne at Kosciuszko Park. Go 3BLS on Wayne, crossing CSX mainlines to YD. Not a c-c for CSX but some trains work. Additional CSX activity in E half of AE YD. Follow the tracks underneath the bridge 1000 FT around the curve to L into 3 track A&E YD. A&E runs Tu, TH, sometimes Su, turnaround from Warren.

Freedom (NS*) See Conway. Freeport Jet (B&P#) YD is along Allegheny River, on SE side of town. Greencastle (NS*) IM YD is 12MN of Hagerstown, MD and just S of town. A local Hagerstown bus will come to the state line shortening it to a 5M walk. Hykes RD passes over YD near S end. This is ~10M S of CSX Chambersburg, PA YD. Two SBD IM/DS p/u here: #213 to Birmingham, AL and the #201 to Rossville, TN both after 10pm (x Su) (14). Two NBDs s/o: #290 to Croxton, NJ ~7am (x Tu, W) and #202 to Harrisburg ~4-7am (x Tu) (12/14). Approach along mains on W side, lots of hiding areas, bulk of trains will be left on mains while they work. Greenville (CN/BL*) Usually two Conneaut turns D—early am and the 3-4hrs later (12). Two SBDs to North Bessemer, both maybe later in the day? There are two mainlines thru Greenville, one bypasses DT to the E. Trains may be at Shenango YD. Go 5MN on HWY 18, yard is PT/E of HWY 18. Some thru trains take bypass and c-c at 'KO Jet,' which is 2MN of Osgood. Harrisburg (NS*) Three area YDs. Some IM/DS use Harrisburg YD, others Rutherford. Many thru E-W trains (IM/GM/others) c-c at Harrisburg YD, ~2MN of DT. For WBDs (GEO NBD) take #6 bus N from DT to end of line, at INT of 6th St. & Alricks St ~2MN of DT (by WHP-TV STA at corner). Walk 500 FT E on Alricks to RR. First 2 tracks are mains. The c-c, is ~750FT N (to your L) where tower and YO are located. GEO NBDs are (90%) WBD to Pittsburgh. WBD IMs

mainlines along here for p/us with units ~1000FT SW of you here in grove. Get on. Train may then pull forward to SW, reverse, and back into YD to p/u a string on rear end. Just stay down and soon you should be on your way. IM to Denver does this around 6:30pm D -- ID 'England Transport' (100% to Denver), 'Schneider', 'UPS', 'Roadway', 'ABF', and 'J.B. Hunt'. Note: If Denver-bound but you fail to get this train, you might get another WBD and ride it to Amarillo, TX (22 hrs). Then go NW to Denver. One GM to Galesburg orig here. It backs out of YD onto mains past signals midmorning. "Where the fred would pause is >2M walk from the Harlem spot at the Clearing YD up the tracks, across the river, then L." Riding in here from the W: Look for MP 18, right before YD. Note: if trying to go to Chicago and you're on a 53 deck, I'd say just stay on and stay down. After pigs set out, your train will c'nue to Corwith YD. Otherwise, bailing off here at WS, go to R (S) to parking lot and walk 1/2ME to WS Rd. Be low-pro, watch for cops as you come out to WS Rd. See also Joliet, IL listing.

For La Crosse/Mpls and Pac-NW: Clyde YD in Cicero is main IM YD. S. Austin Blvd. runs under W end of YD BTN Odgen and 26th. Take Metra 'Aurora' line WBD to 'Berwyn' STA. (or cheaper CTA #21 runs on Cermak, 1MN of 31st, crossing Austin, other CTA options too). From E end of 'Berwyn' STA, walk to Oak Park Ave. Cross to S side of RRR. Turn L (E) onto Windsor Ave. and walk .75ME, to INT with Ridgeland Ave. At this point you have a few options (all somewhat challenging, dark hours best at all locations): 1) Turn L on Ridgeland and go 100FT N to RRR (by LaVergne Metra STA-if you hit it right a few trains stop there. Turn R(E) and walk tracks to vicinity of RRO and find a waiting spot. Some IM/DS when dep YD, may come out slowly, 2-back or even stop along here. This is sort of hit or miss—many trains will already be rolling but it has worked for many over the years. 2) C'nue E on Windsor (now called Park Ave) to INT Park & Lombard (with RRO just to your L). 3) Turn L onto Lombard and go 500FTN, then around loop (now 31st St.), c'nue ~800FTE noting fire hydrant on N side at curb (hydrant ~ 350FTW of INT of 31st & Austin). (Note: Lot on R as you approach hydrant is a good waiting spot if it is too busy around hydrant). Tree aligned to hydrant. HF on L side of tree. Keep it tied shut. There are many depts, usually a couple in the later eve. There may be a Portland IM and then the IM/DS Q-CHCSSE to Minneapolis/Seattle dep 11pm-1am D (14) may be on 1 of 1st 3 trax from hole. ID mostly dom DS-JBHunt, Schneider, Swift, Alliance, Marten, Roadway. Maybe some int'l. Some trains may 2back but either way should sit at least 15min. When dep imminent, front will be ~1000FTW of hole. Wait for quiet time (note ramp area to R (E), hustle across to embankment and up to tm. If no rides up front, you might walk dark (S) side to rear unit? Possible spotlight on S side as dep, stay down. ~15hrs to MN. Most other WBD IM/DS also go to Minn/Havre hi-line, some may go via Galesburg, Laurel and MRL lowline to PacNW. 3) Some IM/DS will on trax more to N side of YD throat here. You can cross under throat on S. Austin Blvd to 29th St. just on N side there. Turn L(W) on 29th, go 100FT, Turn R(W) on 29th and go 100FT, look for HF across from house at 6010 29th St. Walk up embankment thru hole (night only) to concrete berms where you can wait. Brush/weeds ~200FT across main lines there to L(E) is where old 'Clyde' METRA STA was. WBDs may be lined up on first few tracks past 3-track mainline. Units, if attached, in this area or just E of you, likely without a crew. You need to get by them w/o being seen, use caution. Alternatively, at Western Avenue: (3 1/2 ME of Clyde) IM/DS going BTN NS/Ashland Ave. and BNSF/Clyde often stop/go slow. Take CTA 'Douglas' blue line ('54/Cermak line') to Western Ave. STA at INT of 21st & Western, just S of BNSF Western Ave. Metra STA). Walk 300FT W, directly under CTA elevated line on dirt RD to tracks. Transfers going to/coming from Clyde use either sloping inclined track going N and W on W side of mains or they can be on the 2nd track on E side, this track goes over steel-walled bridge. Transfers roll 1-7mph on these two tracks, often stopping, SBD to Ashland Ave./WBD up incline to Clyde. ~5 D each way. If stopped (either direction) they will most likely be 500+ ft. S, extending S. EBDs to NS/Ashland Ave. YD will likely stop, work or just c-c, and c'nue EBD. WBDs, after (lengthy?) stop at Clyde go to Mpls and beyond. Also nearby is BNSF Western Ave. YD for NS-BNSF GM/coal handoffs. WBD units sit near Western Ave Metra STA. Exit CTA Blue Line at 18th STA. Walk 2BL W to Wolcott, and go N IBL to 17th St, then zig-zag up the alleys another half block NW to the tracks. Best at night. BNSF's Eola YD origs GMs to Galesburg and to La Crosse/Minneapolis. From DT at Union STA, take BN Metra WBD to 'Highway 59' STA (stop just before 'Aurora'). Metra to HWY 59 is 7d/wk, frequent and into late pm. Bring food/water. Dark better here, so maybe post-rush eve. hours. Walk 1/2MN from STA to Aurora Rd. Turn L (W), then go ~1 1/2M to Eola Rd. Turn L (S), going ~4000FT to then go underneath overpass into E end of Eola YD. Walk W from overpass (very busy, don't be seen) 1200FTW., bear off to R (N) of signal bridge so that you are on N side of E-W line of brush/trees, going into Dep YD. Look for freds of WBDs. Best to avoid worker contact. Empty lumber racks, boxcars, especially Canadian cars and IBT boxes should be headed to La Crosse/Minn. Others, more likely Galesburg. Loaded sand to Tulsa 4-5x/wk. GM 'CNIGAL' to Galesburg: Departs 7pm-1am D (11). ID CN & GTW boxes, CN hoppers, flats and gons with loads of steel, sand hoppers. See BRC Clearing YD for other BNSF GM DEPs.

(CF&E#) Chicago Ft. Wayne & Eastern D EBD GM to Hamlet/Ft. Wayne uses IHB Blue Island YD (see listing).

(CN*) Goes N to Superior, WI/on to Winnipeg; E to Michigan/Canada, S to Memphis/New Orleans and W to Waterloo/Council Bluffs. NOTE: CN operations have changed greatly in Chicago area in last 2 years. Some orig NBDs and EBDs use Kirk YD (See Gary, IN listing). CN's Glenn and Hawthorne YDs are either closed/closing or are to be used mainly for local traffic. Markham YD has been downgraded and will no longer be a major orig point for GMs. Much of the YD is to be used for an expansion of CN's GIT IM YD. Vollmer Rd and Matteson are potential spots outside of any YD to get CN trains going several directions. See below. Many trains to/from WI/Winnipeg to/from both Memphis and MI/Toronto now c-c at East Joliet YD (see Joliet, IL listing) rather than Schiller Park, which also has been downgraded. The A447 Clearing to FdL/Green Bay will stop at office N of

Lawrence RRO and Metra STA, 2MSW of Rosemont CTA STA. **Gateway Intermodel Terminal (GIT)** is in **Harvey/Homewood** and just N of Markham GM YD. **EBD IM DEPs** normally leave GEO NBD (but can leave GEO SBD). For N end, take either IC Metra train or #350, #352, #364, or #370 CTA PACE buses from "95th St." (S terminus of Red Line) on appx. 40-min ride to Harvey STA at Park and 154th St. in **Harvey**. Dep trns take EBD wye across from STA. 155th St. goes under trax to E side, and turn L(N) to get to the wye. They may stop out here. Otherwise N throat of YD is above 157th and 159th Sts. **Q116 to Detroit** DEP early afternoon D; **Q148 to Toronto/Montreal** DEP at 7pm D (12). Both carry GM blocks, may 2-back onto IM. **SBD and WBD DS all DEP GEO SBD**: For **Q194 to Memphis/New Orleans**: If on Metra, get off at 'Hazel Crest' STA. Walk 500FTS on Park to INT Park & 171st St. Cross to S side of 171st and immediately go under 1st RRO and c'nue 400FTE on 171st to point just at E side of 2nd RRO. Right there on R (S), on embankment bluff, is HF facing sidewalk. **STAY AWAY** from the gateway across lot to S there....busier than it looks. Pick discreet moment and go thru hole and **re-tie shut**. Q194 dep 6-6:30pm D, a bit earlier on Su. Work your way S there to be under or S of Tri-State tollway overpass. Maybe wait over in strings to W side there. Q194 will pull out on track that is E-most on that RRO at hole. Think it typically 2backs. ID many UPS, CN cans, many loaded in PIBs. Worker in truck on gravel RD on E side of #194 when dep imminent faces NBD, rolls train at point 250FT S of TS-tollway. 'Q194' may currently be only CN GEO SBD here that definitely goes Champaign/Memphis. Others may turn EBD or WBD at loops SMS of here at **Matteson**. (Be prepared to bail off). **Q117 (and less frequent Q193?) to Vancouver** (mostly Intl cans & some 53s, 4pm) (13) plus **Q199 to Prince Rupert** (all 40's, late night?) DEP GEO SBD to Matteson then swing clockwise around the EJE tracks out of town. These may all stop at **Flossmoor** (below) and WBDs will likely recrow in Joliet area (see listing). **Markham YD** now has limited GM activity. Some trns out of Kirk may stop/work here, it is possible a Champaign GM orig. Take Metra from Randolph St. STA DT to the 'Hazel Crest', 'Calumet' or 'Homewood' STAs. SBD GMs were made up on the E-most tracks of the "mainlines" or perhaps in YD across trees and a bit S of the Tri-State Tollway overpass. NS #317 comes from Calumet, p/u CN haulage at Markham, then goes to Decatur, IL. The haulage c'nues to TRRA YD in E.St.Louis on the 301(15). **Alternatively**: All CN IM & GM GEO SBD likely stop for clearance near **Vollmer RD** RRO, ~3MS of Markham. Take Metra to **Flossmoor** STA. Walk S on W side of mains on Sterling Ave. jogging onto mains. Walk S of signal bridge ~1000FTS to wait in trees on E side.

Another 2MS of here is **Matteson**, a junction where the ex-IC tracks cross over the ex-EJE tracks. If your train bears off to L (E) onto loop, it is either WBD toward Joliet and then N or EBD toward MI. If straight it is SBD towards Memphis. Matteson is also a potential catch-out spot for EBDs, SBDs and NBDs. Take Metra to Matteson STA. There is an older wye on SE side and newer wye in NE corner of jct. **Note**: If NBD from **Memphis/Champaign** and, near MP28 and ~1500FTN of 'Richton Park' Metra STA, your trn stays straight you are going on into Chicago. If it veers to R it is either EBD to Kirk YD/Gary Indiana (and possibly on to Michigan) or, if it then loops around to the L(W), you are going to Joliet and on the line towards Wisconsin and Winnipeg. If you just want to go to Chicago, try to get off here, most trains stop or go slow through this area. **Note**: Enjoy/Beware of elevated railfan park on NE side of connector. Trains may go slow, stop for clearance or c-c in this area. From Metra STA, from W side turn L(S) and go 300FT, pass under ex-IC RRO, c'nue another 300FT to RRX. First 2 tracks are ex-EJ&E, then looping track is SE wye. EBD GMs from Memphis to Michigan/Toronto may c-c ~100FT SW of RRX (09). Wait up the slope towards CN mainline for these. SBDs from Toronto to Memphis (or Salem) may also c-c here, likely ~300FT E of RRX. **M397 goes to Memphis**, **M399 to Pine Bluff via Salem, IL** (UP hand-off). Others....

(CP*) Bensenville YD is just SW of O'Hare Airport. UP trax go over middle of YD at point 1.5ME of Bensenville Metra STA and 1.5MW of Franklin Park Metra STA (1.5MW of terminus of CTA '#77-Belmont' bus line at Belmont/Cumberland). Workers mixed here. **Note**: WBDs toward Portage/MN can DEP either GEO EBD or WBD. **WBD IM: #199 IM/DS to St. Paul/Calgary** (may have autoracks up front, will work Shoreham YD in Mpls). Dep GEO WBD ~3-5am D (1/15). To access #199 (and #142 see below) from S side of YD: From 'Franklin Park' Metra STA (or also E from Bensenville Metra STA. Pace bus '#319' runs along here BTN Bville and FP STAs. Ask). Walk 1.5MW on Franklin Ave, passing under Mannheim and I-294 overpasses, continuing 2000FT further W to note '35 mph speed limit' sign for WBD lane on Franklin Ave. Go down embankment at sign to cross pallets over moat. DS string of #199 probably built/sitting by 12mid-2am and about 3rd-4th track over. ID 'China Shipping', 'Emp'. **GMs** are built in 'Dog YD' in E half of YD (or first few trax N of there). Two mainlines run along N side of YD (busy Metra line). Then is a local YD (21 trax at its widest), then next 9 trax are 'Dog YD'. "If I can't weasel in along the mains from E, I walk 1BLN on Mannheim to Waveland and then W, working my way into YD BTN business, sometimes 1BL further on Centrella and around the first warehouse." Area near UP RRO is a good dark hours spot to wait for GM deps. **WBD GMs include: #473 to Davenport, IA**, dep GEO WBD ~11am; **#299 to St. Paul/Calgary**; **#291 to St. Paul/Winnipeg** at 6pm; **#281 to St. Paul** ~1030am, dep GEO EBD; **#471 to Tracey, MN via Portage** (RCP&E connection) ~8:30pm; **#485 to St. Paul** dep GEO EBD ~10:30pm (all 1/15); **#287 to St. Paul** (~8pm?); **#493 to St. Paul/Winnipeg** (14). There are many grain, ethanol, oil (mostly (e) headed to/beyond St. Paul). Some WBDs dep out of BRC/Clearing YD and may bypass Bensenville. .

You can also wait for #199 and WBD GMs near W end of YD, where trax from N converge with E-W mains. Some stop in this area. Best at night. Number of WBDs dep'ng GEO WBD was low in 2014 due to construction but this should normalize in 2015.

River, WY-don't ride past Pocahontas! IM/DS 'IBASE' '(Northwest Can train) to Seattle late afternoon (3x/wk)(M-W-F)(10). YO tel. (503) 249 2462.

Roseburg (CORP*) **Winchester YD** is ~6MN of DT, just W of I-5. Take Rte 99 N. (There is an hourly M-F U-Trans bus to UCC, take it as far as Winchester). C'nue N, crossing river and going another 1 ½ MN until you come to RR (with 'Dia Power' factory to your R). Follow RR to your L (W), under I-5, into N end of YD. NBD GM to Eugene dep ~7am (Tu-Sa) (sometimes much later) maybe w/UP power (04). It usually is almost all boxcars (I). On Sa it may have mid-train CORP units. Heading SBD there is a local transfer to Dillard, likely mid-morning M & Th, maybe more often. GM to Glendale/Medford deps from there 3x/wk (12). **Salem** (PNWR#) Portland & Western operates ex-BNSF line. Goes S to Eugene, N to Portland. **The Dalles** (UP#) Local may come thru here on D run to Hinkle YD. YD is right DT along the river. **Toledo** (PNWR#) YD is S of DT, along the Yaquina River. SE Butler Bridge Rd. is PT/NE of YD, and Alder St. runs S from DT to NE end. **Vaughn** (CBL#) This is ~15MW of Eugene. Turn to Eugene OD 9am D (xSu). SBD to Cordes/Coos Bay dep ~8-10:30pm (x Su)(14).

PENNSYLVANIA -- -- Allentown (NS*) GMs only, IMs run thru Harrisburg-NJ and bypass YD on mainline S of Lehigh River. From DT, go 1 ½ ME, going across Hamilton St. bridge across the river. Walk down embankment to RR directly under bridge on E side. Track heading N along river is line to Scranton/Binghamton. Walk ~.75MS on RR and follow it as it curves off to your L(E), going into YD ~¼M further. As you come around that loop you will see another line heading off to W. That is mainline for WBDs/SBDs to Harrisburg and Hagerstown/Phila. When some NBDs, WBDs, and SBDs pull out of YD, they stop out by the bridge to your R(W) there at loop, ~250FT away, to 2-back. Otherwise, DEP YD is on the S side of YD. GMs out W end include: **#11K to Elkhart** 1am; **#34A to Baltimore** at 8:30am; **#15T to Birmingham** late afternoon and then **#35Q to Linwood**. (15T and 35Q run with a single crew to Hagerstown, MD). **#38G to Camden**(Phila) at 12-1pm; **#19G to Conway** 1-2pm (05). **#12T/932** goes to Binghamton/Bufallo. **For EBDs**: Two GMs: **#32A to Croxton** (x Su) (afternoon?)(09) and **#18G to Oak Island, NJ** ~3-5am D (14). They slowly pull out of YD and sit for awhile before bridge at river. Probably best to catch them out there. Locals of note include H65 to Washington, NJ and H71 to Portland, PA. See also Bethlehem listing. **Altoona (NS*)** Not a c-c for most trains (which run Harrisburg-Conway) but many stop, a few c-c. In **Juniata**, the town just on NE side of Altoona, the 8th Street bridge passes over YD. YO is the brown building on bridge's W side, and is the c-c. You can wait right by milepost 235 sign.(there may be fences, look around for access points). Mainline is on N side of YD. For discreet access to trains on SE side of YD: Go over 8th St. overpass, then go 4BLS to 12th St., then turn R(W) into YD. Helpers are put on WBD GMs at W end of YD. Heading W you'll be taking famous 'Horseshoe Curve' at MP241. Enjoy the view, but watch for railfans. **Bellefonte** (N&BE#) YD is .75 MNW of CH. Go over Spring Creek bridge W of DT, turn R (N), and walk into YD. Nittany & Bald Eagle origs GM train S to Tyrone (for NS connection)/Pleasant Gap around 9am (M-F). Then it returns around 1:30pm, with mainly stone cars (I), and proceeds N to Lock Haven (09). **Bethlehem (NS*)** EBD GMs out of Allentown YD, just W of here, are restricted to 10MPH on Lehigh River bridge in DT Bethlehem just N of the junction with the mainline bypass track which stay S of Lehigh River. **River YD** and **Bethim YD** are on ex-Beth. Steel property. **Note**: the #103 bus runs from DT Allentown to S.Beth, get off at INT of 4th+Webster and walk 4BLN to tracks, at midtrain of DEP YD. Or, if in Bethlehem, go to the 'Sands Casino' parking garage. Walk 200-300FT back toward NE corner of parking garage (toward the staircase). Once there, you can walk 450FTN on the asphalt road. It curves to L (W) and, at that curve, you'll see an electrical plant fenced off on N side of road. Walk up embankment along E side to corner of fencing. Go thru HF. Walk behind and on N side of that plant to walk W, descending to RR. Otherwise, another HF ~2000FTW of plant, at far NW corner of casino parking lot. Rear ends of WBD IM/DS, when stopped, are ~opposite this hole at NW corner, halfway BTN Casino and the abandoned steel mill. **#25V goes to Chicago** ~10pm (M-F) (13). Stick to rear to avoid s/o at HBurg/Rutherford and Toledo. **#25Z to Harrisburg**, similar time/days as #25V (13). Blocks c'nue to KC, Memphis, etc. If you're at generator plant around 9pm or so, you'll likely see a pair of yarddogs dragging a string from E, pulling down to W along steel mill. After dropping string, yard dogs return E. That string should be picked up by the Chi train. EBD IM/DS **#22V to NJ (Dockside)** works E end of YD. EBD IM/DS arv ~7-8am D (a few hours later on M (08)). **Brookville** (B&P#) Former P&S YD is 1¼MSE of PO, S off of Hastings St. **Butler** (CN#) Most trains BTN N. Bessemer and Greenville work **Calvin YD**, along PA Route 38 NE of Butler. YO is near N end of YD. (B&P*) From INT of Jefferson St. & Main St. DT, go 1 ½ ME on Jefferson as it curves to N and, where Jefferson passes over RR, ¼MN is HWY 422 overpass over RR. Under HWY 422 overpass is where mid-train is stopped for both NBDs and SBDs. D (x Sa or Su) GM NBD to Salamanca/Bufallo, usually departs early afternoon (10). SBD GM turn to New Castle (CSX YD) DEP 4-5am (12). **Chambersburg** (CSX*) IM YD just SW of city. From DT take Wayne Rd/Rte 316 SW 1.5M, passing under I-81, to Kriner Rd. Turn R(W) and go 1/4M to RRU at N throat of YD. No fencing, easy to get in/out. Origs IM/DS **'Q015' to Chicago** at 10pm (M-Sa), 6pm on Su (14).

Connellsville (CSX*+ & WLE#) YD is S of DT. WLE turn out of Rook YD will work and return 2-4x/wk. WLE will also work SWP INT nearby in **Owensdale**. Go to INT of Arch St. & Ohio St. Go across the street there to parking lot on W side. Walk to

1BLSW on N. Lewis Ave. to N. Railroad St. To your R (NW) is SE end of Albina. To your L (SE) ~ 400 FT is Tillamook St. overpass. The 2 D SBD GMs to Roseville, the QHCRV and QPDRV, will come SE toward you. Should have DPU's on rear ends. (Note MFIHK warning above). Beware the SBD, 'M-PDPW' ~slow ride and only goes as far S as Albany, OR (P&W interchange). Dep Albina around 10-11pm (12). Often has 2 (or 3) large road units but is often shorter than other trains and less likely to have DPU. Trains move by you here in the 5-10mph range—or may even stop. This area is pretty dead, even mid-day, weekday. Note which way your train goes just past the 'steel bridge' on your R when you reach East Portland Junction. SBDs will c-cue GEO S along river, EBDs will swing to E. SBD IM/DS will NOT go further S than Brooklyn YD. This same Tillamook overpass can also work for NBD DS (coming from Hinkle, doing c-c at Albina, moving thru here at maybe 3mph) to Tacoma/Seattle. Then listen for its horn for RRR around curve there to confirm it is still on main (otherwise likely to get busted up/term here). If on main it should just c-c and go and will probably term in Tacoma.

East Portland Junction is near E end of the Steel Bridge across the Willamette River from DT Portland. ~ 1/2 MS of Albina. EBDs will split off from SBD line along river, curving to the L here ~ 800 FT S of the steel bridge. There is a 6-mph limit. If you are looking for an EBD you can be a little further E from the junction (and less visible to sporadic railcop patrols) by going under the SE Grand Av or SE MLK Jr. Blvd. overpasses. Closest intersection is NE Grand Av. & NE Lloyd Blvd. This spot is 4BL S from the Convention Center stop on the main E-W MAX LRT. Get on as soon as you can as it will speed up once rear end clears jct. For SBDs you are in position here to get them coming out from both Albina and Lake YDs. From Conv.Center MAX stop, take #6 bus (or you can walk it) S on SE Martin Luther King Blvd to Stark St. Turn R(W) and walk 3BL to RRR. Follow tracks back N, along backside of Tazo Tea Co. here, and find a discreet waiting spot (easier at night). Get on as soon as you can. Once train totally clears junction it will speed up. Thru finds an E track of the two, other may just go to Brooklyn to work/break-up. These SBDs will all pass thru Brooklyn YD in SE PDX but probably won't stop. Note: UP has a couple GMs that dep out of Lake YD (see BNSF section): SBD QPTRV to Roseville is D, dep 8pm-12mid. You can also get this trn in area of Steel Bridge (see above). There is a good chance the QPTRV will stop before area of Amtrak STA and before 'Steel Bridge.' Take #17 St. Helens' bus to 21st Ave and Savier St. Go 1/4M E on Savier to 17th Ave. Turn L, going 600 FT N on 17th to RRR. You can then go SE to wait underneath Fremont Bridge. If QPTRV stops, it will probably sit for 5 - 10 min. Train is GEO SEBD here. NBD 'MPTSE' to Tacoma/Seattle likely dep ~3-9am, but erratic. It will be parked across to N side of Kittredge and most of it extending to E. ID ARMN reefer, Autorack (L), GNTX, likely empty IM well cars.

Brooklyn YD in SE Portland orig's a couple IM/DS. Take a #19 bus to SE Bybee Blvd, get off in front of the golf course, walk W through golf course parking lot 100 yards then turn L under bridge. Main is first track; lead is next track over. 'ZBRLC' to LA: Dep in evening D (x Su). Mostly pigs/COFC but some DS, sometimes PIBs. Wait in trees off RR property until train is pulled out onto the leads for brake inspection. This train may be spotlighted by railcop, hide well! 'ZBRTM' to Tacoma, usually leaves 10pm - midnight (x Su)(12). Not sure ~ best access for this train.

Some thru trns BTN Seattle and Hinkle/points E do mainline c-c at **Champ Siding**, bypassing Albina YD. This location has been on and off, seems to work best for EBDs, less reliably for NBDs. Take EBD MAX train to Hollywood Transit Center. Get a NBD "#75 St. John's" bus. ~.75MN past Killingsworth, you will go over NE 42nd Ave. bridge over RR. Get off bus on opposite side and walk down under overpass; "admire art on wall." Closest INT here is NE 42nd Ave. & NE Lombard St. Note: 24hr 7-11 store ~ 1000 FT N on loop of 42nd at Columbia. The c-c for EBDs is at Cully Blvd. RRR, ~ 1 1/2 ME of this overpass. The NBD (GEO WBD) c-c can be either at those signals just underneath the NE 42nd Ave. overpass on its W side or much further W, around the INT of 15th Ave NE and Lombard. So best waiting spot for both ways is ~.75ME of the NE 42nd Ave. overpass. There is a little spur track on S side and an OK waiting spot on N side there. If a WBD IM pulls thru w/o stopping, just follow it as it is usually at least a 30 minute stop and you should have time to catch up—the rear end should be just W of the 42nd Avenue overpass. Usually min of 1 D (x Su) EBD IM/DS to Chicago. Times vary. EBD IM/DS L-SEG4 to Chicago(G4/Joliet, IL) arv Sa only (rarely Tu-F) (14) should stop for c-c typically 5-7am (14). Big s/o at Council Bluffs, IA. IM/DS 'IG4SE' to Seattle should arv 7am-3pm (x M, W?), may sit for awhile. DPU at rear. Small s/o likely at Fife (Tacoma), rest goes Seattle/Argo (11). WBD GMs here may be terminating in Portland. D NBD GM 'MHKF' to Tacoma 8pm-1am (11). ID ARMN empty reefers, MWCX, TTGX autorack loads, TBOX. It can do c-c at 'mid-Champ' (right below 42nd Ave. overpass) or at 'West Champ', (with c-c at 15th Ave. & Lombard) (11). c-c likely 1+ hour. Some Seattle trains work Albina and so do not take this bypass (aka 'Kenton' line). Often NBD (GEO WBD) IM/DS to Tacoma 10pm-2am. NBD trash train (x Su) with DPU's 10pm-12-mid. Avoid EBD trash train "the maggot express" as it goes to a remote dump, not all the way to Hinkle. NBD unit grain with CP, SOO and Canadian grainers likely to go to Tacoma/Seattle, EBD return trip goes to Eastport ID via Spokane. A less useful ID YD in N Portland is **Barnes YD** (aka "the barnyard"). Take #4 bus to N Fessenden St. & N Columbia Way. Walk NE on N Columbia Way .1M to N Macrum. Turn L (N) on Macrum. Walk E .4M to E end of YD, ~ INT of N Macrum and N Junction St. Be careful entering YD any further W from here, there is a 24-hr security shack at E end of YD. Trains move slow coming out of YD (EBD, NBD, or S into Albina). Leaving here you will soon see which way you are going (at Penn Jct.). Unit trains use this YD (the 'Canuks' to Eastport, Idaho and Canada (red CP unit up front but floorless grainer porches) and, almost D, 'GL-BAGR' unit soda ash (all grainers) to point 20MW of Green

Once this has happened you may be able to catch stopped WBDs outside YD in area of INT of York Rd and Foster, N of the Bensenville Metra STA. Alternatively for WBDs: A couple of WBD GMs to Milw/Portage/St. Paul do a reverse move near Tower A-5 and so can be caught w/o entering a YD. From DT Chicago, take #70-Division' bus to INT of Division & Central Park (#65-Grand' also gets very close). Walk ~500FTE in CVS parking lot on S side of Division to RRO over Division. Stay off E side here (busy with Metra). Note HF by large cylindrical concrete blocks (quiet camp spot). ~2-4 CP WBDs daily will arv here, moving GEO SEBD in reverse (worker on stirrup of rear car - stay down), always on W-most track. When stopped, front ~.5MNW of you here, near signal bridge. Typical stop seems ~15-20min (CP guy at rear doesn't walk back to front). One GM (#289 likely mid/late am; #287 early eve. 'Dunkin Donuts' at Grand & Central Park is 24/7 and can see arv train on RRO when seated at window. Also unit oil anytime. Metra police and/or workers can drive by on gravel road PT/W of trax, but seems uncommon. Definite ID many CP cars or unit oil as WSOR GM to Janesville, WI also does reverse move here around 10pm-1am (14). Watch for worker on rear walking back to front. For unit oil, to bag rear unit at front (best in dark): Go 1BLW from INT of Central Park & Division, then turn R (N) on Monticello to go .25MN to INT where Monticello deadends at Hirsch. Go thru HF at sidewalk wall on N side of INT to ascend grade, then move to rear unit. Bail at Portage c-c (MP 179) and get another WBD. For EBDs: Note: GEO EBDs can head to Milwaukee, Detroit, or be transfers to other area YDs. There are 2 scheduled EBD GMs #240 to Detroit/Montreal late morning (12); #242 to Detroit/Toronto (may work Clearing) at 10pm (14). These may 2back such that front end is E of Mannheim RRU. One EBD GM, the #244, dep's from CN/IHB Gibson YD (see listing). IM/DS #142 to Det/TQ/Montreal (via CSX) dep GEO EBD in likely 10pm-12mid range (14). See #199 above for access to IM area. Pretty dead at IM area late at night, but use caution. (CSS*) Chicago and South Shore GM turn from Michigan City turns around in E. Chicago (14).

(CSX*) IM/DS—to NJ, Baltimore, Boston, Florida and Atlanta—dep from 59th Street YD and Bedford Park YD. Most EBDs pass thru Barr YD, some stop for clearance. For SBDs you are better off at Bedford Park. Barr YD is main YD for GMs. Some also use BRC Clearing YD. EBDs have even numbers, SBDs odd numbers. **Barr YD** is in **Blue Island**, S of Chicago. Halsted Ave. crosses over the middle of the YD. Take #352 PACE bus from 95th St. CTA STA to Halsted and & 134th (aka 'Forestview'). Then, cross Halsted to E side and walk down paved RD to RR, step through grass to tracks and YD is back to your R (W) there. Just W of the Halsted bridge on the N side of YD there is old jungle—now known to railcops. You are better off 1000FT further E back there in NW corner of now-closed business. YD and railcop office are under/just W of Halsted Ave. bridge on far (S) side. For EBD IM/DS: Many come thru on mains on N side of YD right in front of you here. Some stop, others roll right thru. This place can work well or you may have a long frustrating wait. Most GEO EBD DS trains go to New Jersey or Boston. 2-3 take the Pittsburgh/Cumberland line—these trains will be single stack only! Some will work or break-up at "NWOh"—Northwest Ohio IM YD in North Baltimore, OH. See Bedford Park and 59th St. YD sections for descriptions of trains—they will probably be thru here ~an hour after DEP times out of those YDs. Works NWO. D EBD GM 'Q390' to Selkirk comes thru about 7pm (09), often stopping on N main (same routine as for many IM/DS). ID by usually having UP locos. NOTE: SBDs usually bypass this YD. If one comes thru it is likely to be over on S side of YD. SBDs will make sharp R turn 1/4M E of Halsted overpass. CSX EBD, SBD & NBD (Michigan) GMs all dep from Barr YD—and a few orig'ing at Clearing or other Chicago YDs may work here too. Follow above directions to N side of YD. The DEP area is W of Halsted Ave. overpass and over towards the S side of the YD—you will have to cross some strings and find a worker to ask. Note that top of tower there is normally not occupied! Second shift (3-11pm) crew in YD helpful. Shack at W end of YD- (708) 201-5241. Crew (708) 201-5153. Trainmasters office is W of Halsted bridge and tel. is (708) 201-5236. WBD Q557 to Ottawa, IL and SBD GM Q643 to Indy/Avon at 6pm depart GEO WBD (12). The Q645 to Nashville and the Q649 to Birmingham DEP GEO EBD, but expect that to switch to WBD in 2013. The Q324 to Toledo (via Garret, IN), Q368 to Cumberland, MD, Qs380+382 to Selkirk, NY, Q384 to Willard, OH and Q326 to Grand Rapids, MI all DEP GEO EBD.

Bedford Park IM YD is PT/S of BRC's Clearing YD. YO is 708-563-5121. Trains can DEP either EBD or WBD. For E end (for SEBDs to Birm/Jax): Take 'Orange Line' CTA from DT Chicago to 'Midway Airport.' Transfer to '#54B Cicero' CTA bus SBD on Cicero on 1/4M to 72nd St. Walk from INT of Cicero and 73rd St. 4MW on 73rd to INT with Leamington. Turn R (N) and go 1/4M to end at W. 70th Place. IM YD leads are N of warehouses on 70th Pl. with access both L+R. A good spot is 800 FT W where you see trees BTN industry bldgs. The vicinity of the Cicero RRU is workable too. These 2 IM/DS should come out on 2nd track from S: 'Q027' to Jax at 4pm (Tu-Sa). ID red-orange 'Hamburg-Sud' cans up front, Crowley. Q025 to B-ham/Jax ~1am D (13). ID 'Crowley', 'Swift', 'Schneider'. May have 48s. It should pull out, may 2-back and sit for 10-15 min. If you miss it, there's a pair of GM's out of the BRC Clearing YD's E end at 5am (13). NOTE: Some arv DS come into this YD from the W end, pull all the way thru past you here, and then quickly reverse back into IM YD. Unless you are sure of train ID, don't get on right when a train comes out or is in the process of 2-back. Once a train has stopped for a couple of minutes with the head end still E of you at this spot, it is much more likely to be a dep train. Note: Trains going out E end will bypass Barr YD. For W end of YD for EBD and SEBD DEPs: Take CTA 'Midway-Orange' line to Midway STA. Ask for bus going to INT of 63rd St & Harlem (either #63W or #62H I think). Get off there and walk 1/2MS on Harlem going under W side of Harlem overpass to RR. Walk 350FTE to grove of trees on N side to wait (good camp...no bugs/cops). All GEO WBD CSX IM/DS here must bear off to S just on W side of Harlem RRU. Nearly all either stop or front half going <5mph opposite here. Not common, but worker may be in truck on S side on asphalt

loop under Harlem, watching dep. Try to ride next to container edge w/o doors. Q004 to Selkirk/S.Kearny at 6pm (3pm on W) (ID CSX, UMAX, PacerStack); Q156 to S. Kearny, NJ (same ID as Q004) at 10pm D. Will likely stop/sit for 10-15min. Will p/u at NWOH, but no s/o, mostly dom. 53s) (13); IM/DS 'Q018' to Syracuse, NY at 10:30pm D (15). Q020 to Worcester, MA 10:30pm (15). Others include Q112 to Elizabeth, NJ at 1pm xM (ID maybe 50% Med. Shipping, also ZIM, Seaco, CMA/CGM, Safmarine intl. 40s)(works NWO) and three single stacks: fast Q010 to North Bergen at 6am D, Q016 to Chambersburg at 11pm (D, often with a few DeBoer trailers, will work NWOH), and Q130 to Portsmouth, VA at 12noon-1pm TuThSa ID ~75% Maersk, also P&O NedLloyd, Safmarine. Q130 goes via NWOH (p/u), New Castle, Cumberland (14). Q146 to Columbus built here, works NWOH.

CSX's 59th Street YD is 2½M E of BRC YD. High security YD is BTN Western and Damen, S throat is above 63rd St. This dated info hopefully still works: Take the '449 Western' bus to INT of Western Ave. & 69th St. Walk 3BLE on 69th, passing Bell Ave. and discreetly up NW corner embankment of RRO (or go to the 71st St. RRX and walk back to YD). There is reportedly an electric fence along here now but you can easily go under it-be careful! First 3 tracks there on W side are the mainlines. The two tracks to the E are where IM/DS pull out. I think they all stop and wait at dwarf signals ~200FT S of 69th St. RRO. I suggest waiting on W side there, in bushes, away from paved lots on tracks' E side. No bull run on this side. You might be able to ask crew where they are going. Q138 to Baltimore at 6pm (xM when it only goes to NWO)(13) both work NWO. Q029 to Atlanta at 9pm (xSu) and The Q171/172 BTN NWOH and LA will come by on mains w/BNSF units, among others. Q148 to Cleveland via NWOH 6pm D and Q101 to Birmingham (may c'nue to Savannah?) 2am (M-F)(15).

(IAIS*) Iowa Interstate RR operates ex-Rock Island RR route to Council Bluffs, IA. Burr Oak YD is in Blue Island, ~1MNW of CSX Barr YD. From 95th/Dan Ryan Red Line terminus take the #119 to Marshfield Plaza (at Page St.). Go to trax W of plaza and walk S into rear end of YD. Or take Metra Electric line to Burr Oak STA and then go 2Bl W on 127th/Burr Oak Rd to RRU. Wait by overpass here, mid-train should be ~here, on E side of YD. D GM (some IM most days...) 'BICB' to Council Bluffs (via Rock Island and Des Moines) usually departs GEO SWBD at 7:30pm (13). On Sa it only runs as far as Newton, IA. Empty grain and empty ethanol extras.

(IHB#) Indiana Harbor Belt's Blue Island YD origs a few thru GMs for other RRs. Otherwise mostly locals/transfers. YD is just S of CSX Barr YD. Take the 'Howard/Dan Ryan' CTA train S from DT to the 95th St. STA (terminus of line). From there, take a '#352 Halsted' bus S to the INT of 138th St. & Halsted (~20-25 minute ride). For EBDs: C'nue S on Halsted to RRU at E end of YD. Note 8 tracks to the N. After first three tracks, next five are likely dep tracks for EBDs. Throat for these tracks is 2000FT E of Halsted, kinda across from the massive abandoned grain elevator. CFWE:CHFW to Ft.Wayne/Hamlet D. NS: #341 to Elkhart, midday, usually doubled over (13). For WBD depts you might be better off to walk W on 138th St. almost IM to first INT with traffic lights, which is Ashland Ave. Turn L (S) on Ashland and walk ~¼M to where Ashland passes underneath two concrete RR bridges. Walk up concrete staircase between these two bridges on E side of Ashland, leading up from sidewalk E. Walk ~300 ft E down gravel RD PT YD on your L there. You are on side of YD away from vehicle traffic here, at a point opposite a little shack in YD. BNSF: MHBGAL to Galesburg, IL at sunrise? Generally with a long block of autos ahead of GM, either from YD on your L or R as you face E. Other RRs may use as well.

(IRC)-Illinois Railway turn comes into BNSF's Eola YD around 8pm M-F (13). Works and heads back to Ottawa.

(NS*) Several area YDs. For DS EBDs: Ex-CR Ashland Avenue YD reblocks hand-offs and is c-c point for other thru trains. Take #9 Ashland' bus S from DT on Ashland to INT of with W. 43rd St.(by 'Dunkin' Donuts'). Walk ~¼ME and turn L(N) onto Packers Ave. Walk ~¼MN, to deadend with woods by the fire house on your R. The mainlines are ahead and the YD is back to your L(W). EBD thru trains c-c on 3 N-most mains at the YO 600ft W of Ashland, so middle to rear of the train is above INT of Western and Pershing. Originating EBD DS trains will pull out, either doubling back or stopping for air test prior to DEP. Railcops may drive on RD PT/S of tracks. If you wish to directly enter YD, walk W from the INT of Ashland and 42nd thru parking lot, passing the flea market building on your R. Angle off to the L at the SW corner of the flea market parking lot. Run the rat's maze, going approx. 300FT N to the tracks. YD is straight ahead of you and there are HF's. The front ends of departing EBD trains should be just to your R(E) here. #24Z to Croxton, NJ (NYC area) DEP around midnight, "lots of stacks for Croxton,NJ. It should make at least a few doubles"(12). 24W goes to H'burg and 20W to Croxton. Also, a couple IM/DS trains here have other destinations: the #20N goes to Detroit (often a short train with only one unit and a handful of stacks (5x/wk)) and TV26N to Columbus-a similar train to the 20N. Both are 9am-noon (13). Note: Many NS EBDs block swap or term at Harrisburg, PA (see listing). Most EBD NS trains leaving Ashland Ave. pass thru+may stop briefly in the high-security 47th St. YD. Stay down! See also BNSF Western Avenue listing for an alternative spot to get on NS DS trains before Ashland.

NS has a couple other tough IM YDs for NE bound trains: Ex-CR 47th St. YD, really two YDs side by side: "55th St" on E side and "51st St." to W). High-security, not for the timid. YD is surrounded by a 12 ft high 'security screen' (like in jails) fence topped with razor wire. Railcops escort trains into YD and watch 'em. If you're on a train, stay out of sight at all times. EBDs from Ashland pass through (I suspect only the mains to the E). YD is 4Bl E of Halsted. To enter the YD "there is a ramp from below the

If hitching from PDX, take #77 bus EBD to Troutdale. Hitch E on I-84 ~ 75ME to 'Celilo Park' (10ME of The Dalles). Look for rail bridge over river. NBDs headed across river will stop to wait for drawbridge to be lowered to allow train to cross. NBDs here are GEO WBD. Stop will likely be 15-20 minutes. Best place to wait is probably underneath I-84 overpass over BN trax a few hundred FT SE of drawbridge. Train will stop such that units are directly under this overpass and you can ask the crew which way they are headed. There are usually 2-3 trains D, 1-2 to Pasco, one to Vancouver, WA. SBDs may be slow enough to board too. Also, you can use any train here to 'taxi' over to Wishram, WA to wait for a SBD there (see listing).

Portland Note: Don't store your gear at Greyhound STA DT. Workers steal/confiscate gear on a regular basis. A fine cheap lunch (you can work for it if no \$), "Sisters of the Road Cafe" 133 6th St. N. of Burnside DT. A gathering spot for trainriders and homebums alike. 10:30am to 2:30pm M-F.

(BNSF*) Main facility is Lake YD: take #17 St. Helens' NBD on 6th St. DT on ~ 25-min. ride to INT of Yeon & St. Helens at Kittridge overpass over YD. Two EBD IM/DS trains to Mpls/Chicago (55-65 hrs) orig. The 'QPTLCHC' depts ~4-5am (Tu-Sa). BNSF EBD IM/DS from Lake YD in Portland to Cicero. Riders should be up looking for this 1-3am. A second IM/DS depts ~4pm (M-F). Afternoon train may be better for avoiding sporadic daytime overhead surveillance in Spokane. Advise not waiting right under Kittridge overpass. C'nue NW on St. Helens another ¼M. You can wait in woods off to your L or cross over (when coast is clear) and wait on strings in YD. The afternoon IM will be pulled out into this area, on track closest to St. Helens, ~ 3-3:30pm and sit out there at least 10-15 minutes. It may have some autoracks (set out in St. Paul, MN) on the front end. Be on the N side and walk down and get on the first rideable 53 you can find. If you miss it, you can camp out in those woods across St. Helens and wait for the late night train. The night train will do the same routine ~ 3:30-4am, but it will not have autoracks. Wait over on N side until train departs in case railcop runs train on the St. Helens side. STAY DOWN as you cross Columbia River bridge and curve thru Vancouver, WA as a BNSF railcop is very likely to be scanning these trains from the side in vicinity of the Amtrak STA. See Mpls and Chi listings for advice on riding into those locations on these two trains. GM DEPs, all these leave GEO NWBD. GM 'LYDPAS' to Pasco (may have MRL boxcars) parked under Kittredge (mid- to rear-train here) depts ~ 10-11pm D (11). Lake YO tel. (503) 241 9898 x101. BNSF trains, after departing Lake YDs, may stop at North Portland Junction, for a signal, the drawbridge over the Columbia, or in order to pick up a block at Terminal 6 (A and B YD). This area is off of N Portland RD, W of the two RROs there. See also Vancouver, WA listing for many other BNSF area DEPs.

(P&W#) Portland & Western goes on ex-BN line running W towards Astoria. Freight usually only go as far as St. Helens but can go as far as the Wanna Pulp Mill, ~ 40ME of Astoria, ~1x/wk. Uses NW end of BNSF's Lake YD (may come in as turn from Linnton). (YO is at Doane St) The same buses, #16 & #17, will bring you there. It is ~ 1M past the NW Kittredge Ave stop. Willbridge YO tel. (503) 241 6250. P&W also operates into UP's Brooklyn YD from St. Marys and on other area branches.

(UP*) Several YDs and catch-out spots. UP trains go N to Seattle, E to Hinkle/Chicago, and S to California. (Note: Getting NBDs is sort of tricky. See Albina YD, Champ Siding, Brooklyn, Lake YD and Barnes YD for possibilities). Main GM YD and GM/IM c-c is Albina YD, near DT, N of the Fremont Bridge on E side of river. YD is well-patrolled. To get stopped trains before dep: From DT, take #35—Greeley' bus (EBD on Everett at 4th & 5th Aves.). Bus will soon be NWBD on Greeley, with Albina YD PT/SE of Greeley. Get off at INT of Greeley & Going overpass. Be discreet, you are in view of YO. Walk back S maybe 500FT to Eugene/Roseville. NBDs, EBDs & SBDs all depart from same DEP area. SBD GMs: 'QHKRV' to Roseville CA; comes from Hinkle, time varies but often late afternoon/early-mid evening D (14). ID lots of 'CP/Soo' cars-- 3-hole grainers, lumber loads... 'Canfor' and 'Hood River' lumber, likely PROCOR tanks, often 1-2 open boxes at rear, and DPU. If you get in DPU see Eugene warning. Do not confuse 'QHKRV' with the MFHKK to Hinkle, which arr about the same time. QHKRV has loaded grainers; MFHKK has empty grainers. OPDRV to Roseville also depts out of Albina but better to get it at Tillamook (see below). EBD IMs: 'ZPDG2' to Chicago-Global 2 is built in YD D (x Su -M), usually 5-8am (11). It should be in 6-7 tracks W from mains. ID EMP, APL, CSX. 'ZSEMN' to Marion, AR (Memphis) should arrive around 1-5pm (x Su, M)(11), usually on 1 of 2 tracks nearest to Greeley (usually 2nd track). ID some autoracks at front (not always, but common), likely to have DPU, then similar to 'ZPDG2'. It may work and be here 1+ hr. Its c-c is IMSE of Going overpass. Goes via KC/St.Louis-s/o in both places. Note warning on Pocatello, ID if riding thru there on IM. Many other trains, including NBDs to Seattle. Albina uses air sheets, on 1st car on string. NOTE: Departing Albina (or Tillamook spot) GEO SEBD, (especially on IM/DS), ~ ½ MS of YD you curve to L, then swing back to R. On curve ~ look up above to L (N) to check if railcop (in tan or white SUV) is checking train from overhead. If seen, bail to R at Steel Bridge. Hustle 150FT to SE side there to get to bike/hiking path. If no cop, still look ahead to see that your train diverges either to L (EBD) or R (SBD) to be your train. If wrong train, it should be slow enough to just step off.

Alternatively for SBDs and EBDs: If you can catch (slowly) on the fly, there are a couple of alternatives for SBD/EBDs: Tillamook overpass: Take the Yellow Line 'MAX' train from DT toward Expo Center. Get off at 'Albina/Mississippi' STA. Walk

Portland. Arriving there, get off when safe to do so. You'll cross Harrison St. RRX -- with 'Milwaukie Bowl' bowling alley sign facing RR -- 75FT to your L (S) on Harrison. Bus there, so try to bail -- here.

NBD 'MRVPT' usually departs around noon, fast ride to Portland (11).

(P&W#) Portland and Western runs ex-BN line from here N to Albany. Uses a couple tracks on W side of UP YD, along Pacific HWY near INT with Royal Ave. Dispatcher is tel. 541-924-6599. Turn comes from Albany (early morning x Su) works, goes N.

Glendale (CORP#) Small town is ~40MNW of Medford, just off W side of I-5. NBD train to Dillard/Roseburg and SBD train to Medford swap crews here around 1-3am (Tu & F) (11). Molly St. RRX right DT might be c-g. Pacific Ave. is PT/S of RR.

Trains GEO EBD are SBD; GEO WBD are NBD. **Hermiston/Hinkle** Note: There is decent regional transit, Kayak Transit, running to/from Pasco, WA from Orchard and 1st. There is very little cover in the high desert. (UP*) The Umatilla River wiggles PT/S of Hinkle YD, 3MS of Hermiston (& 3MW of Stanfield). Walk the 3M straight S on S.1st St to W throat of the **GM DEP** YD, (the mainline fuel pads are roughly across the YD to the S). GM DEP YD runs across the N side of the YD E of S.1st. (Note: all are D xM unless otherwise noted). EBDs include: **MHKRO to Roper YD in SLC**, at 4-6am (12), ID TTXZ (I), GRBX, NATX (e), CNW, TILX. **MHKNP to North Platte** 8pm-mid (W-Sa)(11), ID FBOX, ARMN (I), TTGX (e), CSXT (e), TBOX. Likely a MHKNPB most days too. WBDs include **MHKPD to Portland**; ID HPJX, CP & SOO (I), GONX, SP, CNW. **QHKRY to Roseville** 7-9am D (14). ID Canadian loads, runs via PDX. **MHKCO to Roseburg, OR/CORP** and **MHKSE to Seattle** also via PDX. **NBDs** DEP GEO WBD: **MHKET to Calgary** via Spokane+Eastport, ID generally 3-7pm (xTu); ID CP 3-holes, PROX, SOO (all e), likely CP power- will s/o in Ayer, WA. **MHKS** to Spokane 7-10pm. ID TTGX (I), ARMN (e). **Thru trains BTN Portland & North Platte** recrow along S side of YD- head to head at the fuel pads, such that the rear end of EBDs are W of the YD (near the Hermiston HWY RRO), and the rear of WBDs are PT/S of the ARV YD. Thru trns are mostly IMs, also unit grain and at least one EBD GM, the **QCONP to North Platte** (mostly lumber loads). **Thru trains BTN Portland (+S to CA) & Spokane/Eastport** (and on into Canada and over Crow's Nest Pass)(3-4x/D each way), recrow head to tail curving around W of the YD, in shape of a 'J'. The concrete DEP YD leads RRO crosses over midtrain of both 1/2 MW of S.1st, with NBDs (+DPU for WBDs) stopping at box labelled 'CP 184 N.Hinkle,' 500FTS of the Feedville Rd RR, and WBDs (+DPUs for NBDs) spotted at shack w/tree ~1/3 ME of the Hermiston HWY RRO (beware one PGEX coal train only goes to Boardman, OR 20MW, always w/BNSF units). If you are coming from Hermiston, you can discreetly follow the canal (that meanders off 1st St. a bit S of Feedville Rd) toward the middle of the DEP YD. If you are coming from I-84, get off at Exit 182 at Space Age Fuels (24hr truck stop, and the only store close) and walk IMN on Hermiston HWY to aforementioned RRO and turn E (note DEP leads splitting off to N). MRVET to Calgary at night 3-4x/wk (14). **Klamath Falls (BNSF)** South Klamath YD is SE of DT, SE of UP YD. From UP YD walk S along trax (stay off RR property if you can) until you see the tracks curving off to E. Follow those tracks to BNSF YD. More discreetly, from DT take S.6th St/Rte.39 SE. 75M to Washburn/Midland HWY. Go S on Washburn 1 1/2 M, crossing over YD (HF at SW corner of overpass if you need to wait out of sun/bad weather), to Anderson Ave. Turn L(E) on Anderson and go to trax. "Trains parked along here, for NBDs look for freds." 2 GMS D+unit trns. If coming in here on a BNSF SBD and wanting to switch to UP, try to bail on N side (~MP 430). UP SBDs will be on these same tracks here. If wanting to c'nue S on BNSF DPU, bail-off at initial stop out by switch at UP YD and walk down (3M) to rejoin train after inspection. Refueling stop so most trains are here for awhile. **SBD GMS** are the PASBAR & VAWBAR, both to Barstow, both dep late am/early pm. Both have DPUs (15). **NBDs: BARPAS to Pasco**, WA D, **BARVAW to Vancouver**, WA D. **BAKPAS to Pasco** sporadic; occasional **RRBPAS to Pasco** (2-3x/wk). No DPU on these trains. Sporadic (2-3x/wk) baretable NBD out of Oakland to Tacoma/Seattle (15). Sporadic unit fertilizer and oil trns. (UP*) **C-C** is at YO ~ 500 FT S of the Amtrak STA, just SE of DT. Many freights just c-c and go - others pull into YD S of here and work or just sit for an hour or more. DPUs on SBDs usually removed here. If not, they will be inspected then run thru to Roseville. For SBDs you can wait ~ 1/2 MN of Amtrak STA—find a discreet spot along mains. For NBDs, YD access is difficult due to wetland/marsh along both sides. **La Grande (UP*)** Busy location. Alignment of RR is NW-SE. Good camping spot under I-84 overpasses 1/4MNW of STA. The STA, ~ 750FTNW of Fir St. RRX, on Jefferson Ave., is c-g for EBDs. WBD c-g is ~ 1MW of STA, at signal opposite Division St. (crew van drives dirt RD on SW side of RR). Expect ~ 10-min. c-cs. **EBD GM 'M-HKRO' to Salt Lake** 6am-2pm (xTu). ID lots of gons, lots of CP/Soo grainers, some 3-hole grainers, DPU at rear. If riding DPU bail before Pocattello. Likely slow (36-hr.) ride to SLC/Roper. Several EBD IM/DSs: **'ZPDG2' (to Chicago/Proviso)** Tu-Su, ~10pm - 12mid. **'ISBG4' (to Chi/Joliet)**, see 'Clinton, IA', Tu-Sa, 6-8pm. **'ZSEMN' to Marion, AR (Memphis) via Kansas City**, W-Su, 1-5am. ID autoracks at front, HubGroup, CSX, UMAX. Other EBD IM/DSs, more sporadic, probably headed to metro Chicago (see 'Clinton, IA'). All WBD IM/DSs go at least to Portland. WBD GMS term at Hinkle. WBD unit grain 'OGRBA', ID blue-colored 'Z' grainers, with midtrain DPU, will run thru to Portland. Time varies, but 3-4X/wk. Note: Gangloff Park with skateboard area to SW of mains on W side of 2nd St. overpass likely to have kids who could blow up your presence, so use discretion (nighttime better, or walk NE side behind string). For stores: go 2000FTSE of STA on Adams to Island Ave. Turn L (N), going ~ 3000FT to shop.

area. **Medford** (CORP#) YD is N of DT. Go to INT of Court St. & E.McAndrews Rd. Walk ~ 400FT W on McAndrews, going beneath overpass over RR. Turn R at RR and walk immediately into YD. Line S over Siskiyou summit to Weed/Black Butte is o/s and it is unclear whether/if this operation will resume. NBD GM to Glendale/Roseburg currently runs 2-3x/wk (M&Th?) dep around 8-10pm (12). Train will term at a large lumber mill in Dillard, 8MS of Roseburg. **Oregon Trunk Junction (BNSF+)**

tracks on 51st St." This might put you mid-train for a lined up EBD (GEO SBD). Or wait for a double back/ come in from S throats above Garfield Blvd a few BL W of Garfield Red line STA. Good luck! There are 4 nightly DEPs: the 20Q to Morrisville at 8pm, 20R to Enail, NJ, 22K to Ayer, Ma at 11pm, and 206 to Buffalo/Mechanicsville, NY at 2:30am. Those DEP'ing 55th YD side should DEP GEO SBD, and those built in 51st YD side would do a back-up move to get on mains, it had been the 20Q and 206, maybe the 22K too? Take #39 'Pershing' bus to INT of Pershing & S. Canal (or walk the mile W from Indiana Green Line STA). Walk 100FT S on S. Canal, around back of bldg, turning to L(E). Walk across lot, up dirt embankment into wye. Facing E, you'll see Comiskey Park off to N and several tracks in front of you running N-S. (This is the S throat of UP Canal St. YD). Appx 8-10pm D, the '20Q' IM/DS will arrive, approaching from S, moving backwards. You'll see fred coming towards you. Rear of train will move by and stop such that rear end will be ~opposite Comiskey Park's W side. 1-2 vehicles will follow train's rear end, so use caution. Train will pause for switch and clearance--for a very short time--(move fast!), then will leave EBD (GEO SBD). I suggest arriving early and waiting in bushes on W side, also watch mains from Ashland, you might be able to snag something leaving around SW leg of wye. NS also uses **Park Manor YD** (aka **Englewood YD**). "What a shit hole it is, but the hottest freights to the E coast depart from there." Very high security, almost all pigs/UPS and COFC. Sketchy area too. You can take #29 State bus S from DT on appx. 40-min. ride to INT of Marquette aka 67th St. (or walk back N from 69th St. Red Line STA). Walk ~1/2ME on Marquette to just past 'Skyway', go up embankment on N side BTN Skyway and YD. I have seen railcops, some on foot, watching this area so be cautious. You might try for a rear unit here: Turn R(S) at tracks, walk ~150FT beyond that first underpass (by Milepost '515') and then wait in bushes on W side along concrete wall. The rear of the trains are above 63rd St. 2BI E of the Red Line STA. The 24M to Pittsburgh+Baltimore and the 20E to NJ both DEP at 7am, the 20K to Bethlehem+NJ at 3pm and the 22W to Pittsburgh and Harrisburg DEP at 8pm.

For NS IM/DS to Virginia/SE: **Landers YD** is 2M E of BRC YD and 1M S of CSX 59th St. YD. Take #49 bus S on Western Ave. to INT with 74th St. and Columbus. Get off and walk S to 75th St. and up embankment to RRO. DEPs are from the NE end of YD, SW across BRC mains. Wait behind truck lot on W side of overpass, or perhaps 3BLE in trees past CSX leads from 59th St. Most DEPs will double up, make an air-test, then depart. Best to catch them outside YD. Some wait next to trailer facility BTN fence and retaining wall on Western on SW side of RRO. Bullrun BTN you and train so be careful. Bull watches trains and escorts them out: #215 to Austell, GA around 10-11pm D (08); DS #234 to Norfolk (works Columbus, OH) around 8pm (10). #25A to Danville, KY around 3am (05). #295 to Jacksonville. NS trainmaster at Landers YD is (773) 933-8058. YO: (773) 933-5695. **Calumet YD** is S of Pullman Jct., S of 103 St. and 1/2ME of Stony Island Bus Garage. Take #106 bus (from 95th Red Line terminus), J14, or 15. Or take #71 down Torrence to area of 110th St. and work your way W (away from tank farm) to S throat. Mains are on E, DEPs are mostly out of SE end of YD. Avoid workers in this YD if possible. Mainline tracks are on the E edge of YD and are raised 8-10 feet above the rest of the YD, below the 1st track numbered #1--all YD trax can be used for receiving, sorting, and departing trains. 177 to Chattanooga, others stop on mains and work. Fast #218 TOFC to Greensboro/ Linwood built here, leaves after 3am (xY)(13), either from 'strips' or YD? Roadtrailers (BTN Mpls+Ft. Wayne/E.PA) and IM built on W side of YD. Amid a myriad of transfers and locals, the 317 to Decatur DEPs GEO NWBD, runs to Markham and p/u a CN haulage block for E.St.Louis (I'd guess on mains at S end of Markham) (see CN entry), then c'nues. CN haulage block is then switched onto the 31N to TRRA YD in E.St.Louis.

For other EBD/SEBD NS GMS: The easiest spot may be the E end of BRC's **Clearing YD** (see listing). IHB's **Blue Island YD** builds the 34J (see listing). A few NS GMS operate thru Ashland Ave YD (above): including the #14A (usually w/UP power) to Elkhart. These trains stop on the two mains closest to the YO to get their NS crews and may pick-up prior to DEP. **Colehour YD** (technically in far NW IN) is used for block swapping inbound (aka WBDs). CTA #30 bus runs N-S on Ewing (aka Ave 'K'), a 3/4M walk E on 108th St. from YD.

(UP*) Several YDs: WBD IM/DSs toward North Platte and West Coast dep from all 4 of the "Global" YDs--G1 in Chicago, G2at Proviso, G3 (see Rochelle, IL listing) and G4 in Joliet, IL (see listing). Heading W, you might want to take a GM to the first c-c in Clinton, IA, and switch to DS there (thus avoiding possibly getting stuck in G3). **Global 1** is PT/N of BNSF's Western Ave. YD. Direct access is tough. Closest point is to take #12 or #49 buses to INT of Roosevelt & Western. Walk 1000FTW on Roosevelt to RRO. Find a way up to trax. DEP IM/DS will be GEO NBD here and may 2-back when building trn and again for DPU. Watch for railcops. Alternatively, DS leaving G1 almost always stop for signals ~2MN of YD. Take Blue Line toward Forrest Park to Western Ave. stop. Walk PT/N of I-290 on Van Buren 3BLW to RRO and wait near there ~2/3 of the way back on the trn. In general, open along W side along here. There are 3-4 trns out of G1, all at night: the **KG1CL to City of Industry**, CA at 6-7pm, the **ZG1SC to Salt Lake City** w/some pigs at 8-9pm; **KG1LA** and maybe a second section **KG1LAC** at 11pm-1am. All these should go Overland via North Platte and Salt Lake City w/o stopping at G2 or G3 (14). Beware of CSX transfer just going to G2 thru here. Avoid GMS -most just go to Proviso.

Global 2 is in suburbs of **Berkeley & Bellwood** and adjacent to **Proviso YD** (GMS). From STA at Madison & Canal DT, take Metra on 'Elburn' line to 'Berkeley' STA (some run thru another 1MW to 'Elmhurst' STA, walk back). (Pace buses 309 and 313

come close as well). I-290 overpass to W side of Berkeley STA is good camp area on S side and access to N side to bag either 'ZG2OA' or 'ZG2BR' while doing 2back moves (see below) and many GMs while dep. However: BPD often drives into Metra parking lot in evening/late night and will sit, lights off, for extended periods, maybe even on dirt area just at W edge off parking lot. If you see BPD, alternative access to I-290 overpass: walk to E end of Metra parking lot to Taft St. Turn R (S) on Taft and walk ~1800FT to INT of Taft & St. Charles. Turn R (W) and walk .25M on St. Charles to point where you see 'I-290 West' sign at exit ramp. follow ramp ~300FT (smart to get off pavement to bush) to point where you see end of guardrail. End of guardrail aligned to HF. Go thru, then turn L to follow path 2000FT to locked gateway facing tracks. HF just to R of gateway and facing tracks. Go thru (re-tie shut) to go up under I-290 there to your R. W end of Proviso's GM DEP YD is N of 'Berkeley' STA. Walk 800ft E to parking lot on W side of first warehouse. Pass thru HF's in back of parking lot. Front of WBD GMs ~1000FTW of here. Cross N over a few trax to get to DEP YD. Quiet worker shack is mid-YD, accessible from Wolf Rd (w/stores ½M S on St. Charles Rd). E throat of S DEP is 500ft W of Mannheim overpass, on first trax N of Bellwood Metra STA. Two DSS built here regularly from N trax of DEP YD, by IM strips: the 'ZG2OA' to Oakland (see Sparks, NV listing is Oak-bound), usually dep 9-2pm (4/14). It is likely to be held for Metra at signals just W of I-294 overpass at W end of YD. ID PacerStack, EMP, HubGroup, CSX. 'ZG2BR' to Portland, D, dep ~8pm-12mid (14). ID APL, K-Line, BMP, HubGroup. There is also a DS transfer to G3. WBD GMs include 'MPRNP' to North Platte at midnight and 'MPRCB' to Council Bluffs at 1pm (13). Both are D but DEP times vary wildly, both similar ID--lots of empty ARMN reefers and TTGX autorack loads. Also there's the DM to Des Moines at 3pm, and the CL to Clinton, IA. Alternatively, for WBD DS 'IG4SE' to Seattle: Take same Metra 15M past Berkeley to 'West Chicago' STA. Go ½MW to X-ing of UP + CN(ex-EJE) trax, and Washington St. too. The IG4SE, and some days a second section, will arvy GEO NBD on 'the J' and swing around loop to W into YD. Likely in 12n-6pm range (xSu)(13). I believe the 20+ min c-c is at office mid-YD ~1½MW (or at far end of YD?). Walk W, on trax or on Washington St. (and work your way back in). Other WBDs work or are built in YD. Morning WBD local Y704 to sand pits in Troy Grove. Afternoon local DEP GEO NE to Chrysler Plant in Belvidere, c'nues W to Rockford on Wed.

See separate UP listing for **Rochelle, IL (Global 3)** and **Joliet, IL (Global 4)**. For other GMs see BRC Clearing, NS Ashland, and CSX Barr YD listings. For **NBDs to WI and MN**: Running N-S, Proviso's ARV YD (called the **900 YD**) is 2MN of W end of S DEP YD and 1M S of CP Bensenville YD. Transfer from CTA #74 or #65 buses to a PACE#319 bus W. Take #319 to INT of Wolf and Grand. Walk W on Grand ¾M to RRO. Go up and turn L(S) and walk into N end of YD. "All" UP NBDs should stop in this YD on far E run-thru track. Look for signals at N throat." D to Milw+Twin Cities: GMs MPRSS ~6am and MCHVP at midnight (13) and 3x/wk roadrailer ZCHEM. Also one GM to Janesville (3x/wk), coal loads to Sheboygan (empties to WY) and sand (NBD empties go pits N of Altoona, SBD loads often to TX).

For **SBDs**, main YD is **Yard Center in Dolton**. YD's N end is 1½MSE of CSX Barr YD, and its S end is 2ME of CN's Markam YD. From 95th/Dan Ryan Red Line terminus, either transfer to #34 bus and ride to INT of 130th and Indiana Ave, then walk 2½M S on IN Ave to Sibley Blvd (aka E. 150th St.) and E to YD or take #353 Pace bus to INT of Chicago RD & Sibley Blvd. Go on Sibley ~300FT to overpass. (safer to wait over in woods off N side there, but it's hard to see DEPs). YD is underneath Sibley, with IM to N and GM extending ~1MS. Normally at least 3 SBD DS here headed to Texas and Mexican border. IMs will pull out on W side. Most sit or 2-back. Best to be on a string on E side and approach these trains from there. Most SBD IM/DS go via Salem, IL - Dexter, MO, bypassing St. Louis. Other UP (and a rare CSX) SBDs come thru, may c-c at S end of YD on W side or work **SBD GM 'MPRPB' to St. Louis/Pine Bluff** c-c at YT at S end, 1MS of Sibley Blvd. overpass. ID EEC, RBOX, CNW, SP, FXE ...all mostly (e). Arv 5-9am. D **SBD GM 'MPRAS' to E. St. Louis** arv likely 6-10pm. c-c same as 'MPRPB'. ID ADMX, TOE, FPAX (hi-backs), CNW, TBOX. **SBD GM 'MYCAS' to E. St. Louis** orig here. Dep 6-9am D. ID lots of autorack (L), Equx, GATX. **Other UP SBDs/EBDs (and other RRs EBDs): GM 'MPRPB' to Pine Bluff** (via E. St. Louis), ~8-9pm D out of the **Proviso YD's** S DEP YD (see above). It'll be the only thing taking the loop track to the SE that spurs out of the DEP YD under Mannheim (this also provides an access to DEP area from S side if you prefer...). Some leave from E end of Proviso out of a 2nd DEP YD area. From **Bellwood Metra STA**, walk up concrete staircase and N across Mannheim bridge to opposite side of YD. Those closest 10-12 tracks (N of telephone poles thru YD) are DEP trax. SBDs (+ transfers) DEP GEO EBD. GM 'MPRAS' is **D to E. St. Louis** dep ~11am-3pm. ID TOE & SRN boxcars, also PCN & LRWN hoppers. I'd only get these trains here if I was already out at Proviso as it takes many hours just to get across Chicago, they get a new crew at the S end of Yard Center. UP/CSX Q390, with UP power, goes E to Selkirk, NY mid-afternoon. 2 D CN GMs: **M392 goes E to Toronto** and maybe A453 to Fond du Lac?(12). Probably one to NS/Eikhart, too. These trains, when built, should have mid-train directly under Mannheim overpass. A pair of UP GMs to St. Louis/Pine Bluff operate out of BRC Clearing YD—one out of each end.

(WSOR+*) Wisconsin Southern GM to Janesville dep from W end of BRC Clearing YD 7pm D (14). On the N side it will have to do a back up move, where the BRC tracks meet the METRA tracks at the Cicero/Grand STA. It does another back up at Tower A-5 E of Bensenville—see CP listing.

Clinton (CN#) Small YD. Turns to Gilman and Springfield orig here. **Danville** JARC #10 bus to Champaign (CSX*) Go 4½ME of DT on HWY 136 to RRO at N end of YD. The c-c, both directions, may be in this area—or possibly down 1M at YO on

trouble catching W from T.O., or don't feel like hassling with the YDs here, you can go to MacTier, the first c-c W of Toronto. Either hitch or take GO Transit to Branford then a ONR bus, via Barric, to MacTier (see listing).

Washago (CN#) This is split of North Bay and Capreol lines. Trains reportedly stop or creep through here. Some work YD. For stopped train, I suggest go S on HWY 44 from INT with HWY 169 ½ M to RRX. Turn L(E) and go ¼M to RR bridge at water. NBDs may stop here? Split is ~ 1 ½ MN, at HWY 11 overpass. R to North Bay, L to Parry Sound/Capreol so ask. **Welland** There is both decent local transit and pricier regional transit to/from border Kings. (CN*) YD is in **Pt. Robinson**, go 3ME of DT Welland on Main St thru tunnel to tracks, then 3MN on trax to YD. Road trns 420+421 BTN Toronto+Ft.Erie work (the 420 becomes a turn to CSX's Frontier YD upon ARV at Ft. Erie). The **331 to Sarnia** is built for a morning DEP. L531 turn to S. Buffalo Seneca YD works Ft. Erie. (CP#) YD is 4.5MSW of DT, take the #1 bus to Broadway Park (at INT of Riverside+B'Way). Go behind (S of) the park, and follow the abandoned railbed 2MSW (roughly PT Riverside) to tracks and on into YD. Job 2 goes thru Dunnville to Pt. Maitland MWF 8am (14). Also one to Niagara Falls. May be c-c now? **White River** (CP*) From INT of HWY 17 and Elgin St., go ½ MSW on Elgin to INT with Winnipeg St., right by STA, which is c-c. WBDs to Schreiber, EBDs to Chapeau. The ride WBD from here along north shore of Lake Superior is spectacular—is this North America's most underrated scenic ride? **Windsor** (CN*) **Van de Water YD** is SE of DT. S.Cameron Blvd runs PT/SW of YD. GM#434 to Windsor orig here. (CP*) **Windsor YD** is off to the E of the mainline coming thru tunnel and is bypassed by thru trains. Origs one GM to Buffalo, transfers to Detroit. Going ½ M from Canadian shore on Ambassador Bridge to INT with Wyandotte St. Go 1¼MNE on Wyandotte to Crawford Ave. Turn R (SE), and walk ~ 2000FT, then going L (NE) into YD. Keep in mind boundary issues here---avoid workers. EBD main line c-c is almost 2MSE of INT of Wyandotte Ave. & Crawford Ave. From INT of Tecumseh Rd. and Dougall Ave go 1500FTS on Dougall to Jackson St. at YD lead RRX. Go on ~700FTS on Dougall to main line RRX. EBD c-c may be on W side of that RRX. WBDs may go thru to Detroit or c-c may be at College Ave, just W of the Windsor YD on the mainline. There is a high-security zone, with VACIS x-ray machine, BTN there and the tunnel going to the US. Avoid these WBDs.

OREGON – Albany (PNWR#) Runs N towards Portland, OR/Vancouver, WA and S to Eugene on ex-BN trax. (UP#) The 'MPWPD' departs here for Portland around 8pm (11). **Bend** (BNSF*) C-c is at STA. STA is 400 FT N. of E. Greenwood Ave. underpass, ½ MNE of CH. "New YO is near 3rd St. overpass." Currently 2 GMs each way most days. D SBD GM 'EVEBAR' to K Falls/Stockton/Barstow, CA probably arrives ~ noon-3pm (W-Su), next one maybe 10-12 hrs later-not sure ~ days (09). To go beyond K Falls, be towards rear of train. **Coos Bay** (CBL#) Coos Bay Rail Link ops are based in **Cordes (Hauser)**, ~10MN of Coos Bay. Take HWY 101 N to Hauser Depot Rd. Go L(W) ~1000FT to RR. Small YD area is to your R(N). The NBD 'Hauler' deps ~7:45pm (5-6x/wk) to Vaughn. After a layover turn will c'nue on into Eugene. SBD local turn to N.Bend/Coos Bay OD 6am (xSu?). 2-3x/wk it will c'nue S of Coos Bay to Coquille. **Dillard** (CORP#) YD is adjacent to Roseburg Lumber mill, 8MS of Roseburg. SBD to Medford should leave in evening (M&Th)(11). NBD transfer to Roseburg/Winchester, may run Tu and Fr mornings?

Eugene (CBL#) Coos Bay Link turn from **Vaughn** late am, works and returns (x Su) (14). You can catch it in YD on W side (?) or just S of YD by the Chambers St. overpass where it takes sharp 5mph curve off the UP mains to the R (W). (CORP*) Uses S end of UP YD. SBD to Roseburg maybe 5x/week, time varies but ~ midnight is common (09). It may also be possible to catch these trains in Glenwood, just S of Eugene, where they get off the UP and may have to stop to throw a switch. CORP dispatch 800-357-5966 x203(?). (UP*) YD on NW side of town, PT/W of Northwest Expressway and PT/E of Pacific HWY/Rte.99 (on which the #41 bus runs). Normal c-c for both NBD and SBD thru trains is across from the bend in the NW Expressway RD, at the tall signal masts ~ 2MN of the Chambers St. overpass and ~ 1/4MS of the Maxwell St. overpass, and just a little N of the INT of NW Expressway and Park Ave. N. The sporadic #55 bus runs out this way on Park Ave. N. For NBDs, daytime waiting areas are rather poor along here, you would want to be near the INT of NW Expressway and Park Ave. (this is ~ ½ MS of INT of NW Expressway and Park Ave. N). For SBDs, you need to be further N. There is a jungle area just N of the large pond on your R in the trees or a home burn paddy and needle infested spot up under the Maxwell St. overpass. Or even further N by the Beltline RD overpass—near the rear end of SBDs. There are 4 DEP tracks W of mains in area under Maxwell St. overpass. Some SBD GMs will stop out here but then pull forward and go down into the YD to work/break-up. More rarely trains c-c N of YD at Irving RD RRX or near S end of YD at the 'G Spot.' UP YO tel. 541-341-5543. Conv. store on Maxwell RD just to E of YD. D **SBD** GMs 'M-HKRV' and 'Q-PDRV' to Roseville may have DPU's on rear end. If so, when stopped for c-c, DPU's will be right in area of the Beltline Overpass (½ MN of Maxwell Overpass). Worker in truck does quick look inside then leaves. You've got ~ 5 min. after that to get on. Be nearby (E side of NW HWY, hidden in trees). DPU's may be taken off at K Falls or may go thru to Roseville. SBD IM/DS 'ZBRLC' D (x Su night), 12mid-2am (13). **NBD**: IM/DS 'ZLCBR' arv D (x M, Tu), 3-5am (13). See Portland listing for arrival info. yn YD in

Toronto (CN* & GEXR#) MacMillan YD ("Mac YD") is ~ 10MN of DT, in suburb of **Concord**. Large dead-end GM YD runs N-S perpendicular to the E-W mainline which runs S of the YD. All DEPs are GEO SBD. Confusing location. Given the layout and worker attitudes getting trns in YD is not recommended. From Finch St. STA on Yongue line subway, take #60 bus W to INT of Steeles and Keele St. Walk from INT to tracks on N side. Follow beaten path to dead tracks up to HWY 407 where front end of Chicago trains will stop and rear end of E/NBDs stop. All trains stop or creep out under 407. Chicago trains (3-4 D) reportedly stop just N of wye switch just S of the HWY 407 overpass on W side. Montreal ~4 D and Winnipeg trains (~4-5) stop down at the E end of the wye. #421 goes to Buffalo/CSX Frontier, 2 thru Toledo. Not all NBDs stop. Goderich Exeter WBD GM around 1am from E-most tracks in YD. ID by non-CN units. Alternatively: Some thru trains, including thru Montreal-Chicago IM/DS (1 D each way) may do mainline c-c w/o entering YD very close to this same point (or may do it at Goreway Dr RRU, see Brampton below. The WBD c-g is reportedly at **Jane St.** just N of Steeles Ave., ~ 1MW of Keele past the wye. EBD c-c may be at same place or just E of there in vicinity of wye. CN's main area IM YD is the **Brampton Intermodal Terminal (BIT)** in **Brampton**, a suburb W of Toronto. YD is deadend, all depts are GEO SBD. Direct access to "hot fenced, unpleasant YD with cameras and observant bull" appears challenging. For ass-end take #1 Brampton Transit bus to Queen St. E and Auction Dr. Go S on Queen to RRU. NW (ass end) throat of YD is under Queen St. E. I guess I'd try to work my way down along the NE side of YD from there but expect a barbed-wire topped fence. Alternatively, there is a wye onto the mains S of Steele Ave RRO, ~ 1/2M S of YD. Brampton Transit bus #11 runs by here. You can access tracks from Steele. You might be able to work yourself N up the tracks, under the 407 HWY. Maybe some depts 2-back along here? Otherwise, possible some dep'ing IMs get held or go slow at wye onto mains. Those curving to R (SW) would be Chicago-bound. Those curving to L could be WBD to Winnipeg (3-4 D) and beyond or EBD to Montreal (1 D). Hot '100s' IMs orig here, they may get put together on tracks along NE side of YD, past the mains.. WBD #107 from Montreal will p/u here and head W.

An alternative CN catch-out spot for thru trns BTN Montreal & Winnipeg is **Doncaster Junction**, 7 ME of MacMillan YD. This location has alternated between being useful and unreliable. I'm guessing it is now in use for a number of IM and unit (mainly oil) trains. Take subway to 'Finch' STA. Then take 'YRT' bus #91A past Steeles to INT of Bayview and John St. For WBDs to Winnipeg: Go E (R) on John St. 1/2M, passing over first RRU to second RRU, just past Aileen Rd to the L. (Note: Also possible to take #2 John St. bus from Newtonbrook STA to this INT). Go down to tracks. Train should come by you, take leg of wye to N and stop for c-c. EBD to Montreal: From INT of John and Bayview c'nue N 1/2 M to RRU. If you wait under this RRU, you will be ~ 1/4MN of c-c. This should be well positioned for EBD (GEO SBD here) when it stops. Train will extend back further NW past overpass. #186 Prince Rupert to Montreal DS may c-c here but operates sporadically (15). Others?

(CP*) For GMS, Agincourt YD (aka **Toronto YD**) is in **Scarborough** YD runs SW-NE and is S of Finch Ave. E. BTN McCowan RD on W and Markham RD on E. For DEP YD, take Yonge subway to Finch STA. Then take 39D/E bus on Finch Ave. ~ 8ME to INT with Markham RD. Walk 1/2 MS on Markham, to point just before RD goes up overpass ahead. Go off to your R (W) to DEP tracks there. There are some bushes for waiting. EBDs all dep GEO NEBD (except T08 thru Peterborough (8am SuTuTh)(14) then loop back around onto the E-W mainline. Trains leaving WBD can go to Mactier/Winnipeg or Buffalo or Detroit so ask. #242 to Chicago, #244 to Gibson, IN, #234 to Detroit, and #421 to Thunder Bay are built here (14). Probably 1-2 GMS to Montreal as well. Other locals. The CP E-W mainline runs just S of this YD. Some thru trains may c-c on the main w/o entering YD (others may work YD). C'nue 1/4MS on Markham to RRU and then go down to trax. These are the mainlines there. I am guessing EBD c-g is around here somewhere and WBD c-g is further W but before McCowan RD. Alternate transit to this area is to take a #129 bus N on Markham from Scarborough Rapid Transit past Sheppard RD to Nugget, right before the RRO (on which run the WBD YD leads). Then go E on Nugget. Mainline is off to your L, the Markham overpass described above ahead further E of you. CP 246/147 BTN Buffalo and Sudbury recrow at CP's **Lambton YD**, 6MNW of DT. Look for coil cars on head end of both. Take the #71 bus to St.Clair and Runnymede (close to the western terminus of the St.Clair Av Trolley), 2BLS of Runnymede goes under midYD at YO (and I suspect mid-train for both SEBD GEO SWBD and NWBD GEO NEBD and turning the corner L(NW) at DIA at end of YD). Mains are to the S. There are other locals. CP IM YD in Vaughan, 12MNW of DT Toronto, ~ 1/2 MW of the mainline. Go to York Mills Subway stop, take any bus to University, and then Viva Transit to Rutherford Road and Regional Road 27. No stores after this point. C'nue W walking ~.75MW to McGillivray RD. Turn R (N) on McGillivray. After ~2M RD curves to L (W) along RR wye. NOTE: WBDs will come out of Vaughn YD GEO EBD on this track and then take the N leg of the wye. If an outbound train takes the S wye it is going in to Toronto (or on to Montreal). Some outbound WBDs may come thru the wye here slow enough to get on. To get closer to the YD where they may be going slower, c'nue W 1M more to Huntington Rd. Then discreetly follow tracks along the N side there further W another 1/2 M, walking along/in the cornfield here to the large powerline tower(s). You can wait in this area (avoid occasional truck traffic on RR road) or in the creek ravine just W of powerlines. As an IM emerges out of YD tracks here it will come by here. It may soon speed up so get on as soon as you can. WBDs out of Vaughn include #101 to Vancouver (dep 3-4am?) & #119 to Winnipeg/Edmonton (DEP 7-9am?)(14). Note: Several thru IMs pass thru Toronto, c-c and may work. There is a pair of regular IMs from Edmonton (118/119) and Vancouver (112/113) to Montreal that may work. Also the CHI/MTL pair (142/143) may work somewhere in TO. NOTE: If you have

W side? The #14 bus goes right there and to YD's S end on a circuitous route. Thru IM trains c-c here: SBDs Q025 at 6:30am (D) and Q027 at 9-10pm (x Su- M)(13) both to **Jacksonville**. Q029 to **Atlanta** at 1am (xM)(13). NBD Q026 at 9-10am D and Q028 at 2am (x Tu) both to **Chicago** (13). GM traffic in YD too. (NS#) YD is SW of town in **Tilton**. The #13 bus crosses D's N throat on H St. **Davis Junction** (CP#) Very small town 8MS of Rockford, IL. Take HWY 251 from Rockford to INT with HWY 72. Turn R(W) and go 1/4M to RR. Wye junction is just to your (S). Some trains work here, turn from S. Beloit some (mid)days.

Decatur (CSX#) YD is PT/N of Eldorado at 16th St. CSX YD is just beyond overpass at W end of NS YD. Evening GM to Avon, (CN*) S end of **Grand Avenue YD** is 1/4MNE of CH. Clinton St. is PT/W of YD. Garfield crosses over mid-YD. D GM to Cairo at 9pm, Champaign at 1pm (M-F, weekends as needed)(02). Peoria local backs S out of YD, then reverses direction to head N. Departs ~1pm (MWF) (09). SBD to Mattoon, then continuing S on main line, departs ~10am (06). (NS*) Large and busy **Brush YD** is NE of DT, E of 22nd St. RRU. Stay low pro, avoid workers. There are separate EBD & WBD GM DEP YD areas, others c-c on mains on S side of YD. Take the #12 bus E from DT to point 1ME of INT of Eldorado/William & 22nd St., where William INT with 32nd St. Walk on N side BTN 32nd & 33rd to note firebreak. Walk 150FTN on firebreak to fence. Turn L and go ~125FT along fence to HF (ribbon marker). Go thru, then walk to gravel road. Turn R and follow around to be walking 800FTN to ascend halfway up to top of loop. Turn N on slope such that big tel poles running N-S on your R (E) in ravine. Next-to-last pole from N, descend ravine to cross ditch to HF by base of tel pole. Go thru and turn L to then walk 800FTN across field up to main lines on S side of YD. EBD IM 20T to **Harrisburg, PA** (at sunrise) and WBD IM 21T to **KC** via St.Louis (5-9pm)(12) should both stop along here. Some thru GMS (maybe 145 to KC and 181 to St. Louis/Luther YD may stop along here too, maybe others as well. GM WBDs, 297 and 331 go to **KC**. 31N (to TRRA) and 33Q (to A&S) go to St.Louis. EBD: the D42 goes to Bloomington-Normal daytime via Bement, 278+318 to **Chicago**. 18K to **Elkhart**, 120+122 to **Detroit**, 34N to **Conway**, 146+14E to **Bellevue**. Plenty of extras. **Du Quoin** (CN*) YD is on N side of DT. W Main St. is at S end of YD, Hwy 51 is PT/W of YD, and Cherry Lake Rd. is at N end. Line splits to W opposite Stacey Ave. Locals to Champaign (days), nightly L546 to E. St. Louis, and Paducah, KY. Some thru GMS may work, likely the A431 to Memphis going against the grain.

East St. Louis: NOTE: Two local terminal RRs--the Alton & Southern (A&S), and the St. Louis Terminal RR (TRRA) -- operate YDs used by the big RRs (see listings). E. St. Louis has dangerous areas--be careful. Also see St. Louis, Missouri listing. In entries below, the Jackie Joyner Kersee Metrolink STA is abbreviated 'JJK.' (A&S#)(UP*+ CSX*+ NS*) The Alton & Southern runs **Gateway YD** used mainly by UP. CSX and NS also orig some GMS. YD is directly across Miss.River from Gateway Arch in St. Louis. Take #8 'Alta Sita' bus from JJK STA to INT of Bond Ave. & A&S RRU-roughly 38th St. Walk 3 BLSW on 27th to A&S YD. A&S police use a white Ford pickup truck (00) and dress casually so be careful whom you ask for train info. Willows tower tel: 274-8515. There are a pair of mains on the N side of the YD, but I believe the DEP YD is 7 trax S of hump YD. UP's 'MASPR' to **Chicago/Proviso** via Bloomington, IL dep 3-7pm D (14) GEO SEBD, then looping to L to be NBD. ID autoracks (L & E), ACFX, EEC (I), 'MASPR' should be on 1st track as you arv from 27th and opposite its rear. UP NBD GM 'MASCH' to **Chicago/Clearing**, dep 6-8pm D (13). ID FTIX, TTGX auto (L), FPAX, PTTX. Likely small s/o at Villa Grove. Guessing dep same track or area as MASPR. UP SBD GM 'OASLJ' to **Livonia, LA**, DEP GEO W out W end of YD 1-4am D (12). CSX Q247 to **Louisville** +Q332 to **Indy** and NS 32Q to **Decatur** +319 to **Louisville** start here. Also many NBDs stop at signals so front of train is under Kings HWY 1/2M N of Washington Park Metro STA.

(CN# & KCS*) YD is on SE side of town. Take #8 'Alta Sita' bus from JJK STA on 15-20-min ride to INT of Church Rd. & S. 50th St. (aka Mousette Lane). No/few stores in area. Go S on 50th St. to tracks. CN/KCS YD is to W there. CN only runs L546 from its N-S mainline at Duquoin. It turns at TRRA YD ~11pm, it may work here. KCS GM MVNKC to Kansas City Tu+Fr (in eve)(13). KCS receives CSX's Q107 Indy-KC IM/DS orange 'Schneider' train 8-11am, it stops at Rose Lake's W end and is closely watched by railpocs, then crawls past N side of ex-B&O **Cone Ave YD** thru junction and then may stop/pick up in old **Venice YD** (follow tracks W from Venice Lincoln Tech) (09).

(CSX*) From Metrolink JJK STA take #9 'Washington Park' bus to INT of Forest Ave. & King's HWY. Walk N (L) ~1/4M on King's HWY to RRU. **Rose Lake YD** (IM/GM) is right underneath this bridge. Walking under King's HWY overpass, IM facility is just to your L (W). Go over 1 ex-B&O main line, 50FT thru to 2 more main lines, then open area of asphalt/gravel lot to track on S side of IM facility. Don't go on W side of overpass 'Q008' IM/DS D (x M) departs ~12:30am (13). Q008 pulls out E of RRU to 2back, stopping to sit with front end ~1/2ME, for 20-30 min. Front goes to Worcester, rear to NJ. Some EBD GM to Indy from under bridge, but more likely from **Exermont YD** (a very small GM YD) is ~1/2M to your R(E), just past crossing of A&S RR. If going there you can c'nue on the #9 bus another 1/2M to the end of the line. C'nue E across field to RR track. This is the A&S. Follow A&S line N 1/2M, curving E at junction into YD.Q332 at 4pm, Q638 at 1am. The well watched Q106 will stop here 4pm (13). Some CSX trains originating at A&S Gateway will get on CSX here, bypassing Rose Lake YD. There is a manned tower 'HN Cabin' at this crossing, the Q265 to Louisville will stop here so middle of the train will be under KingsHwy RRU on B&O track (midday?).

(UP*) **Gateway YD** (see A&S listing above) is main area GM YD. **Dupo YD** is 7M S of DT E.St.Louis,IL. (the cracker alternative to E.St. Louis YDs). Some NBD GMs die in St. Louis YDs. From '5th & Missouri' STA in E. St. Louis. Transfer to '2X' bus (M-F) SBD on HWY 3 (aka 'Main St.'). PT/E of YD. (On Sa-Su: take '#2-Cahokia' bus, get off at 'INT of First St. & Water St.' in N. Dupo. Walk ¼MSE on Water to INT at N. Main St. Turn R (S) and you are 1½MN of Carondelet/YT). **For IM/DS GEO NBD**: Most IM/DS either orig or work here. For those trains, get off bus ¼M S of Front St. INT, opposite 'Gateway Foods.' Originating IM/DS GEO NBDs include 'IDUSE' to Seattle (W-Sa, 9pm-12mid); the IDULB to Long Beach/LA (D at 1-2am), usually very long, doubling over at N end. Thru NBDs with no work probably c-c at YT on S side of Carondelet/Dryoff RRR mid-YD, 1.3MS of Gateway Foods. You would need to be near firehouse in trees at Main & S. 2nd St., angling S to YD. A good bet is 'ZMQG4' to Joliet/Global 4 (Tu-Sa, 11am-2pm). After c-c it may still drop a block. ID lots of 'domestic DS' (Schneider, JB Hunt, CSX, EMP, etc.), but unlikely to have 'APLs.' Also, the 'KMNOA' to Oakland, CA arrives around 12noon-4pm (W-Sa)(12). May c-c at YT but will also have big s/o off front end. ID APL (likely!) and 'intl' cans like Hanjin, K-Line., EMP, CSX. **For GEO SBDs**: For thru trains the c-c should be at same location as for NBDs. So you would need to be ¼MN of there. wait in bushes 1000ft N of McClure Ave. **KOAMN to Marion, AR**, by Memphis, many IM to TX. SBD GMs c-c'ing mostly to Pine Bluff, AR. Short 'ZDUMO' IM/DS to Dallas (D, 1-2am) is built in YD W of mains (09). **An alternative spot for getting GM 'MINNP' to Kansas City/N. Platte**: take MetroLink to '5th & Missouri' STA. Walk ~2000FTNW on Old Missouri, passing Interstates, to RR trac. (scan for possible city cop parked in cruiser). Walk 100FTW past 1st track to 2nd track (i.e., with switch directly below N edge of overpass). Don't get confused: follow that track at switch to wind off looping to NE, passing over RR switch and dia, to be walking E such that decrepit brick bldgs. (cover from rain) are on your L (N) and 1-70 is PT track and 250FT away to your R (S). 'MINNP' arv D GEO SWBD 4pm-12mid.(14). ID SMNX (e), ARMN & CRYX reefers (e), TTPX (L), FMLX (E). Think it's only tm here at that time. MINNP stop for 2-15min such that front on that loop ~500FT away from where you began that walk at switch. Small s/o at KC/Neff, then on to NP. Bail at Marysville to bag KMNOA to Oakland or 'ZKCBR' to Portland. Not a sketchy walk to get here. No one over by those bombed-out brick bldgs. **Ex-SP Valley Jet YD** for KC and other trains may still be active? It is PT/SW of Gateway YD in SE part of E. St. Louis. YD is E of Upper Cahokia Rd-20th. The ex-B&O Cone Ave. YD is used to hand off QINNP (aka Q686) to North Platte (see CSX above)

(TRRA#, BNSF*, NS*) Terminal RR of St. Louis runs **Madison YD** in Madison, IL 2½M N of E. St. Louis. The MCT bus #5 run north hourly from the Emerson Park Metro STA (+few times from DT ST.L., BTN 3:30 and 5:30pm), for the S end hit the ground at 5th and Canal in Brooklyn and walk a few BLs E on Canal to the tracks and go L(N) a quarter M to the south throat. Otherwise stay on the bus as it takes Broadway over the wye and work your way back into the yard. I think YD further YD furthest E is for unit trains and the next one in is DEP YD. UP runs a shifter to 17th St. YD in St.L. CN L546 turn from DuQuoin works around 10pm DEP SBD. CSX Q265 to Louisville is built here, BNSF is a heavy user, with only one scheduled train the the MMADGAL to Galesburg but many unit grain, coal and steel. Another GM, the MDYTGAL to Galesburg c-c's on the mains N of YD. NS is also a heavy user, with the 318 to Decatur/Chicago and 167 to Chattanooga built here. Also the 111 to KC and 112 to Knoxville both stop and work. All other NS trains to Louisville and beyond must pass thru YD, too. Look for extras as well. In early pm, NS backs train 301 out of the AO Smith dead end YD GEO SBD until the engines clear the junction around 19th St. in Granite City, 1½MN of Madison YD. I believe the rear will be closer.

Effingham (CN+ & CSX+) Hitchhiker's blackhole. For CSX EBDs walk 2000FTW from DIA/Amtrak STA to wye. CSX Q367 turn from Indy swaps cars S of wye+Wabash Ave. midday. Other EBDs get held before DIA on mains, likewise for WBDs go at least ½ME of DIA, past Willows St. to wait. CN YD's N end is 1M S of DIA, with office in wye of trax to Newton. Walk S on Banker St. For S end c'ue another M to Jaycee Ave and go R(W) ¼M to RRU. M343 to Joliet/Winnipeg works in afternoon. A431 to Memphis likely too (13). CN EBD GM to INRD INT in Newton, IL around 7-9pm. **Effner** (TPW#) G&W owned Toledo Peoria & Western has rebuilt an old PRR yard in Effner, IME of the KBS DIA in Sheldon. To Peoria 3x/wk (in the morning?)(14). Runs E to Lafayette or Logansport (and onto Kokomo?) more often. **Freeport** (CN*) Go ~1½MNW of DT to INT of N. Austin Ave. & W. Beach St. Across that field to N there is YD and building to R(E) BTN the tracks ~250FT away is c-c. D CN GM trains each way thru c-c here, also sporadic grain or other unit trains.

Galesburg (BNSF*) Small town but a complex junction point for BNSF. The 'Santa Fe' Chicago-KC mainline is on N side of DT (trns run-thru). Ex-BN lines to Chicago, La Crosse, Denver, and St. Louis all meet here. A double wye 'Cameron' connector BTN BN+SF lines is 7MSW of DT. The main YD and c-c's are on the ex-BN lines. YD is SW of DT, S of Knox College campus and runs NE-SW. You can go most directions without entering YD. Be careful riding DPU's here. **To Chicago and KC/Lincoln**: The c-c for thru trains is done outside of YD. From STA DT, go .7MW on South St. to INT of South & Academy & Monmouth Blvd. Go SW ¼M on Monmouth to stoplight. Turn L (S) on Henderson (the Red bus comes here too), going ¼M to 2-track RRR. 500FTW of RRR is c-c for many Chicago trains. KC/Lincoln trains will stop so rear end is ~500FT-1000FTW of Henderson RRR. C-Cs here are typically 30-60 min. Very busy location, with frequent crew vans driving by, so use caution. IM/DS are

terminate at Thunder Bay, you might switch to EBD IM here **Kitchener** (GEXR#) Lancaster St. RRR on SW end of YD, HWYs 85/7 underpass on NE end, GMs BTN Goderich and Toronto usually are held here for clearance. YO 519-749-8000. **London** (CN* & GEXR#) YD is 2MSE of DT, you can take the #7 bus to Brydges and c'ue walking S on Highbury below RRU to F: throat of YD. YO is at Egerton RRR, to W. Trains for Windsor and Toronto built in YD, others work. GEXR DEP GEO WBD for Kitchener. (CP#) The CP's E throat is 1MN of CN YD's W throat E of DT. Adelaide St. N. runs across W end of YD. From INT of Dundas St. and Quebec St., go 6BLN on Quebec to YD. Or #20 bus goes right to the YO. I believe this is a c-c for CP BTN T.O. and Detroit for at least some trains. #254 goes to Buffalo (14). **MacTier** (CP*) First c-c W of Toronto. YD is on W side of Stewart Lake. Maple St. crosses N end of YD. Not sure if c-c is in YD or at point further N. HWY 69 crosses SE end of YD. Don't confuse with CN on E side of Stewart Lake. Heading EBD to Toronto, if on IM here, you might want to switch to GM here to avoid going into the Vaughn IM YD which is way outside of town. **Moosonee** (ONR#) Mixed pass/freight runs T-Th-Sa to Cochrane. In summer, goes back F night, not Sa (02). **Niagara Falls** See Fort Erie. **North Bay** (CN* & ONR*) YD is IMSE of DT. Follow Main St. to RRU--YD runs NW-SE. Gertrude St. E. is PT/SW of E end, and Main St. crosses NW end. From INT of Worthington St. and Whitson St., go S into YD. CN and ONR interchange here with CN going S to Toronto, ONR going N. ONR GMs go to Englehart 1-2x D, times vary (12). "Both NBDs and SBDs depart GEO SBD. (OVR# & CP#) C-c is at STA right DT. Ass end of WBDs will be PT/S of ONR YD. The Ottawa Valley operates ex-CN/CP line W to Sudbury. D? turn comes in and then returns W. Local go E to Temiscaning. **Oba** (CN#) Tiny place. Small YD on W side, running NW-SE. A few GMs will stop for work. GEO WBDs on "ACR" are NBD. **Oshawa** (CN#) CN YD is at GO rail STA, with CP subYD to E. **Ottawa** (CN#) YD is 4 ½ MSE of Parliament Bldgs. DT. Take #8 bus S from DT to INT of Albion & Walkley. Walk S on Albion ~ ½ M to RR. **Walkley YO** is on opposite side of YD and is 200FT to your L there. L584 turn to Coteau/PQ at 8pm (Su-Th). Morning local L589 works a few branches, runs tankers to Arnprior on W. (QGRY#) Deps to Montreal from Hull/Gatineau, across river (see under Quebec listing). **Owen Sound** (CN# & CP#) Go 2BLN of CH: CN is on L (W) side of Sydenham River, and CP is on R (E) side. When departing CP is GEO NBD for 2M, before looping to go S. **Palmerston** (CN#) YD is right DT. Main St. on N end, William St. PT/W of YD, and King St. crosses SE end. **Parry Sound** (CN%) No longer a regular c-c, most CN train run thru Toronto to Capreol. A few may rarely c-c at a small trailer off James Bay Jet Rd at S end of the old YD in South Parry. CN and CP have directional running from S end of CN YD to St Cloud S of Sudbury. All CN-CP trains go N on CP and come S on CN. **Peterborough** (KLR#) CP owned Kawartha Lakes Rwy tracks has many a 10mph limits. Local switcher T05 (8am M+Th) -INT with road trains T07 (WBD 6am TuThF)+T08 (EBD midPM TuThSu) at Cavan STA (10MW of DT) on their way BTN TO and Havelock. Also there is a turn from Havelock to Blue Mountain (8am MWF)(14). **St. Thomas** (CSX# & NS#) YD is bounded by 1st Ave. on E, Ross St. on W. YD is PT/S of Talbot St., PT/N of Wellington St. **Sarnia** (CN* & CSX#) YD is 3MSE of DT. Take #1 bus to last stop on Confederation, at INT w/Murphy+MacGregor. Turn S on MacGregor and go ¼M to YD. YO is E ~ ½ M from there, on N side of YD. Beware of cameras here. WBD c-c at VIA STA (avoid these trains as they will go into the US). EBD c-c at YT or further E at RRU. **Note** "at least 2 WBDs GMs turn S for Toledo across river, most go to Chicago area. M330 to Pt. Robison (see Welland) is built in YD. CSX local to Chatham departs 5am. **Sault St. Marie** (CN*) YO is at N throat, next to Wellington Rd RRO+INT w/Carmen's Way, 1.5MNE of DT (#CH bus comes here). The S throat is at the W end of Cathcart St. **M411 to Green Bay** (maybe thru to Chicago) 9pm, short L573 to Hearst (works Hawk Jet+Oba) 5am. (HC#) Huron Central runs ex-CP line to Sudbury. Rear end of YD is right DT at Bruce St RRR, PT/N of Wellington. GM #912 to Sudbury dep ~2pm (D), or somewhat later. **Schreiber** (CP*) C-c is at STA. Turn off HWY 17 at Winnipeg St. and go ¼MS to YD. **Sioux Lookout** (CN*) C-c is 150FT W of STA, BTN STA and signal block. Line to Thunder Bay is O/S. **Smiths Falls** (CP*) This is c-c for CP BTN Montreal and Toronto. Currently almost all WBDs go to Toronto. WBD/NBD c-c is opposite INT of Victoria Ave. and Russell St. on S side of YD. HWY 15 passes under RR right DT. Split to North Bay is ~ 1MW of there. **Sudbury** (CP+ & HC# & OVR#) Not a c-c for CP (see Cartier) but still a busy point for p/u & s/o. IMs may slow for a 10mph roll-by inspection here. Main YD on the S side of DT. SBDs to Toronto are likely to be sitting on RR PT/S of Elgin St., underneath Paris St. overpass. CP GMs 420/421 BTN TO and Thunder Bay work, YD builds a 246 to Buffalo (earlyPM D), p/u coil cars (to Hamilton) from HC at **Creosote siding** (3MSW of DT, off Lorne St, behind Webbwood). HC train 911 to Sault St. Marie starts in main YD then p/u coils at Creosote on way out of town, in eve M-Th (15). There is a morning HC turn to Espanola M-Th too. Fr-Su they are a combined HC train (8am) to the Soo that works McKerrrow. Coil cars go to the Soo, lumber (e) to Espanola. OVR 430 turns back to North Bay (midPM), DEP GEO SBD. **Thunder Bay** (CN*) Neebing YD is in Vickers Heights, 8MSW of DT. YD is PT/S of Rosslyn Rd., PT/N of Broadway Ave. HWY 61 crosses E end of the YD. Glenoah Ave. runs S from Rosslyn Rd. into mid-YD. (CP*) C-C is at STA at SE corner of INT of Syndicate Ave. & Ridgeway, across little park area there. GEO SBDs are WBD to Kenora & Winnipeg. GEO NBDs are EBD-some may pull further NE from STA for c-c? Active railcop and cameras here, be low profile. There is another YD on S side of city, along the lakefront and just E of the stadium. EBD unit coal or grain trains normally term at the docks here. The one GM each way thru here dies and is reshuffled.

ONTARIO -- Armstrong (CN*) YD is SE of DT. King St. is PT/NW of YD. WBDs GEO SW, EBDs GEO NE. C-C is 150FTW of the VIA waiting room, behind "J&I" General Store DT. **Belleville (CN*)** From INT of Dundas St. E. and Front, go 1½MN on Front (it becomes Station St.) to RTO. Turn R (E) and walk ~ 1ME down tracks from VIA STA to where there is an office building on S side of RR at "Belleville East" sign by tracks. That is usual c-c for most EBDs to Montreal & WBDs to Toronto. Some fast trains (305/368 and 120/121) run-thru here (14). Don't confuse with CP running E-W along the bayfront DT.

Brantford (CN# & SOR*) RRs INT at YD at VIA STA DT. G&W's Southern Ontario Rwy DEP directly EBD for Nanticoke on Lake Erie (8ME of Pt.Dover). **Campbellville (CP# OSR*)** exTII&B line to Buffalo spurs off CP line BTN Detroit and Toronto. Road trains to Windsor and Sudbury may pause at wye S of mains. Ontario Southland runs up to Guelph from wye N of mains.

Capreol (CN*) This is ~20MN of Sudbury. The #703 transit bus from Sudbury (\$2¼) runs until midnight and goes right to VIA STA/CN office at INT of Front St and Young/Bloor, NW of DT Capreol. The c-c for EBDs to Toronto is at STA, on S side of YD. For EBDs, head W past the YO on Front St and c'nue W as it turns into a dirt service road (be discreet, town cops may boot you out of area if seen). For WBDs: They pull down into YD. From bus stop walk S on Bloor, turning into Lakeshore after it crosses Young and then it becomes a service road. You'll see Foodland (dumpster). The units of stopped WBDs will be close to here, by a little shack. Follow the service RD that runs PT trax (lots of cover along here). Once you're back ~½M from Foodland area find a spot to wait. **Cartier (CP*)** This tiny place 25MW of Sudbury. C-C is at depot on S side of YD right DT. YD PT/E of HWY 144. Locals say "Car-tee-A." WBDs GEO NWBD, EBDs GEO SEBD. **Chapleau (CP*)** YD is right DT and runs N-S. Lorne St. is PT/E of the YD, Monk St. is PT/W of YD, and Lisgar St. is on NE side. Trains GEO SBD are EBDs, GEO NBDs are WBDs. **Cochrane (ONR*)** YD is on S side of town, E of ONR STA. Third Ave. runs across W end of YD, 13th Ave. runs S to INT with 3rd St. at N side of YD. #313 WBD road local to Hearst in early morning (M-F?). Will meet EBD and swap crews at Kapuskasing. #414 SBD to Englehart departs in late afternoon (M-F?). #421 "Little Bear" mixed passenger/freight goes to Moosonee M-W-F, returning as #622 T, Th, Sa. The CN line E to Senneterre is o/s. **Englehart (ONR*)** YD is N of DT. Go N on 5th St. to INT of 5th St and King St. That's the S end of YD; it runs NW-SE. SBD GMs to North Bay run 1-2 times most days, time varies (12). Several locals based here--#207 NBD turn to Kidd/Timmons depts at 6am. Turn #211 at 8:30am goes N to Swastika, then E to Rouyn-Noranda. Train #213 to Cochrane depts late morning (03). **Foleyvet (CN#)** No longer a c-c btn Capreol and Hornepayne, trns run thru. YD is on NE side of DT, on the E side of HWY 101. **Fort Erie (CN# & CP# & NS#)** SBD traffic towards Buffalo for both RRs now comes thru here, rather than Niagara Falls. I think SBDs often get held here waiting to cross the International Bridge. They can be closely inspected by US customs, including 'VACIS' x-ray screening so don't take these trains. NBDs to Toronto may stop? **Fort Francis (CN*)** Across from Ranier/International Falls, MN. YD is DT, ~ 1MNW of rail bridge over Rainy River. Lines to Superior and Thunder Bay split E of YD. This is c-c for trains BTN Winnipeg and Thunder Bay, some will work. The c-c for trains BTN Winnipeg and Superior is across Rainy River in International Falls (Ranier), MN (see separate listing). **Note:** WBD trains to Winnipeg from here will briefly cross back into the US to go around S end of Lake of the Woods and will be visually inspected (including overhead) by US customs at Baudette, MN. **Goderich (GEXR#)** Goderich-Exeter Rwy runs ex-CN line from here thru Kitchener and on into Toronto. YO at Maitland and Horton. From there walk N on Maitland along YD eventually crossing tracks and getting down behind ties, or other cover. yearD (erratic on weekends) GM often departs early/mid afternoon from YD in a SE direction towards Stratford. YO (519) 524-4024. **Guelph (CN# & GEXR#)** D (?) EBD GEXR GM to Toronto will pass slowly through small YD PT/NW of Inkerman St. YD is BTN Alma St. at SW end and Edinburgh Rd. at NE end. Goes <10mph SW of INT of Alma St. & Crimea St. before entering YD. Arrives on RR closest to Goldie Park. Go to bldgs. across from CN office close to Inkerman St. You can walk SW along RR to trees to hide and wait or wait in YD across from CN office. . Expect it ~ 8pm (09). It may or may not stop for pickup (look for likely pickup sitting in YD).

Hamilton (CN+#) YD is 1MNW of DT, next to Bayfront Park. Take James St. N across CN mains, then turn L (W) and go 1/4M to YD. Locals based here-to Toronto and Ft. Erie. (CP+#) **Kinnear YD** is 2ME of DT. Sherman Rd dead ends at W throat. YO is at E end across from Gage Park. The 247 to Sudbury p/u steel coils from dead end **Aberdeen YD** (late night). When engines work, consist is left on wye, go 1MW of DT on Main St to RRU. Likewise, 246 to Buffalo/CSX s/o. Others may work. **Hawkesbury (CN#)** Small YD is just SW of INT of Higginson St. and Williams St. RR is PT/NW of Cartier Blvd. Spence Ave. crosses SW end of YD. **Hawk Junction (CN#)** D GMs SBD to Sault Ste. Marie, NBD to Hearst for ONR connection and D NBD to Oba for CN connection (99). **Hearst (ONR# & CN#)** D CN turn from Hawk Jct. will work here and then return S. I assume ONR must work here on a turn out of Cochrane at least a few times a week. **Hornepayne (CN*)** YD is on NE side of DT. Becker Rd. crosses S end and Front St. is PT/W of YD. WBDs are GEO NBD, EBDs are GEO SBD. Refueling point here, so stop is usually quite long. **Ignace (CP*)** C-C is at point just on W side of East St. RRX, IBLN on INT of Front & East Sts. **Kapuskasing (ONR#)** YD is PT/S of Government Rd. Golf Rd. crosses E end of YD, McPherson Ave. crosses W end. YD is ½ MSE of DT. Turns out of Cochrane and Hearst meet here mid-day (M-F?), swap crews, and trains c'nue on.

Kenora (CP*) STA right DT at INT of McClellan Ave. and Chipman St is c-c. As you face RR at STA, trains moving past going to your R(E) are headed to Thunder Bay. Those moving to your L(NW) are going to Winnipeg. EBD GM, coal, and grain all

counter-intuitive: Check Cans: mostly sealed go to Chi; mostly unsealed to Minneapolis/Pac NW (if GEO NEBD) or KC (if GEO SWBD). GEO NEBD unit loaded coal here mostly go to metro Chi, but almost none have DPUs. NEBD unit coal with mostly "NSPX" cars will go La Crosse/ MN. I advise stay off NEBD unit grain and GMs here. They may just enter YD. (see also La Crosse/Minn./St. Paul section below for GMs coming out of dep. YD). GEO SWBD GMs go to KC, unit grain likely to have DPU. MBRCKCK to KC ~6pm D (13). **For one busy mainline c-c point:** (St. Louis, MN and other locations): Go S on Seminary St. from DT STA area, passing under the BN mainline+Peoria wye, to 5th St. (or Davis or Huston). It's a bit more than a 1M, the Green bus comes here too. Then go R(W) to tracks. Five thru tracks run along E side of YD. SBD DPU stops at NBD c-c. ~500FTS of 4th St. overpass. SBD c-c is 1000ft S of HWY 10 overpass. C-C here probably 30+ min, but can be quicker. 1-2x/day unit taconite empties go N to MN, loads with purple-colored small pellets go to St. Louis/Birmingham, AL. ID smaller ore 'wagons' to St.Louis or "clean"-looking coal-style hopper 'BNSF 600,000#-series' cars going on to Birmingham, AL. Coal to/from Peoria c-c here as well, then takes wye slowly. **To La Crosse/Minneapolis/St. Paul or Chicago:** From STA platform, look NE: 50FT before Main St. RRX, are two target signals (each 2-light, on vertical masts). Ignore signal on L (W) side of RR. If mast on R (E) side has a displayed upper red-lower green, this indicates approaching (within ~5-15 min, is likely) NBD from YD is headed to La Crosse/MN. If upper green-lower red, NBD is headed toward Chicago. Divergence of main lines is ¼MNE of STA, with L (NW) line to La Crosse. I saw NBD GMs coming out, moving in 3-8 MPH. Stash your gear in the field ½MS of STA. Wait nearer signals, watching for double-red display to change to what you want, then hustle back S to field and gear. Trains can come out either side. **GM DEP YD is in middle of YD.** From St. Louis section above, walk S ~½M along mains. Cross over several tracks, to N of car repair building. Cross a gravel RD and then the next 6 tracks are the DEP area for GMs to Denver, L-CHI1071 Peoria turn in pm M-F, Tulsa, and other destinations. The GALCWY (to NS/Elkhart), GALCSX (through to Selkirk) and GALIHB can DEP GEO SWBD and swing around at Cameron. **For IMDS to Lincoln/Denver** (and occasional IM to KC or running Chicago/Lincoln/ Laurel/Pac-NW): The c-c is at signals with 'CP 1844' sign, 7M SW of DT, 3MW of INT of '160th St. & 190th Ave.' off NE corner of **Cameron wye**. Ain't shit out there. The Red bus will cut off 2M, maybe walk Monmouth to its end and hence down tracks? Time slot ~9:30pm-11pm D (13). The c-c is ~5-10 min. Crew van parks on N side. Mains there very busy, so be careful. Two-signal mast at c-c: For Denver IM, LOWER signal must be 'proceed (green/yellow/lunar)' (Upper proceed goes Ft. Madison/KC). Be invisible thru Lincoln. "Under 20 hrs to Denver." If ID lots of Int'l cans (Hanjin, K-Line, Yung Ming, etc.) here, it likely is a Lincoln-Alliance-Laurel-PacNW trn (most more likely to c-c at Henderson RRX, see above).

Gibson City (Bloomer#) Picks up at NS siding on W side of town, runs N to Risk, then splits train. One section goes W to Colfax, the other E to Kempton. (NS#&CN#). **Joliet (BNSE*)** Note: BNSF WBDs (GEO SBD) on the ex-'Santa Fe' line may be held during rush hours near DT Joliet before Union STA. **Logistics Park IM YD** is a busy YD ~10MS of Joliet, 2MW of Elwood. Mostly Intl cans lifted here. From Arsenal RD exit on I-55, go 1ME on Arsenal Rd, past Mobil Oil plant on your R, to RRU. Follow tracks S(to R) to wye. YD is off of the mainline, connected by double wye. Stay out of YD itself. You might be able to catch WBD off the leads BTN these wyes. WBD would come out of YD GEO NWBD then swing around on S leg of wye, thus GEO SSWBD. There are two 511 buses weekdays from J.U.STA to Walmart Distro HQ on Center Point Dr. at 5:30am and 4:11pm (25 minute ride). Walk N to Mississippi Av. and W 2NM to YD's N throat. Of ARVs, most work and will c'nue on soon. Trains that veer N onto mains are heading in to Chicago (probably pausing at signals ¼MN of Arsenal), this might be the easiest way to get into town if you are stuck out here. (CSX# & IAIS#) YD is 2MSW of DT Joliet in **Rockdale**, along W side of Des Plaines River. Go to the Larkin Ave. overpass. Long CSX road local works, then dep, often in wee hours. IAIS no longer does regular c-c here, running thru Silvas - Blue Island. However, CSX bridge over the Des Plaines river, just W of Joliet Union STA, has a 10mph limit. IAIS WBD BICB early eve. (CN/EJ&E*) **East Joliet YD** is becoming a major CN GM YD and c-c point for thru trains. E. Jackson crosses over S end of YD 1M NE of DT or the Pace #509 goes under N throat on Charlesworth Ave. 30+ trains/day thru here, GEO NBD most go to/thru Fond du Lac, many on into western Canada. **GEO SBD:** At least 3 go to Memphis (M336 from Fond du Lac & M342 from Prince George/Fond du Lac plus IM Q196 (1-2x/wk) from Fond du Lac/Prince Rupert)(13). Some are EBDs and will head towards Michigan/Toronto. Some may just go thru to Kirk YD in Gary, IN. "WBDs out of Chicago/GIT may recreev at **Gaylord Rd**, at signals ~400FTSE of RRX Take #507-Plainfield Pace bus (x Su) from Joliet Union STA to the INT of Caton Farm and Gaylord, then walk N. (Or E on Caton Farm for rear end of NBDs, and perhaps also the rear ends of EBD/SBDs too? at signals). There may be multiple places thru trains c-c in this area. (**UP***) **Global 4 IM YD** is 4MS of town. G4's N throat/ wye is ½MW of S.Chicago St. (Hwy 53) along the relocated W.Laraway Rd. The Pace bus #504 will come here. Transfers into the city, EBD connectors to CSX, NS & CN, WBDs via North Platte (ZG4SE to Seattle, for example) would take the N leg of that wye. (Note that the ZG4SE would also likely have to stop when entering the 'J' in town and in West Chicago too). SBDs thru Bloomington, IL to Houston DEP GEO NBD swinging clockwise around S leg of wye. ZG4HO at midnight(13). The S throat is near Centerpoint and Craig. KG4LB, ZG4PX, and ZG4CI run to KC on BNSF trax.

Kankakee (NS#) Ex-CR YD is 2MW of DT, across river from DT and PT/N of HWY 17. GM to Elkhart out of here, also locals, including one to in Hennipen, IL, look for ethanol with some empty steel gons. (13). **Metropolis (CN# and BNSF#)**

There is reportedly a 10MPH limit thru town here. (Free?) bus from casino goes to Paducah. **Newton** (CN# & INRD#) Two RRs interchange here, maybe once D? Wye is at point .3MSE of PO DT. INRD also serves coal plants in this area. **Ottawa** (CSX# & IAIS#) YD is 1½M W of Columbia, angling SW away from Norris. Glorified road local Q556 runs to Barr YD (early am). Maybe sand extras to PA. IAIS may stop/work. **Palestine** aka 'Shittown, USA' (INRD#) YD on NE side of town.

Peoria Unless otherwise stated all action is at TZPR's **East Peoria YD**. The Hump" is PT/N of N Main St, W Washington St. 2MSE of DT Peoria. The 8, 9, and 23 buses come here. Trains cross TZPR bridge over Illinois River slowly. Take the #13 2M S on Adams to Cherry St. and go 2BL SE trax. These would also be passing the W end of the Hump slowly too. (BNSF#) Grain INT on "Long Mains" by UP's Adams St. YD. M-F turn from Galesburg works hump late pm. Empty coal leaves from IMRR Powerton YD NBD. (CN#) Local turns from Decatur D in early pm plus grain extras. DEPs WBD. (IAIS#) Turn from Bureau, IL (mid-day) swaps with TZPR under War Memorial Bridge along W bank of Illinois River 3MN of DT (13). Coal and grain extras. There is now a unit (ethanol mostly) hand-off bin NS and IAIS here (15). The #2 bus runs NE Adams St. next to trax. (IMRR#) Mostly coal, **Powerton YD** 2½MSW off DT Pekin. Take #23 bus to Pekin, and walk S on 2nd St. onto tracks, then another M to YD. 3X/wk a turn will head up to the Hump, and then down to Havana, IL where it meets a turn from Springfield. Coal from BNSF will either go to the docks at Havana (½) or past Springfield to Kincaid (¾). (KJRY#) Keokuk Junction RWY has black and yellow units, some read Peoria+Western, Runs W from **Kolbe YD** (on E side of Mapleton, IL, 5MW of Pekin), swapping trains with a turn from Keokuk M+Th mornings, on its return a night turn often uses old F units to run up to the Hump. (NS#) Turn from Bloomington around midnight, DEPs EBD (09). (TP&W*) Old TP&W YD is 1ME of Hump off E. Washington St. in **East Peoria**, take the #8. Rear end of YD is 1BL S under Meadow Av. You can walk E along dike area on S side. EBD to Heffner, IN 2-3x/wk early pm. Also a local to Kolbe (13). (UP#) **Adams St. YD** is 3MSW of DT, PT/SE of Adams St, take the #13 to Adams and Griswold. **MPECL to Clinton, IA** W+Sa 7am (13). Rare grain and reroutes may recue in S. Pekin. Empty coal DEPs from IMRR Powerton YD NBD, and quickly swings onto home rails, maybe 1x/day. Also, lots of unit sand thru S. Pekin these days, NBD c-c at E. Main, SBD at Townline Rd?

Quad Cities Area (for CP see Davenport, IA listing). (BNSF#) YD is 2MNE of IAIS Silvis YD and W of Barstow, IL. Take the #10 Metro bus from Rock Island 10M to INT of Morton and 40th St. Go 1½ BLS to trax, turn L (E) and YD is 1ME. Walk thru YD to wye at E end. Mainline is out here. Trains out of Galesburg come up from the S and curve R to go GEO E to head up to the Twin Cities. Some go slow or may work here. Locals to G'burg and Clinton, IA (may be caught in RI?). (IAIS*) Iowa Interstate has two area YDS. EBD GM 'CBBF' to Chicago ~3pm D and WBD GM 'BICB' to Council Bluffs (D but Su am train only goes to Newton) ~5am work extensively at YD 1ME of DT Rock Island. You can take river trail/bike path. YD is PT/N of 5th Ave. Check out memorial to Rock Island RR in front of old depot. E end is around 38th St. The IAIS c-c in Silvis, take the #10 Metro 8ME of RI to INT of 15th Av and 13th St. at trax. **Silvis YD** is ½ME. **Rochelle Note:** Popular "railfan park" at the BNSF/UP crossing. Avoid getting seen. (UP#) Many trains, and all GM, blow thru here. The **Global 3 IM** terminal is just SW of town, way past public transit in to Chicago. There are some DS transfers, and some road jobs stop for work here. IG3OA and KG3LB are built here (13). From DT go 1¼MW on 1st Ave, becoming Lincoln Hwy/Rte. 38, to S. Brush Grove Rd. Turn L(S) and go ½M to RR. You are ~at mid-point of YD here on mainline side. You're in the cornfields here...and rather exposed during the day. **Rock Island See Quad Cities.. Roodhouse** (KCS#) YD is right DT. GMs work Tu+Fr nights (13). DS might be caught on the fly as they round the wye to E. St. L in morning, to KC midday (13). Morning local to Mexico, Mo 3x/wk, Jacksonville, IL 2x/wk and Springfield on W. **Salem** (UP* & CSX*) There's a bus to Centralia, 800-660-7433 Go 1ME of INT of Broadway & Main (HWY 50) to trax or to INT with "1175E" (aka Edgewood RD). Turn L(N) and go 1½MN to c-c at YO on SE side of mainline. This is an interchange point BTN UP & CSX, with trax diverging 20MN at Altamont. Trains GEO NEBD are either UP NBD to Chicago or EBD on CSX to Indianapolis+Detroit. Few go up Sidney, and turn E onto NS to Bellevue (one is the QNLI). SWBDs on UP to Dexter, MO. 3-4 SBD IM/DS D to Texas/Mexican border (15). Ask around YO. Friendly workers. This has become a major YD for autorack trains-many are block swapped here. **Savanna** (BNSF#) Some GMs BTN La Crosse and Chicago work or occasionally c-c here, some may stop for clearance before the CP crossing. C-C is at YO just W of HWY overpass over YD ~1MSE of DT. (CP#) YD is the first YD just at S edge of town. Don't confuse w/BNSF mainline closer to river. D GMs BTN Davenport (5pm) and Chicago (3am) c-c and work. **Smithboro** (BNSF* & CSX*) BNSF is building an interchange YD NW of DIA to move 2+ D oil trains BTN ND and the East Coast. As of 2/15 only one is doing this so far, others are running via St. Louis. **Springfield** (CN#) Comes in on branch from Gilman/Clinton. Interchanges at IMRR YD. (IMRR# & KCS#) **Shops YD** is SE of INT of N. 15th St. and N Grand Ave. E. Illinois Midland runs N to Peoria. KCS works on W. (NS#) YD runs N-S and is PT/E of S. 9th St., S of E. Cook St. Runs E to Decatur, IL. GEO NBD. (UP#) **Ridgely YD** is 1M N of IMRR Shops YD, above E. Sangamon Ave. W at N. 16th St., and is served by the #2 bus. The rare NBD to Peoria will cross over Sangamon, but not enter YD. **Streator area** (BNSF* & NS*) Two RRs interchange a couple GMs D each way. EBD **10R/MGALCWAY to Pittsburgh** bypasses Chicago (via Gary). WBD **31K/MNSIKCK to Kansas City**, can either go via Galesburg (for p/u) and W. Quincy or via Ft. Madison Go on Illinois St. S from DT 2M to Livingston Rd. Turn L(E) and go ~½M to RRX at INT of Smith Douglas RD & Livingston where the white trailer shack

a pair of rock turns (that c-c at YO on NW leg of wye) to quarry in Lawton and to YD in OKC. **Enid** (BNSF*) Main YD is just E of the UP crossing, ½ MS of UP YD. WBD c-c at 10th St., EBD c-c is at 33rd St. E to Tulsa, W to Amarillo. (UP#) Not a c-c, some trains work/refuel. YD is NE of DT, 2 ½ MNE of CH and E of N. Enid Blvd. "For NBDs, go by refueling STA" "Traffic on ex-OKT line through Enid has been steady, NPFW and WTFW are regulars, the later depes Wichita in the morning. Many unit trains too (08)." **Heavener** (KCS*) Locals say "HE-vuh-nur." The c-c both directions is at RRX 1 ½ MN of DT, just off E side of HWY 59. SBDs (to Shreveport) on N side; NBDs (to KC) on S side. Morning NBD turn to Ft. Smith. "Chicken Plucking Road" is RRX. Fuel pads are there. All trains, both directions, refuel. SBD coal with mid-train DPU will drop them at Page, just 15MS of here. Be prepared to hustle down to DPU at rear. Mid-day Arkansas Southern turn from Waldron, AR. **Hugo** (Kiamachi#) YD is W of DT, .75MW of courthouse. YD is PT/S of Chotaw St. D WBD to Madill and EBD to Hope, AR. S to Paris, TX. **Madill** (BNSF*) This is c-c BTN Tulsa and Fort Worth. YD is ½ ME of PO. Main St. crosses middle of YD. BNSF builds Kiamichi train to Hugo, DEPs GEO SBD (14). **McAlester** (UP*) Go N from DT to INT of N. Main & Stonewall. Turn W and go 200FT to RRX. Office and c-c is first brick building on N side of RRX. **Muskogee** (UP#) YD reportedly just E of HWY 62 overpass. Not a c-c but "many trains, NBD to Coffeyville/KC and SBD to McAlester/Ft. Worth, stop and work this YD." D SBD "MCPFW" to Ft. Worth D ~9pm-3am(09). **Oklahoma City** (BNSF*) This is c-c for IM/DS BTN Alliance/Fort Worth, TX and Argentine/KCK. NBD and SBD c-c points are far apart. **For NBD IM c-c:** take #3 bus from DT N to INT of Phillips & 30th St. Walk .8MW on 30th St. to RR. The c-c is at **Nowers**, ~ ½ MN of here, just ~ 300FTS from 36th St. underpass. I'm guessing ~ 2-3 NBD IM/DS here D headed to KC, some/all thru to Chicago. Either after c-c, or to c-c, some NBDs may pull past YO at 24th St. and stop. NBD IM/DS to KC - Chicago arv ~ 5-6am (Tu-Sa)(10). c-c at Nowers likely to be ~ 10-30 min. Should just do main line c-c at Argentine/KCK, then on to Willow Springs/Chicago. ~ a 17-hr. run. Another KC/Chi train ~ 2pm (xM, T)(10). **For SBD IM c-c:** Take #14' or #20' bus to INT of Shields Blvd. & SE 23rd St. SBD c-c is just on N side of signals there at that INT. This INT is ~ 2MS of DT. Maybe 2-3 D SBD IM/DS, going to Alliance YD (N of Ft. Worth). Other GMs may work at **Flynn YD**, 7MS of DT. Take bus from DT to 'Crossroads Mall,' just N of I-240 and just E of I-35, ~ 7MS of DT. Walk to SE corner of mall and go out to parking lot there. Looking S there at ~ "11 o'clock" you'll see building in RR YD which is BNSF YO. Walk E on I-240 ¼M to RRO. Walk S under I-240 onto Pole RD, which is PT/W of YD and provides access. SBDs will pull S into YD so that rear end of train will be just S of YO. NBDs will pull up with front near YO. Some run-thru, some stop. (UP#) **Harter YD** is 1 ½ ME of CH, S of NE 4th St., N of E. Reno Ave. and W of Eastern Ave. D(?) local to Enid. 'AOKAS' autoracks go to St. Louis. **Purcell** (UP#) This is reportedly the c-c for UP trains on BNSF trackage rights BTN Ft. Worth and Kansas (Wichita or KC). RR runs N-S on E side of DT. Go 3BLE from CH on Washington St. and RRX there is likely c-c both directions.

Tulsa (BNSF*) For ex-BN **Cherokee YD**, go to transit center DT at INT of 4th St. & Denver. Take #117' to INT of Southwest Blvd. and 23rd St. (by 'McDonald's') (23rd St. also called '1st St.'). Walk 1000FTW up overpass on N side. Looking S, DEP YD is area just to R (W) of maintenance bldg. in YD. Workers a mixed bag here, best avoided. Railroad here, be so low-pro. GEO NBD depts can go to KC, Springfield, MO, or a couple D to Amarillo. **For GEO NBD GM depts:** Trains to Amarillo would go around to W on loop, probably a couple D. If in dep YD, ID several steel coil (I) gons. 2 in ~ 6pm-10pm timeframe (10). 'TULGAL' to Galesburg, IL (via KC/Ft. Madison), dep 7am-2pm: ID Cargill (CRGX) tankcars, IHB gons and flatcars, empty WSSX, CITX, and MBKX sand hoppers, empty Canadian lumber flats. 'TULKCK' to **Argentine YD/KCK**, dep 6-11am: ID empty ICE sand hoppers, empty reefers, empty Canadian grainers/boxcars. 'TULMEM' to **Memphis**, dep 11am-1pm: ID lots of empty gons, loaded scrap gons, CSXT and NS boxcars and BNSF plug-door boxes. 'TULSTL' goes to **St. Louis**, dep 2-6pm: ID BNSF 450,000+ series hoppers, CP boxcars, MRS (gray/black/orange paint scheme...these are beer boxes, headed to A-B in STL). 'TULLIN' to **Lincoln**: no solid dep time or ID (runs via Ft. Scott/KC). If you see GEO EBD GM rolling around to N on the wye, it is probably an arv. It will stop, reverse, backing into arv YD. When dep GEO NBDs pull out, stay N of that 23rd St. overpass while trying to bag ride. **For GEO SBD GM depts:** From same transit center DT, take #118' bus to go S to Southwest Blvd. at 41st St., at INT of 40th & 41st & SW Blvd. overpass over extreme SW end of YD. Walk 400FTW under overpass and thru HF. Turn R(NE). Front of dep SBDs will be ~ 2000FTNE of overpass. Note: 3000FTNE of 41st St. overpass YD has split: stay to L to be in dep YD, so you are on W side of YD. Two D SBD GMs: 'H-TULTEA' to **Teague, TX** (via Madill/Irving/DFW), dep 1:30-7:30pm. ID hazmat tanks, gray HBs, CHVX, MLLX, PSPX, UTCX. Also D SBD 'H-TULTPL' to **Temple, TX** (via Ft. Worth), dep 6am-3pm, but usual 8-9am (10). ID TBOX, FXE, NS, & SOU boxes, HWCX, BNSF, & DSIX sand hoppers (loads), some BNSF grain. **Thru train E-W mainline c-c:** Thru IM/DSs on E-W 'Frisco' mainline BTN Springfield/Memphis and Avard/Amarillo bypass YD and do a main line c-c at Union Ave. RRX. This is the W end of that wye to N. WBD IM/DS c-c at NE side of RRX. EBD c-c is on W side of RRX. **IM/DS WBD to Enid/Amarillo/Belen/LA:** ID lots of 'Maersk' containers. ~ 4-5 of each of these D. (Note: NBDs out of Cherokee YD, to KC or to Springfield, MO, may come by here in "7-8 mph" range. (SKOL#) YD in N suburb of Owasso, 2BL W of library on W. Broadway St. and 2BL N of E.76 N. Runs N to Cherryvale, KS 1-3x/wk. (UP#) YD is SE of INT of E ½ 1st S and Mingo Valley EXWY (near S.103 Ave E). A D (x Su) turn from Muskogee works and returns in afternoon-evening (09).

Cumberland at 6-7am; Q509 to Garrett at 4:30am; Q637 to Columbus at 11:30am (all 09). Z247 is run-thru to CN/Toronto early-pm(13). Maybe Q507 or 517 to Cincy?

(NS*) Mainline c-c at YO 1000FTE of Amtrak STA. For EBDs: Most go via Conway, PA, some go to Bellevue, others to Buffalo. Take #28 or 30 bus along Emerald Ave PT/N of mains, to say... HWY 25, ~1MW of c-c. Busy location, many IM to NJ, Phila, etc. EBD IM #24M goes to Baltimore, working Pitcairn ~7-10am D. See Pittsburgh for ID. DS #234 to Norfolk will c-c here (15). GM 18M to Linwood in wee hours (13). For WBDs: Take #11 bus SBD on Oak St. to Earl St. (200FT before RRU). Walk SE from INT to RR. You are 4000FTW of c-c, avoid walking on bridge with operator. Unit trains thru Chicago can have DPUs. Most WBD GMs go to Elkhart. Late night 35N to Decatur carries ADM, Staley Abengoa, carbon black + KCS cars, Most DS go to Chicago, only DS #21T goes Decatur/St. Louis/KC-Voltz (~8-10am D) (12), ID a few autoracks up front, then EMP. Swift, Schneider, PacerStack. Air Line IM YD is ~2MW of Amtrak STA, BTN Hawley ST (to E) and Fearing St. (W), S of wye to Detroit and a GM area to NE. Take #34 bus on Western Ave. then walk ¼MN to trax. I think IMs pull into IM area when working. WBDs s/o on way to Chicagoland. EBDs p/u: 206 to Ayr, MA at ~9am (D), 26N to Columbus & 24W to Harrisburg (xSu) in eve. The 20N to Detroit very late eve (Su,M,W,Th), not sure of its route. Both the 24W and 20N often have only 1 unit. Some GMs may work Homestead YD, 3ME of DT. Take #12 bus to INT of Wheeling & York. Walk ~1ME on York to RRR and SE into YD. EBD 344 to Bellevue mid-morning (05).

Washington Court House (IORY*) Konrad 'YD' is 4MNW of DT in cornfields, with YO to far NW, at Bush Rd RRR.

Goes to N to Springfield, and S to Cincy. Also a few locals, grain+stone to Columbus. Willard Check out 'Chessie Cat Lounge.' (CP*) On CSX. EBD DS Q166 to Buffalo/Canada arv 4-8pm D. WBD DS Q165 to Chicago/Bensenville arv 4-8pm D. I'd guess WBD will c-c on N main at W end of CSX YD. (CSX*, ASRY#, WLE#) Busy location, some trains run-thru w/o stopping especially those that work NWOH. EBDs can take ex-B&O to New Castle/ Cumberland or cut up to Cleveland on the ex-CR towards Buffalo/Selkirk. Major GM hump YDs are NW of town. Follow N. Main St. N to reach E end of YD. Airsheets used. EBD DEP YD is the hump bowl, be careful. A pair of milk trains DEP overnight: Q378 to Buffalo in the wee hours, then the Q352 to Cumberland (via Pittsburgh) 5-9am. Entire Q352 will be s/o in route, ID some coal/coke hoppers (e), wire, and many gons, no autoracks. Faster thru GMs work at the apex of ladders above Main St, take Pleasant St. W+ duck into YD. The Q394 to Cumb. works late-am, Qs380+382 to Selk. both ~noon, Q368 to Cumb in the eve, and Q386 to Selk late-PM (13). "You can stay in abandoned house with weathered gray wall, ~200FTW of W end of that pond on S side. Please don't screw this up." WBD GMs leave from the NW side of YD. Most to/towards Chicago, Take Main N to its end and turn L(W) onto B&O pike and then ~1MW and turn in (S) on any of 3 access roads, to get to the rear of the WBD DEP YD. The Q339 to Cincy DEPs around sunrise with wire spools on yellow TTX bulkheads and PAL gons, and often long strings of Railbox hi-cubes, CSXT gons, and G&W boxes like GTRA & AGR. The Q395 to CN/ Gary, IN will have many lumber racks +boxes, IBT, and potash (all e) ~same time. The rather nondescript Q365 to Cincy follows in late-am, usually has a large block of tankers and coil cars in the middle. Q385 from Selkirk to Russell will work here. Blocks of salt and garbage (15). Q397 to Toledo in eve. Q369 to Chicago/Barr YD late-am, Q387 to Chi/Clearing, and Q391 thru Barr to UP/Proviso are built in late eve. Thru GMs work: Q355 in eve & Q263 (autoparts w/GM) in wee hours to Toledo, Q389 & 393 (both in afternoon) to BRC/Clearing (all 13). The main c-c for thru trains is mid-YD on S side at large YO at Liberty Rd: ¼MN of INT of Laurel St./HWY 78, 1MW of DT. Thru EBDs will be PT/S of EBD GM ARV YD, if coming from town cut off into fields/woods to the W before reaching trax. I believe all IMs will go NJ/MA via Clevo (Balt IMs run-thru, work NWOH). Thus some WBDs will be PT/S of EBD DEP YD, often over Main St. Many thru WBDs c-c at far NW end of YD, PT/N of WBD GM DEP YD (at smaller YO). W&LE runs a short train to Brewster (w/ Akron block) out of far E end of CSX WBD DEP YD ~"sunrise" (07). "Best approached from the N-side of the Main St. RRO+ W thru the WBD ARV YD." Ashland Railway turns back to Mansfield BTN 10pm-1am M-F, I'd assume from EBD DEP YD. Central shack good for info Tel. 933-5637 or -5645. Youngstown Traffic often stabbed at DIA SE of DT. Both spots are along W side of Mahoning River: (CSX+) Some work & unit pipe to Houston, TX from OCR INT 3MNW of DT, but better to go to New Castle, PA. (NS+) #33 bus goes 3MSE of DT to Haselton YD. Road trains 14+15M BTN Conway,PA and Buffalo,NY work. Local to Sharon,PA.

Zanesville (OHCN*) Local to Cambridge built in YD. E of river + S of I-70. Dirty dirt is cut off ARV NZT, quickly DEP S to New Lexington at ~8pm. NZT waits its return to DEP back to Newark. Coal (I) does funky move daytime, goes N, 5M shy of Coshocton.

OKLAHOMA -- Altus (BNSF#, others#). Several shortlines interchange with BNSF here. Boise City (BNSF#) Not a c-c, but a few SBDs (NBDs take line thru Texline) may stop for work. Busy coal train route. From INT of Main & Locust DT, go ½ MS to YD. Trains arrive SBD on W side of DT, come thru two sharp curves to c'nue S. DPU on rear moving slow enough through curves to get on? (CV#) Runs E to Satanta and Dodge City on ex-ATSF line. Chickasha (UP*) This is c-c BTN Wichita & Fort Worth. Go SBLE on Chickasha Ave. from CH to YD. YD is ½ ME of CH. C-C has been done such that both NBD and SBD trains stop with mid-train being just S of HWY 62 overpass on E side of DT. YO is at wye ~ ½ MN of HWY 62 overpass. UP runs

is. That is c-c for WBDs and EBDs. BNSF also uses ex-SF YD NE of DT Streator for locals. On ex-BN line a local from Galesburg works Zearing and turns at Mendota. NS locals from Kankakee might work near the ex-SF YD in Streator on way to the steel mill and ethanol transload, N of Hennepin, across the river from Bureau.

(CSX#) YD in Ottawa is ½M W of Columbus St., angling SW away from Norris. Glorified road local Q556 runs to Barr YD (early am)(13). Maybe sand extras to PA.

(IAIS#) Road trains BTN Council Bluffs and Chicago work YD in Bureau, some extras run BTN Cedar Rapids and Peoria. The 'Rockel' (BUSW)(OD 8:30am)(13) can go E to La Salle, S to Peoria (likely) or W to Silvis.

(IR#) Operating HQ for Illinois Railway is in Ottawa. Turns S to Streator 3x/wk, and N to Eola, M-F OD 3pm (works sand pits in Weldon). YD is NE of DT. From INT of Columbus & Norris, go ¼MN to RRR. Turn R(E) and go ½M into YD. IR has a second line: a morning (M-F) turn DEPs WBD from YD along river SW of La Salle that meets a BNSF turn from Galesburg in Zearing. (UP#) Turn from West Chicago works sand pits in Troy Grove (D).

South Beloit (CP#) Small YD W of HWY 2. Local OD 8am. S to Davis Jet. MWF, N to Janesville TuTh? (UP#) YD E of HWY 2. Villa Grove (UP* & NS*) From DT, go S on Sycamore to RRR at INT of Sycamore & Railroad. 300FT W is depot, which is c-c. NS EBD10E (QNLI on UP) will go 12M to MP133, then go off to L at switch in late pm. This is c-c for nearly all UP GMs. D IM/DS SBD to San Antonio/Laredo, TX does c-c ~12noon-1pm (03). UP SWBDs do very quick c-c, then head to Salem/Pine Bluff or St. Louis. NEBDs can sit a long time.

INDIANA - Anderson (CSX#) Main St. crosses the E throat of S.Anderson YD near 31st St. A couple of GMs should work it. Avon (CSX*) See Indianapolis. Bloomington (INRD#) Indiana RR operates ex-CSX line here. Most evenings, after the rock train to Merom does it's back up move, the local from Indy will head up the branch. A few hours later, it'll come back down the branch with loaded boxcars and usually 1 or 2 covered hoppers and a rare block of stone, pause at the switch W of 9th St park before returning to Indy. On rare occasion trains to Indy pause on the mains at the switch too. Columbus (LIRC*) YD is 3MNW of DT, along Rte.11, and under Rte. 31. Turn to Avon (Indy) at 8am; from Jeffersonville at 10pm (09). Connersville (CSX#) YD is E of DT. D GMs BTN Indy and Cincy may work. Cottage Grove (CSX# & IERR#) Small hamlet 3MNW of College Corner on Rte. 27. GMs BTN Avon and Cincy may work here. IERR now runs N-S ex-CSX branch BTN Richmond and Fernald,Oh.

Elkhart New York Central RR Museum by Amtrak E of YD. Facing trax at Amtrak, to R (SW) ~200FT away, is light blue/green caboose in museum. HF into museum lot at that caboose. 'Happy Cooker' diner across from EBD c-c.

(CP*) On NS trackage rights BTN Chicago (Bensenville) and Detroit (2-3 D each way). Uses same c-c points as NS (see below). (GER#) Grand Elk RR runs ex-NS line to Kalamazoo and Grand Rapids, MI. Should dep EBD out of NS YD.

(NS*) MP 424. Large ex-CR YD is W of DT, PT/S of HWY 33. Many IMs and a few GMs (EBDs #18A, #16E and #10R all to Conway, #175 to Macon, GA, all usually 3-8pm) (09) c-c and go. Most arv GMs term. For EBD thru trains: go ¼M W past shopping center at Nappanee out HWY 33 to INT of HWY 33 & Best Ave. Walk E from Central Hardware 300 FT to where stairs go up embankment to RR by the fuel pad there. That is c-c for EBDs. Many IM/DS towards Harrisburg/East Coast BTN midnite and mid-morning. For thru WBD: Main line c-c is ~2MW from the EBD spot, right at m.p. 426 sign, 2000FTE of County Line RD (aka Ash). Drive-in gravel lot there is c-c. However WBDs can (not often), do it at "the steps" (the fuel pad) where the EBD trains change. Some WBDs will go thru to western RR connections. Most arv'ing WBD GMs break up, a few work or just c-c, and go on into Chicago. At times railcoops might closely observe incoming IM/DS, stay down. Coming in WBD to Chicago you might consider bailing off and catching a CP thru train, or GM out of the DEP YD, to c'nue your trip on into Chicago. This also avoids having to go into one of the hot Chicago IM YDs (you will likely get a chance to bail off most IM coming into Chicago before entering YDs but if not it can be problematic). For orig GM: Go to the YD S of HWY 33. There are both 'E DEP' and 'W DEP' areas—but trns go either way out of either YD. For the WBD DEP YD: On S side of YD go ~¾ME of County Line RD (aka Ash) to 'Town & Country Auto Sales' and 'Wild Bill's Ranch.' Using caution (best in dark), cross directly S to wooded area ~500FTs of main lines. Busy, be prepared to hustle when moment comes. (Note YO bldg. there in front of you to R). Once at woods, you're fine. You will be across from front ends. Tracks are numbered N to S #1-7 (far track is the "inbound runner"). Made up trains will be attached to the air and should have airsheets in the knuckle. WBD GMs here almost all go to various Chicago YDs excepting: #31K at night goes via Streator (Chicago bypass to BNSF on Ft. Madison line) to KCK (15), 31G to Burns Harbor, IN, #17N to Kankakee, #17V to CP/Bensenville. 35J to JHB/ Blue Island. 33G to BNSF/Cicero YD, on to Mpls (15). 33E to UP/North Platte, NB (15). #37M to BRC/Clearing YD ~11pm-midnite (10). 33N to CN's Kirk YD in Gary (15). 35E to UP/Proviso. 35J to Blue Island (15). EBD GMs are sitting, often with airsheets, on tracks after mains (which, N to S, are Main 1, Main 2, 'Early Bird', with front ends just W of the EBD main line c-c, just opposite 'Central Hardware'. Tracks are numbered N to S #1-6, #11M to Columbus, 14J to Buffalo, 143 to Birmingham, AL 14N+Q to Bellevue, 312 to Marion,IN, 344 to Cincy,

30A+38E to Detroit. #18M, dep'ing at 3pm, will go thru to Roanoke, work there, then go on to Linwood, NC (01). #14N D to Conway, PA (10); #19K to Decatur, IL dep's GEO EBD as does 17K to Peru (15). GER GM to Grand Rapids probably dep from this area as well. Other SBDs dep'ing GEO EBD include: 143 to Chattanooga, TN; 175 to Macon, GA, 312 to Marion, IN and 365 to Ft. Wayne.

Evansville 'Hobo Jungle' Bar is at 1321 S. Barker, near N end of CSX YD. (CSX*). **Howell YD** is 2MSW of DT, BTN "Dixie Flyer" HWY and Barker Ave. Take "Howell" bus from DT to INT of Broadway & Barker. That is YD and main YO just E of that INT. NBD c-c (many NBDs also get refueled here) is at INT of Broadway & Clyde, at "Super Bar & Grill." Most GEO NBDs-IM & GM-go to Chicago. Q686 goes to E.St.Louis at 3am(05). Q514 to Avon at 11am(05). EBD GM Q687, scheduled for 7:30am D, to Louisville, departs GEO SBD. According to a worker, "everything on track 14 goes to Louisville" (07). "For SBDs to Nashville, walk S down Broadway to where it turns off and a RR access RD goes off to the L(E). Bridge there is a waiting spot." IMs are Q029 to Chattanooga/Atlanta (xM) 5-7am; Q025 to Jacksonville 10am-noon D; Q027 also to Jax 11pm-12mid (14). SBD Q101 to Savannah, GA similar at time as Q029 but it works here (14). (EWRR#) Evansville & Western runs W to Mt. Vernon most days from CSX Howell YD. Green units. (ISRR#) Ex-CR line here now run by Indiana Southern RR. Tiny Wansford YD is N of St. George's RD. Late morning local works industries then returns to Petersburg on xCR line. 10mph speed limit when crossing HWY41, then may work tiny YD N of St.George's RD. Coal extras. **Fort Wayne** 'Cindy's Diner' at INT of Harrison & Wayne is recommended. (CF&E#) Chicago Ft. Wayne & Eastern is based at ex-PRR Piqua YD ~3MSE of DT. Go just E of traffic circle at INT of E. Pontiac St. & Wayne Trace, behind Int'l Harvester factory. Go S on Wayne Trace and YO is off to your L. Turns W to Chicago (IHB Blue Island YD) at 6pm and E to Lima, OH at 7am (07). (NS*) Some trains c-c here, others in **New Haven**. For EBD/SBDs (for Cincy and Atlanta or Norfolk): Take #2 bus from DT (M-F, limited on Sa) to INT of Illinois RD & Thomas RD, ~3/4MW of DT. Walk 1800FT N on Thomas to RRR. There are two possible points for SEBD c-c around here, either here (just W of Thomas RD RRR, or a train length E of here. So you probably want to wait a little ways W of here and then, if train goes by you here, move quickly E and try to catch it while it is stopped E of Thomas RD RRR. #215 Atlanta train has some pigs-maybe the back 1/3 of train. Fast c-c. 282 to Jax and 25A to Danville, KY (most of it will c'nue to Louisville). All SBDs from Elkhart to Cincy and beyond also now c-c at Thomas RD--so this location is increasingly busy (15). After c-c, SBD trains will loop around to S at wye ~1/4ME of Thomas Rd. For WBD IM/DS to Chicago: The evident c-c for WBDs is just E side of Thomas RD RRR described above. Ass end of WBD would be on wye described above. For back end, you can get off #2 bus when driver turns L(S) from Jefferson onto Freeman. Get off, walk 200FT N to RR. WBD 295 to Landers YD in Chicago. NS has a roadtrailer facility right on W end of CF&E Piqua YD. "A few of these trains have more than one engine and might be easily caught if one knew DEP times." For 'Nickelplate' line trains EBD to Bellevue or Detroit (split just E of YD) or WBD to Chicago (mainly GM): go 5ME of DT Fort Wayne on HWY 30 into **New Haven** to 'Materials Handling Equip. Corp.' (MHE) on N side of HWY across from 'McDonalds. Walk across grassy field area behind MHE to **East Wayne YD**. Chicago-Bellevue trains would recross on far (N) side, by grain elevators. Trains BTN Cincy and Detroit are more likely to c-c on the near (S) side here. Others will run thru--trains to/from Decatur c-c in Peru, not here. This may be a challenging location. **Frankfort** (CSX+) Turn from Avon works a few x/wk. (NS#) YD is W of DT, BTN HWY 28 & W Morrison St. 36Z to Normal, IL noon (08). One to Knoxville, plus 115 to Silvis, IL (IAIS via Peoria). A few locals to Lafayette plus L-89 to Marion, In+on to Elkhart. **Garrett** (CSX*) C-C is at Main St. RRR DT. IMs don't c-c here, except to/from Columbus, but many GMs do. EBDs go to Willard, N to Toledo/Flint or turn S to Cincy. Be low-pro riding thru here and in YD--a few years ago riders were getting multiple days in jail.

Garv Area (NW Indiana) Note: #350 Sibley Ave Pace Bus from Harvey (CN) and Dolton (UP) goes to DT Hammond, and connects with GPTC bus #12, which skirts Gibson (1ME), then CSX's E.Chicago YD, and goes over Michigan Ave YD, then over leads to CN's Kirk, by the W end of Pine and Curtis. South Shore commuter trains go btn DT Gary and DT Chicago for \$6. (If Indy bound, take #30 bus to Merrillville and hitch from there).

(CN*) Large ex-EJ&E# **Kirk YD** is 1MNW of DT. The hump has been expanded, and is now a center of CN's Chicago GM operations. From DT Gary, go W 1/4M to Buchanan St. and turn R (N) and go another 1/4M, past tollway to RROs. Turn L (NW) on road before RRs. First is CSX (Curtis YD is 1/4M NW), second is NS (Pine YD is 1/4M NW) and third is dead end throat of CN Kirk YD. Walk road NW some, then cut across mains to CN DEP YD. All trains DEP GEO NWBD. M332 to Toronto, M337 to Waterloo, JA, M347 to Prince George, BC, M349 to Winnipeg, A447 to Green Bay (works BRC Clearing), and A491 to Steven's Point. (13). BNSF M-CNIGAL to Eola takes the J, works then heads to Galesburg. CSX Q396 to Willard and NS 32N to Elkhart are built and very likely stop in Curtis+Pine on their way E. Numerous locals and transfers-including to Joliet, IL.

(CSS#) Chicago South Shore & South Bend mid-day GM turns at CSX's E.Chicago YD, NW of the INT of Chicago Ave & Indianapolis Blvd., 1MW of IHB's Michigan Av YD and 1.5MN of IHB's Gibson YD. Goes E to Michigan City.

(CSX#) **Curtis YD** is SE of CN Kirk YD. N Clark Ave crosses over W end of YD. Mostly local traffic, some thru GMs may stop.

and Eastern (ex-PRR line). YD is 2MNW of DT. Elida Rd. (HWY 309) is PT/N of YD with Cole St. RRR at E. The Edgewood bus comes thru the INT of Robb St. & Elida near W throat. Runs to Ft. Wayne, EBD only unit grain runs to Crestline. (CSX*) GEO NBD c-c is 2MN of DT, just on S of Bible Rd. RRR, E of prison. Walk in from Robb Rd. RRU, at SBD c-c with mains running thru middle of YD. GEO NBDs include D GM Q500 to Chicago/BRC ~4am, after c-c may sit for awhile, ID EJE coil, WC, IHB coil/gons. (13) Q506 to Toledo mid-late night. Q342 to Willard near sunrise (13). (IORY# & WLE+) IORY has curious **Ford Park YD** E of CSX YD along N. Sugar St. Wye is N of Robb St/NS trax. Turns run to Springfield (lateAM), N to Delta (latePM). WLE has trackage rights to Carey, OH. 1/wk (13) (NS#&RJ#) Two roads share YD SW of INT of S.Main and 1st 1.5MI S of DT, NS turn swaps with another from Fostoria, works INT near IORY YD on way out of town, early pm (13).

Lordstown (CSX+ & NS+) Autoracks work near wye off mains 1/4MW of Tod Ave (HWY 45) RRU, 5MS of DT Warren, 1/4MN of Salt Springs Rd in hamlet of Lordstown. 1MW of wye is landfill where NBD Q640 to p/u debris empties on rear, EBD Q641 s/o. CSX locals BTN New Castle & Willard and wimpy NS local to Youngstown work **Goodman YD**, 1/4MS of Salt Springs Rd, also 1/4MW of Tod. **Mansfield** (ASRY#) YD 1 1/4MN of DT. From silos at INT of Main & Harker Sts walk NW on trax under HWY30 into YD. Runs N to Willard. (NS*) YD is ~1MSE of DT. Follow E. 1st St. to NW end of YD. New NS trackage rights trains over CFWE to Chicago, get a crew here and in Ft.Wayne. EBDs 170+12V to Conway, WBDs 169 to Cincy +15V Bellevue all c-c here. Others too (15). **Marion** DIAs of 2 CSX and one NS line is N of W. Center St. 1/4MW of DT. (CSX*) Dead end CSX YD is ~1MNW of DT. Q349 to Indy may orig in Willard, will work on siding adjacent to E-W main S of YD and W.Center St. RRR. Some GMs work here. For orig IM: Go 3.5ME from DT on HWY 309 to RRR at Kennedy ballpark (1/4ME of Pole Lane Rd) to SW end of IM YD. WBD DS Q107 thru E. St. Louis, to KC/KCS dep 7pm (xSu)(13). Likely 2-back. DEP is punctual, look for big, 6-axled road power at 6pm. Q109 to NWOH at 8pm M-F(13). (NS#) Small NS YD is just N of the DIA, PT/W of Chester St. **Middleport** (NS#) GMs 380 to Columbus 4pm Tu-Sa, 381 to Dickinson, WV 8am M-F(13), and rare NBD coal c-c at YO at N end of **Hobson YD**, 1MSW of DT, S of Leading Creek. Follow Powell SW out of DT. **Mingo Junction** There is a bus from Wierton, WV thru Steubenville, 3MN. Commercial St. crosses OC trax, creek and WLE RRO 1/4MS of DT. (NS*) NS YD is PT/E of Comm. St. ~1/4MS of S of WLE RRO. Mostly unit trains, ask. Builds GM to Conway (D), some coal (e) heads to Chicago+WY. 414 is coke (I) to Detroit. (OHCR#) Ohio Central INT siding is 1BL W of Comm. St., ask in NS YD. Garbage (I) to Apex landfill. WBD coal. (WLE+) WLE E-W mains cross over Ohio River, with N-S YD squeezed BTN NS YD and Ohio River to S. Nocturnal road trains BTN Brewster+Pittsburgh 212/213 work-pay attn. to the mains? SBD #534 crosses river to Benwood, WV/CSX. Lots of coal, coke, stone and ore extras. **Newark** (OHCR#) W end of YD goes over trail on E bank of Licking creek on E side of DT, PT/S of Main St. Pair of GMs to Columbus: NPT to Parsons/CSX in late-am, NWT to Watkins/NS ~8pm. NZT to Zanesville has grown with fracking, 6pm. Local to Mt.Vernon (6am). Trains to Coshocton likely caught on trax 3BL S of Ne'rk CH. **North Baltimore (NWOH)** (CSX+) Northwest Ohio (NWOH) IM YD is 3MW of town on line BTN Fostoria and Deshler, 30MW of Willard. Mains are along treeline to N-may provide hiding spots if you need to get a train stopped on the mains. YD has growing pains, second sections often run. GEO WBDs include Q133 to Cincy/Louisville/Jax, FL at ~11pm and (all to Chicago): Q137 to 59th St. at ~10pm, Q157 to UP/G1 at ~1am (no CSXU?), Q171 to BNSF/LPC at ~4am (no UMXXU), Q147 to UP/G4 at ~10am (no CSXU?) & Q015 to Bedford Park ~noon (13). GEO EBDs include Q150 to Detroit at ~10am, Q016 to Chambersburg at ~noon, Qs130&136 to Portsmouth on the 2's (lotsa Maersk, single stacked), Q148 to Clevo at ~7pm, Q158 to Buf/Syracuse at ~7:30pm (some Maersk DS), Q146 to Columbus at ~midnight+ bozo Q109 to Marion at 1am might be caught on fly near I-75, Q138 to Baltimore at ~4am (single stacked) & Q156 to Kearny at ~4:30am. **Portsmouth** (NS*) The c-c is at YD, 1.5ME of DT. YD is BTN Ohio River and HWY 52. GEO WBDs are NBD to Columbus. **Springfield** (IORY#) **Junction YD** is in woods 3MSE of DT, take the #7 SCAT bus to INT of Burnett & Sunset, go 1BL E to YD. I&O runs S to Washington CH. Turns from Lima and Cincy likely meet here in early!PM. Gons of pig iron (I) go N, (e) S. (13).

Toledo (AA#,CN*,CSX+,WLE#) #16 bus comes close to S end 3 nearby YDs ~3MN of DT. Ann Arbor RR's **Ottawa YD** is E of the Chrysler plant. From INT of E. Manhattan Blvd and Chrysler Drive, go N under I-75 to S end of YD. NBD GM to Milan and Ann Arbor, mid-pm (M-F). A pair of Toronto/Bellevue trains (CN/NS) roll thru on AA tracks, and CSX often pauses just to E. Another 1/4ME is CN's **Lang YD**, PT/W of I-75. Stay on the #16 bus to the INT of Suder & Ottawa River/ I-75 onramp, walk with traffic over HWY to YD. M382 to Toronto starts out at CSX Stanley, should work before going to Detroit (13)> Unit trns too.

(CSX*) Two main N-S YDs close to each other, ~5MS of DT just SW of Walbridge. Take #11 or #14 buses to INT of E.Broadway + Oakdale. Walk 2MS on E.B'way, to 3 track RRR w/ MSC Walbridge Coatings to N. GEO WBD Q131 Pager DS to Mexico City via Indy+ Salem, IL c-c is just to E BTN 9pm-midnite (x Su)(12). Go on 1/4MS on B'way to Walbridge Rd. For many unit trains at ex-C&O Walbridge YD, turn L and go 1ME to DT Walbridge. Turn R(S) on S. Main and go 1/4MS. Qs150/151 BTN Detroit+NWOH c-c, and NBD Q132 s/o racks. Q233 to Salem, IL p/u parts boxes. Qs231+241 to Cincy+ Louisville. Other autos go as far as Philly. Ore and coal to Russell, KY. Deadend ex-CR Stanley YD is S of Walbridge Rd, w/ DEP YD PT/W of B'way. Go S, then cut in: perhaps across from Isch Rd. (Maybe more DEP trax on far W?). Airsheets used. All dep's are GEO NBD! Including Q0218 to Indy, Q392 to Detroit 10pm; Q322 to Flint at 11pm; Q335 to Grand Rapids, MI at 1am; Q394 to

Columbus (CSX*) 2 YDs. IM uses NE corner of **Buckeye YD**, (rest of shuttered YD was NS). Take #5 bus to West Belt +Trabue. Go IMN on West Belt to Roberts, then L(W) to RRU. Cross over N guardrail, thru ravine down to the tracks. GEO NBD. Q147 to NWQH+ Chicago/UP G4 starts building ~5:30pm, DEP's slowly (5mph) at 8-8:30pm (x Su) (13). Same for Q022 to Worcester at 6am (Tu-Sa) (13), maybe too short for a 2-back? Baretable Q139 repo to Portsmouth,VA late am Sa only. Q111 to Cincy (15), H711 turn to Marvsville, and SU-only Q122 to Portsmouth,VA (Su only). Many unit trains & a few GM use **Parsons YD**. YD is 3MS of DT, PT/SW of Groveport RD. Take #8 Friebs bus to INT of Lockbourne Rd. & Watkins Rd & walk ¼MS, passing through Sills Park, beyond ballfields, up embankment to tracks. Mid-YD is ~¼MNW. Thru trains tend to use tracks to the NE, closer to Sills Park, GMs to SW. D GMs Q310 to Indy and Q636 to Toledo both DEP GEO NWBD in the afternoon (13). Q634 to Willard will ARV 11pm nightly (13) GEO NWBD. Mine sat for 5 hrs on 1st track to SW of scrub after 1st x trax. NBD taconite (e) goes to Toledo, sulphur (e) and most ethanol (e) to Chicago. NBD coal (e) goes to mines past Indy. NBD taconite (e) can go to either Toledo or Indy. Infrequent trash (e) K281 to NJ. SBD GMs Q310 and Q635 on the 1's (11), and coal (e) only go to Russell, KY. Unit trains go further, mostly to the Carolinas or FL (via Richmond,VA or Erwin,TN). Ask. (I) Coal to SC, (e) phosphate (looks like a grain train but empty) to Mulberry,FL.

(IOCR*) Indiana & Ohio Central RR (G&W) uses CSX Parsons YD. Occasional GM, grain (I)+stone (I) to Logan, usually ~6pm, CSX drags unit grain +stone (e) down to Haynes siding S of Madison Mills, for INT with the IORY.

(OHCR#), Currently 2 Ohio Central (G&W) trains from Newark: one works NS/Watkins at ~11pm and another works CSX/Parsons at ~1pm. Trash (I) from CSX/Parsons goes to Apex. Overhead NS coal trains recrow somewhere BTN Scotio TWR and Parsons YD. I'm guessing just S of I-71.

(NS*) For GM at **Watkins YD**, take the #8 'Friebs' bus ~25-min ride to Watkins & Weirton. Walk ¼ME on Watkins to RRU at mid-YD. Thru trains do not c-c, a few work, including the 18M to Linwood (midday). Orig DEP's GEO NBD include the 305 to Bellevue, and 375 to E.St.Louis via Cincy. 180 to Conway depends on ARV of 169 from B'ham, likewise 199 to Cincy (Sharonville YD) wait for cars off the 169 from Conway. The short 380 to Dickinson,WV reverses NW out of YD (at 4:30pm Su-Th) (13) with conductor riding fred. "Mine stopped just E of INT of Fairwood Rd. & Refugee Rd." Usually has (I) stone in coal hoppers for Alloy, WV. **Rickenbacker IM YD** is in the boonies, S of Lockbourne airport. Many #81 buses come w/ 3M. 233 NBD DS to Chicago works ~5-7pm, leaves train on mains. The 25N to Chicago/BNSF DEP at night, after the 233, will s/o cars for NJ at Toledo. SBDs #234 (works Tu-Sat at 1-2pm) (09) & 236 built at 6pm to both to Norfolk. 229 to Cincy and Jax, FL dep GEO NBD, origs from a block s/o by the 233 (13). In the past, several GMs c-c'd on E-W NS mains S of Buckeye YD, take #10 to Buena Vista Av (1st St. past Doctor's Hospital), and go 3BLN to trax. This may still be the case for 117 to Chattanooga; 179 to Birmingham, AL and 179 to Bellevue, maybe others as well.

Conneaut (CN/B&LE*) YD is just NE of DT, take Broad St. ¼MN to 15th St. Turn R on 15th. After 2BL jog L 200 FT on Beaver St. then back R. C'nue E on 15th to S end of YD. Go around fence off to the L(N) in woods (OR: walk CSX or NS E to river, and scuttle down to CN trax below, then walk N to YD). SBD coal/ore run S to N.Bessemer, PA, near Pittsburgh, for INT to Union RR. 1-2 SBDs D. DEP 1-2 hrs after ARV of NBDs. DEP ~10am and noon-2pm common (12). (NS*) YO at Chestnut St. RRX, 2BL N of State St. at E end of YD is c-c. Note: IMs and some other trns now run-thru here, traffic is light (15). WBDs block 5 RRxs DT, so c-c's are fast. Two WBD GMs mid-day still c-c here. For SBDs to Conway see Ashtabula. **Crestline (CSX*)** WBD c-c varies, most often N of Oldfield RD-take N. Seltzer (HWY 61) 1M where it jogs onto Oldfield, RRX is ¼ME. Most head to Indy (Q377 in eve), some to Cincy. The c-c for NBDs & EBDs to Clevo or Cumberland is at HWY 77 aka Middletown RD. For mid-train, go 2MS from DT on HWY 61/Thoman St. to HWY 30 and ¼MW to RRU. Pond to SW has diving board. Q364 to Selkirk late am, Q008 to NJ ~1pm. Q358 to Cumberland ~8pm (13). (CF&E#) Seasonal unit grain W to Lima from small INT YD W of DIA DT. (NS+) Some will hold before the DIA--EBD in the CF&E YD, WBD, mid-train would be under the E.Main St.

RRU. **Dayton (CSX#)** Some GMs work at **Needmore YD**, 4.5MN of DT. RTA buses #17+22 come up N.Dixie Dr., PT/ ~1MW of YD, bound by Wagon Ford Rd. RRU at S, and Needmore Rd. RRU at N end. (NS+) **Moraine YD**, 4MS of DT. The N throat is under I-75, with mains to W. While the RTA #19 loops around to YD's E side, I'd get off at I-75 and wait on the mains. 116 to Bellevue works early pm; 117 to Chattanooga works late eve (13). YD is much busier with Buckeye's demise. **Delta (IORY#)** Deadend YD is 2M SW of DT, W of 'mains' BTN NS tracks and foundry S of US20. Turns to Flat Rock OD 4am 3x/wk, and from Lima (e) gons late-pm. **Postoria (CSX# & NS#)** Not a c-c, but a major JCT of an NS and 2 CSX lines that sees 160 trains per day! Many trains get held or go slow, especially thru the 'NE wye'. NS operates long **Blair YD** NE of JCT, w/YO mid-YD near McDougal St.RRX, including a few turns from Bellevue. CSX has the **B&O YD** E of the JCT toward Willard & **C&O YD** S of JCT toward Columbus. JCT is a few BLs SE of DT & 'YDs' ~1M. **Hamilton (CSX#)** YD is 3MNE of DT. Auspurger Rd crosses S throat at YO, ¼ME of Riverside Dr. (aka N.J.nd St). A few work, some SBDs hold. **Hartland (W&LE#)** YD is 7ME of Norwalk. Rt.58 crosses YD's W end ¼MS of HWY 18. #223 goes to Toledo/CN. Turn 221 to Bellevue (03). Coke and 2x/wk GM (usually Sa am) to Clevo (13). Nocturnal GM+stone to Akron. **Lima (CF&E)** Cote St. YD is HQ of G&Ws Chicago, FT Wayne

(IHB#) **Gibson YD** is 3MW of DT Gary in **East Chicago**. (24-hr 'Round the Clock' Diner near YD). Indianapolis Blvd crosses over E end of YD, 2BLs of E.Chicago South Shore STA. Many (mainly autorack trains) (BNSF, CN, CP, CSX, NS, UP) work or dep out of this YD. Unit oil+potash trains also orig here from a newly built transload facility. IHB also runs smaller **Michigan Ave YD**, 2MN of Gibson YD, also in **East Chicago**. Columbus Dr crosses middle of YD, and Chicago Av passes just to S. NS trains to/from Sreator (BNSF connection) pass thru here and Gibson on N-S NS line. Maybe a WBD (GEO SBD) could be caught when it makes the turn off of E-W NS line at Michigan Ave?

(NS#) **Van Loon YD** is 3MSW of DT Gary. Colfax ERX at E end, take the #20 GPTC bus to INT of Burr+29th and walk 1/2MW to YD. EJE built a train at Kirk YD then brought it to Van Loon to hand off to NS. It was picked up by NS #323 turn which took it to Ft. Wayne, usually early afternoon (05). Mostly coil steel, some grainers. Also maybe an empty coal train 10pm-ish? "NS EBDs can get stabbed by the J, across the DIA to NW." Ex-CR **Pine YD** is W of CN/EJ&E Kirk YD. Mainly used for interchange/locals. NS also operates **Burns Harbor YD**, 10ME of DT, on the far side of the dunes. A GM to Elkhart may work or orig here.

Greencastle (CSX#) NBD local to Lafayette should back up GEO WBD out of YD. Switch is thrown, then it goes E, then immediately N. It departed ~6PM (06). From INT of Jackson St. (AKA HWY 231) & Columbia St. DT, go ~¼MW on Columbia to 2nd RRX. **Huntingburg (NS#)** YD E of DT, local to Evansville. Steel trains BTN Rockport,IN (on Ohio River) and Middletown,OH via Louisville and Cincy D.

Indianapolis (CSX*) **Avon YD** (a.k.a. Big Four YD) is in **Avon**, 10MW of DT. Note: Trns running thru Union STA DT have 10mph limit. You might be able to 'taxi' a ride on a WBD to Avon. Otherwise, Indyo# bus WBD on Ohio in DT Indy at INT of Ohio & Pennsy M-F to Raceway in Avon (2x early am, 2x rush pm, \$1.75). C'nue walking W on Rockville Rd/HWY 36. Major orig YD for GMs, many others c-c. For **WBD IM/DS**: Most c-c at fuel pumps at E end of DEP YD and thus they are hanging out E of YD on N 2 tracks. Access them behind 'HH Gregg & Target on Rockville Rd, ½MW of Raceway Av. 'SBD IM/DS 'Q131' to **Pine Bluff/Hearne/Laredo** arv 4-9am (x M). ID lots of PacerStack. Q119 to E.St.Louis is late night (15). Q107 to E St/KC (Grandview, MO) M-Th, & Sa, arv 10:30pm-2am. ID 'Schneider'. (Note: bail at first opportunity in KC area to avoid going out to IM YD). For **EBD thru trains and GM DEP YD**: Go ¼MW past B+N/Target to point BTN Old Farm Market' sign on E side and 'Dent Scholars' sign on W side (almost directly opposite 'WAL-MART' store sign on N side of HWY 36). Go 1000FT S, following fence on your R (W), to its end. You can cross over planks in ditch there to 2 main lines and into I3 track DEP YD. #1 to #13 DEP tracks (numbered N to S). EBD DEP's front end opposite you there where you've walked in. W end bridge is reported to be good waiting spot (just to L in trees). Workers in shack helpful. On the mains, the Q108 to New Jersey at 8am (x M). Q132 to Detroit for 11:30am D (all pacerstack). Unit coal (I) goes to SE US via Russell, KY. Many trains orig in the DEP YD. Orig GMs have airsheets at 1st car on string. 'Q642 to Chi DEP 6am (15), GEO EBD. ID BNSF/IC/CN/IHB/EJE, all (e). Q364 to Selkirk 9:30pm D; Q358 to Cumberland, MD 4am D (09), among others. The Q333 and Q639 go to **St.Louis**. Q515 to Nashville at 2am D; Q595 to Nashville/Birmingham D at 5am Q593 to Decatur,IL at 11pm D (09). GM 'Q333' to **E. St.Louis** dep 7-9pm (d). GM 'Q686' to **St.Louis/KC/N. Platte** dep 5-8am (d). (see 'E. St.Louis, IL - UP for ID) becomes UP's 'MINNP' at E. St.Louis. Front ends of these should be ~.25ME of County Rd./Dan Jones Rd. overpass at W end, in area to N of YD shacks. "Sporadic bull presence." The CSX **Transfer YD** is closer to town, BTN S. Belmont and Warmen St. Office is at 2500 Oliver St. EBDs usually come in on the mainline on N side and spot with enough space to add the cut so not as to block Belmont RRX, the rear of the train will hang way back W over Warmen. The Q132 and Q106 swap blocks here. Not sure about their counterparts. Taconite trains c-c here: loads to Ashland,KY (via Columbus) or Middletown,OH; taconite (e) and occasional stone (I) to Reynolds,IN. 1767 local to Muncie origs at 7:30pm xSa. CSX also runs the dead end **Hawthorne YD** on E side PT/S of English Av. Emerson runs under the middle. Morning local to Shelbyville (M-F, meets CIND T,Th), departs GEO W. Near DT Indy: ~3 autoracks come N from Louisville and c-c just E of Union STA DT, to Newark, NJ, Baltimore and Detroit (may be small GM block on rear for Detroit).

(INRD#) Indiana RR runs GM/DS 'SAHW' from Indy to Hiawatha YD in Jasonville, IN D(most days), usually dep late AM-early PM (15). Small **Senate Avenue YD** is off West Ave, IMS of Amtrak STA. SBD GM head end will be queued N of Raymond St overpass before DEP. Later a crappy local may head S to Bloomington. 2-3 empty coal trains are staged N of Epler Av, PT/E of HWY 37,2M S of YD. Most go to mines N of J'v, some INT with ISRR at Switz City.

(ISRR#) Indiana Southern, mainly coal traffic, goes Petersburg and a coal mine at Lynville. Sporadic service S, picks up from siding N of Raymond Av, PT/W of Tibbs 1x/wk?

(LIRC#) Uses CSX's Avon YD. Runs S to Louisville on ex-CR line. Turn to Columbus works at Avon ~noon (07). Airsheet symbol reads 'lirc'.

(NS#) Local interchanges w/CSX at CSX Hawthorne YD ~noon (07). Deps GEO WBD then runs NE on CSX to Anderson, then N to Marion+Elkhart.

Jasonville (INRD#) Indiana RR operates ex-CP line here. Operations based at **Hiawatha YD**. YD is just SE of town, along Washington St. and is 8MN of Linton. Train N Terre Haute (and onto Chicago) at 3pm; Indy (late AM), and Palestine (wee hours, x Sa) (07). DS run BTN Indy and Newton, IN (and onto Chicago). **Jeffersonville (CSX# & LIRC#)** You can take #2 TARC bus

from DT Louisville out here to INT of I-65 & Eastern Blvd. YD PT/E of I-65, Eastern Blvd goes under S end of YD, just on E side of exit off of I-65. HWY 31 is PT/W of RR and diverges off to SW at N end of YD. NBD to Columbus may depart from S half of YD (S of YO) around 8pm or so (08). CSX has a train to Ciney thru here (07). **Lafayette** (CSX# & TPW#) YD is NE of 9th ST RRU IMI N of DT. Few CSX trns stop here these days. J771 to Greencastle, 2pm. TPW turns from Remington 3x/wk. (KBSR#) Siding is just west of the Wabash (NS#) **South YD** is on line towards Frankfort, 3MSE of DT, split by Sagamore Pkwy. Buses 3+4 come close. NS also has **East YD** 2M NE of DT, also off Sagamore PKWY, however siding **BTWN** Amtrak STA and CSX YD is busier. **Logansport** (NS# & TPW/WSRY#) YD is E of DT on N shore of Wabash River. **Marion** (NS# & CERA#) Dead end **Goodman YD** is 2MW of DT PT/S of 2nd St AKA HWY 18. #323 goes to Elkhart, I-89 turn to Frankfort, B-32 turn to Indy, other locals. **Michigan City** (CSS#) **Shops YD** is freight HQ for Chicago, South Shore & South Bend RR. Carroll and Reske Aves cross over YD E of DT. Operates over electrified line into namesake cities, also goes SE to Stillwell. **Mitchell** (CSX+) may still be an E/W local based here, N/S line abandoned. **Mt. Vernon** (EWRR#) YD is on the NW side of town, running E-W S of the refinery. The 'Southwinds Martine Terminal' is a major traffic source, including coal. 2 road locals-morning turn to Evansville, and another west to McLeansboro. Runs 2-3x/wk W Okawville, IL (10MSW of Centralia). Look for unit grain. Crews seem friendly. **Muncie** (NS#) Many trains pause before CSX X-ing. There's also a local from the YD to Ft. Wayne. **Petersburg** (ISRR#) **Ashby YD** is IMSW of DT. Mainly coal, maybe a morning GM local to Evansville? **Peru** (NS*) Busy but many trains are unridable 'roadtrailers.' From INT of E. 6th St. & Benton St. (aka Chili) walk ~½ME on E. 6th, it becomes dirt RD PT/S of YD. WBD c-c is at office 300FT N of INT of Benton/Chile and E. 6th St., on NE corner of RRX. D WBD GMs include: #11E at 5-7pm, lots of tank cars and usually works; #17K (often CN/IC units, goes to Tolono, IL then S on CN 5-7pm); #19K 3-4pm (05). EBD c-c is such that rear end of train is ~½ME of that office (a few EBDs will c-c right at that office but that is less common). EBDs include #10E ~6-8am, lots of tank cars; #20A, IM/DS to NJ via Pittsburgh 1-5pm (05). Cross over to N side of YD to wait for trains either direction. EBDs go to either Bellevue or Detroit. WBDs mostly to Decatur, then either KC or St. Louis. YD can be used for block swapping of thru trains. **Princeton** (NS*) YD is IMSE of CH. YD is PT/S of Ohio St. and 2 BL away. Don't confuse with CSX main running N-S further to W from this YD, ~½MW of NS YD. The c-c is just opposite the sky blue 'Princeton' water tower were crews walk out from brick building on S side of YD. **Remington** (TP&W#) **Hoosierlift YD** is just E of I-65. 'Indiana Local' works lift. See new entries Effner and Reynolds. **Reynolds** (CSX# & TPW#) A new taconite plant was recently built N of town. Empty MGPX goes go N to the Missabe in MN via BNSF/Chicago. Finished pellets go S to either Middletown, OH or Asland, KY in RFBX cars. **South Bend** There should be a local bus to Elkhart from here. (CN+) Trains tend to stop before NS X-ing above Chapin St. (NSR#) **Oliver YD** is IMSW of DT, W of Walnut St. Local traffic. **Switz City** (INRD#) Trains may work here. (ISRR#). **Terre Haute** (CSX#) Not a c-c for trains on either the E-W or N-S line, but some GMs work or orig, many stop before RR X-ing. There are two YDs: **Duane YD** is NE of DT on line to Avon. YD runs NE-SW, with N. 25th St. RRX at NE end and Maple Ave. RRX at SW end. Maple Ave. RRX is 1½MNE of ISU campus. **Baker YD** is SE of DT on line to Evansville. YD is PT/W of S. 19th St. and is 2MSE of ISU campus. (INRD#) Indiana RR GM works at CSX Baker YD, INRD receives UP coal for Newton also. **Valparaiso** (CFE# & CN#) Some trains may stop before 3-way X-ing 2M NW of DT, S of HWY 130 on N.CoRd 250W. **Vincennes** (CSX#) **Alice YD** is S of DT. Follow tracks S from RRU 3BLKs S of Main on 15th St. **Washington** (CSX#) ExB&O line is getting abandoned, there may still be a local. **Yankeeetown** (NS# & ISRR#) Alcoa plant along HWY 66 sends empty ISRR coal to Lynnville mine and nightly NS local into Evansville (07).

IOWA -- Atlantic (LAIS*) Line on N side of town. YO is N of INT of Chestnut St. and E. 2nd St. **Boone** Iconic Kate Shelley Bridge is just W of Boone. (UP*) YD is 1ME of DT. Take 8th St. E to INT with Benton St. (near Hy-Vee grocery store). Turn L (N) and jog under RRO, then walk ½ME on Industrial Park Rd PT/N of trax. Cut to your R (S) thru woods to get to YD, w/mains to N. WBD c-c on mains opposite YO to R(W). EBD c-c is at RRX at far E end of YD, walk ~½M further E to wait for those. Most IM/DSs run thru. GEO EBD GMs, all D, (14) include: **NBD MCBSS to St. Paul** (11am-1pm). ID PROX, NATX, TILX, UTLX (all e), also GATX, JRSX. No work, expect 5-10 min. c-c. **NBD MKCSS to St. Paul** (2-8pm). w/ CP/SOO grainers, TILX tanks, TCW. **MCBPR to Chicago (Proviso)** (11am-4pm) (for ID see 'Council Bluffs, IA'). No work. **MNPPR to Chicago (Proviso)**. (9am-1pm) ID lots of autoracks (e), ARMN (f). No work. **MCBKC to Des Moines/KC** DEP GEO EBD, also a turn will come in from, work, and return to Des Moines. **Almost all WBDs go to North Platte**. **MPRNP to North Platte** (~7am-2pm D). ID ARMN reefers (e) and TTGX autoracks (f). No work, just c-c. **MPRCB to Council Bluffs** (~2-8am). ID same as 'MPRNP', but always s/o here (11). The **MBOEA to Eagle Grove** is built in YD, DEP GEO WBD (~6am D), along with a 1-2 to Council Bluffs.

Burlington (BNSF#) Not a c-c for E-W trains but some stop or work. Coal trains, many with DPU's, have 10-mph restriction on curve BTN YD and Miss. River bridge. YD is just S of DT along riverfront, PT/E of Main St, with Division St. (and Amtrak STA) at N end and Locust St. at S end. A few coaltrains towards St.Louis will c-c here, and turn S (see Lincoln, NE listing for ID). GM **M-DMOWOM to West Quincy, MO** c-c's in the evening and will work Keokuk. Expect GM **M-WQMDMO to Des Moines** in the

(NS*) **Gest St. YD** is amid CSX Queensgate YD. See 'CSX-SBDs' above. Walk ½MN thru CSX DEP YD. There is a row of tel poles BTN YDs: CSX to W, NS to E, w/ a small NS YO at N throat of YD, below elevated trax. May be better to wait at Straight St. for NBDs (see CSX section). ~All trains get held at signals (≥10-15 min.). NBD DS go to Ft. Wayne/Chicago. The **196 to Detroit** will carry a short string of IM ahead of GM, 5x/wk. Most WBD GM goes to Elkhart. The **116+376 go thru Columbus to Bellevue**. For thru SBDs: Use same directions as CSX SBD c-c behind CUT, units spot 1000FTS of CUT. 6-10 SBDs do quick c-c on E-most NS track. ~Half are IM, some work. There are 2 SBDs to Louisville, the 375(GM/auto) +689 (unit coil steel) D. Most SBDs go to Chattanooga, 1-2x/D each go Knoxville, B'ham and Macon. For Columbus trns: The ex-CR YD is in **Evendale**. Take a #78 bus to Glendale Milford Rd, and walk the 1.5+ME over I-75 to 2nd RRU (with 7trax). YD is ¼MNE. IMs **200 to Rickenbacker** and **229 SBD to Jax** work. 200/229 pair to/from Columbus work (14).

Cleveland (CSX*) Ex-CR **Collinwood YD** is ~8MNE of DT, PT I-90 BTN E.152th St & E.200th St. Take the #1 RTA bus E from DT on 30-min. ride (½ of #1 buses come past 153rd St, ask). YD is wide open, quiet, and a major refueling point with fuel pads at both ends. Mains are the first 5 tracks on SE side, where most thru trains stop for 10-30 minutes. EBDs go to Buffalo and on, via Selkirk, NY, toward either MA or NJ. Most WBDs go toward Chicago via Willard, OH, one GEO WBD turns S then E to New Castle, PA. For WBDs: Get off bus in the 17600 block of St. Clair Ave. Look for a tall cellular antenna and note fire hydrant on the N sidewalk opposite the gateway as you approach from either direction). Then, walk at L-diagonal ~125FT to go thru HF BTN tree and tele pole to quickly be out of that lot and walk S along fence to that bldg. and main lines. There are ~7 D IMs to Chicago (all CSX to Bedford Park), most come thru BTN 5pm-mid. The **Q165 to Chi/Bensenville** (CP bridge traffic) at ~4pm starts the rush. The **Q119 to St.Louis** will come thru ~7pm (and carries some pigs). The fast **Q003 to Chicago** will ARV ~10pm cut off a large block & DEP. That block quickly becomes the **Q007 to St.L.** (may happen in IM YD a few tracks across the YD). The **Q163 to Chi** mops up at ~5am, then **Q123 to Columbus** at ~6am. The **Q149 to NWOH** is built at ~8am in IM YD. The **Q113 to NWOH** comes thru ~11am, and the **Q167 to Chi & Q157 to NWOH** both at ~2pm. GEO WBD GMs include: **Q393 to Chicago (BRC/Clearing)**. Arv ~6am-10am D (13) on main. ID BNSF & CP (mostly tankers, cover hoppers, boxcars, empty lumber). Good shot right into Chicago. **Q377 from Selkirk to Indianapolis (Avon)** arv 7am-1pm D (13). ID mostly very diff from Q393: ID GNWR & AEX & LEHX hoppers, STSX (Staley) & OCPX & PLMX tanks, ECUX **Q351 to Willard** only. **GEO WBD Q641 turns S at Parma and is EBD to New Castle, PA** Tu-F & Su ~3-6pm (13). ID hi-walled open scrap hoppers up front, assorted GM to rear (usually a few rides). Many WBD unit oil tank and ethanol, most go to Chicago, rear DPU is only ride. For EBDs: Stay on that EBD #1 bus another 2-3 minutes to Neff Rd. Plenty of waiting spots up and down the tracks. Provisions can be found ½MNW up Neff. EBD DS usually come thru BTN 6am-4pm (fewer on M). The **Q020** goes straight thru to **Worcester, MA**, mostly DS with some UPS and Marten pigs. Short EBD **Q022 to Worcester** comes thru midday (14). Most other IM/DS goes to New Jersey. Local D753 works south thru Lester to Sterling at 2pm from ex-B&O **Clark Ave YD**, in Cuyahoga Valley, NE of Steelyard Commons Mall. CSX's has 3rd area of interest in **Parma** adjacent to a hobo-irrelevant YD, SW of Cleveland, 1ME of NS Rockport YD, at the DIA of ex-CR mains with the ex-B&O secondary. Take either RTA #54 or 79B to the INT of Tiedeman Rd. & Brookpark, just S of I-480. GO IBLN to RRO at E. end of siding. **Q377 to Indy** picks up autoparts boxcars 4pm. **Q641 to New Castle, PA** may stop but rolls slowly over the 10mph leg of the wye mid-pm on down the ex-B&O.

(NS*) **Cleveland** is at the center of 4 lines--EBDs can take ex-'Nickelplate' line to Buffalo or ex-CR line to Pittsburgh and Harrisburg. WBDs can take ex-CR line thru Toledo/Elkhart to Chicago or line thru Bellevue and Ft. Wayne to Chicago or KC. Some trains c-c, others work or orig, some roll-thru. GMs use **Rockport YD** on W side of city. W end of the YD is ¼NE of Redline RTA Brookpark STA. EBDs to **Conway** working YD leave rear on the mains SW of STA and can recrew further NE on mains (w/midtrain under the W.105th St. RRU). Buffalo trns work in YD. Most WBDs leave train on mains NE of STA +2 RRU's, while working YD. "My IM from Ayer, MA refueled in YD" (13). **Maple Heights IM Terminal** is 10MSE of DT Cleveland. Only one train can use YD at a time and should be here at least 30-min. EBDs here are GEO SEBD, WBDs are GEO NWBD. For EBD IMs, take #40 bus to INT of Broadway & Garfield. Walk 2BL SW to Garfield's end. Step around yellow barricade to 1st RR track. Turn L(SE) and walk on elevated track some ways. Down the embankment are 2 YD tracks. The further one is where the **24W to Harrisburg** will leave train to work sunrise-late am? (xM). For WBDs: get off the same #40 bus at Mapletown Shopping Center and walk a BL NW on Broadway to Libby. Walk ~½MW on Libby to far (W) side of RRU. Duck under, and find a place to post up out of sight, perhaps in open field ¼MSE. Third track in is where WBD IM mid-train will be when it works YD. **21V to Chicago** works in eve (M-F) (13). **NS Campbell Rd YD** is in Cuyahoga Valley, SE of Steelyard Commons Mall. Take the #16 to (under) the Dennison Ave RRO. Walk a BL E to the 2nd set of RR trax, and follow them ¼NE across river into YD's SW end. Coal and steel trains DEP GEO SW.

(WL&E#, CCR#) **Coke** (e) and GM to Hartland DEP from NS's Campbell Rd YD less than D. The #41 bus (starts near CSX YD) goes to small **Falls Junction YD** in **Glenwillow**, 17MSE of DT. YO is at Pettibone RD RRX mid-YD, IBLW of Cochran Rd. Workers are friendly. The WLE runs S to Akron early morning. The Cleveland Commercial RR goes near DT ~4pm (M-F).

Harbor Av. runs N into E.15 St. Most go to Conway. GMs #14M and #15M BTN Conway and Buffalo now c-c at Carson YD, on Youngstown line S of I-90 S of Ashtabula. They do funny back up moves W of DIA there. Bellevue (NS*) Focal point for NS. NS railcop academy is located here. Try not to become a student project. Be low-pro! Large YD is NE of DT, on line to Cleveland. SW throat is just N of E. Main St. Goodrich Rd. runs E-W into NW side of YD. (Note: New connecting track from N side of the YD to the Potter Rd RRX on the Sandusky line. Trains to Toledo, GM, Detroit, Elkhart and Chicago will take this new track." Not sure what this means in terms of places to catch trains...). For GM DEP YDs: Two DEP YDs flank the hump+ARV YD, 6 tracks to the N, 3 to the S (13). "I'd taxi an ARV in." The brazen walk is 3MNE on Rte.113/Edison HWY from where it splits off Main St. and go L(N) on HWY 4 to RRU at mid-DEP YD. A few DEP GEO NEBD: #14K to Conway in eve, #14T to Buffalo 4-6pm (autotracks), #310 to Elmira, NY at 10am, and the #316 to Buffalo at sunrise (lots of switching in Clevo, ride the back end!)(13). Most DEP GEO SWBD out of the YD, to list a few: 145 to KC, 117 to Chattanooga, 179 to Birmingham, 188 to Crewe, VA, 194 to Linwood, the 12V to Conway via Mansfield. 15E to UP/Pine Bluff, AR, via Sidney, IL, 15Q to Chicago/BRC. #353 goes to Toledo/CN and on to Toronto. Many thru trains c-c outside of YD. At the JCT S of DT (aka the "mini plant"), the line to Toledo runs NW from wyes closer to DT (opposite the WLE line to the E). Another ¼MSW, the lines to Ft. Wayne (to W) and Columbus (S) diverge at a 2nd wye. A few SBDs c-c at Goodrich Rd+Great Lakes Pkwy on the line from Sandusky, including the 18M to Linwood at 8am (13) and a few IMs to Columbus and Norfolk. Others c-c at 2nd RRX on Kilbourne St, 1MSW of DT, on line from Ft. Wayne. 218 to Charlotte, NC (xP) ~10am(13) For WBD IMs: From DT go 1MS on Southwest St. (HWY 269), going past Mad River RR Museum at RRX, to INT with County Rd. 62. Turn R(W) on CR 62, going ¼MW to WBD (GEO NBD) c-c at RRX, and wait ½MS in trees. If workers are around go another ¼MW, walking .5MS along hedgerow BTN fields. All IM goes to Chicago, most in eve ~4/day. (W&LE#) WLE 222 to Hartland is built in NS YD, called the KL96 by NS, usually DEP in early-mid-pm. Some sit at Yeoman's Siding E of JCT described above. Trains to Toledo/CN (including BNSF coal (e)) do funky back-up moves to get past JCT. The quarry 5MN up the trax to Sandusky builds ~1x/day. Brewster (W&LE*, OCR+, RJC+) Operating HQ for W&LE. A bus from Canton comes w/ 6M. HWY 93 passes underneath YD on N side of town. Mains run along S side of YD. WBD DEP tracks are mid-YD, W of Wabash Ave RRO and W&LE HQ bldg. WBDs head to Hartland, and most go to Bellevue/NS. One WBD 105 to Willard/CSX. D GEO EBDs: 261 to Akron at noon, 212 +unit sand to Rock YD in Pittsburgh in pm. Evening can be busy. Ohio Central and RjComman come in+out of YD from E in am. Canton (see Akron Area).

Cincinnati Note: NS Gest St. YD is located BTN the CSX GM & IM YDs-with the entire complex shaped like an onion. (CSX*) Sprawling Queensgate YD is ~1½M WNW of DT, PT/W of I-75, running N-S. Workers can be "reluctant." For GMs: CSX has two DEP areas-mainly the far N and S ends of same DEP YD, and rarely the N end of the ARV YD as well. For NBDs to Chicago, Midwest, NE & WBDs to Indy plus 2 SBD DS: Take #16 bus from DT N on Vine for ~15-min. to INT of Spring Grove Blvd & Straight St. (~½MN of Western Hills viaduct RRU ~1MN of Cincy Union Terminal-aka CUT). Walk 250FTW to RR + turn L(S). Wait in small groves of bushes along fence on L. Be low-pro, the road can be busy. First 3 trax here are CSX mains, next 2 are NS. After that are 7 CSX DEP tracks. Bushes are near S end of strings (Hopple St. viaduct crosses over N end of DEP YD). SBD single stack Q041 to Atlanta/Jax DEPs ~9:30pm (M-F)(13) has Tropicana juice (e). Built on 1st track, with fred ~at or just S of bushes by 8:30pm. Stay off dirt road and work thru strings down to it. Q133 to Louisville/Jax works (late am D). Q110 to Columbus at 11:30pm M-F (14) At times this runs as a NWOH train. GM Q500 to Chicago/BRC is built by 10pm. ID by IHB coil gons, EJE coil cars, CN or WC empty boxcars -good luck. DEPs at 11:15pm (09). Q366 to Selkirk leaves at 7am, ID B&M, MEC, SLR. Works a lot BTN Clev. and Selkirk. NBD c-c: This is mostly at signals ~½MN of Straight St. Some c-c on ladder ~400FTS of Straight St. NBD unit CSX grain (all cars CSX, CSXT or SCL) to Chicago. Most autotracks: (e) to Detroit. (f) past Crestline. For SBDs: The c-c can be in two spots, one is behind the CUT such that the rear ends will be up in the CSX IM YD (see above). Take '#1 Museum' bus to INT of Ezzard Charles & Western, at I-75. Go 250FTS on Western to turn R(W) onto Hopkins and go ¼MW, past S side of CUT. Zig zag up gravel road and walk ½MN under CUT on lower track to wait. The other c-c spot is W of NS Gest St. YD Go S on Western 1BL past Hopkins to Gest and turn R(W) and go ¼MW to furthest RRO by Mill Creek and climb up. Typical GEO SBD c-c is ~ 500FTS of Gest St. "I've seen vans drop crews by concrete flood walls." The ladder of the 3 tracks of S end of the DEP YD is just N of the Gest St. RRO (as is the 9 track ARV YD to W, with runarounds BTN and on W). Strings may be brought from N a short time before DEP. SBD GMs (times likely to have changed!) include: Q320 to Russell, KY midnightly; Q505 to Birmingham at 11:30pm; Q511 to Louisville at 1:30am; Q539 to Atlanta at 9pm (D); Q541 to Waycross, GA at 4:30pm; Q573 to Nashville at 8:30am; Q698 to Atlanta/Hamlet, NC at 4:30pm (09). YD phone is 513-369-5250. Also see Covington, KY across Ohio River from Cincy.

(IORY*) Indiana & Ohio, (a G&W line), operates ex-DT&I route thru Springfield to Detroit. 2YDs: McCullough YD is 1MNE of Norwood CH, and runs SW-NE. Highland Ave. crosses SW end of YD. The #3&4 buses come close. Turn from Washington Court House DEP back NWBD mid-day (13). I&O also runs on NS trackage rights up to Springfield, look for gons of pig iron (f) for Delta, OH, DEP SWBD. Valley Jet. YD is 1MW of town of Cleves along US.50 Take the #50 bus to Addyston and walk 3MW on US 50. Locals to Brookville, and Greensburg, IN.

late afternoon (12). Local to Galesburg built here too. Cedar Rapids IAIS & UP YDs are next to each other 5MSW of DT, while the CN & IANR YDs are close to DT. Unfortunately the Crandic RR has been reduced to local service only. (CN# & IANR#) From W corner of Greene Square walk 1MNW on the Cedar River Trail, to fork in the middle of Cedar Lake. CN YD is to R(E) where short L563 turn to Manchester OD 7am (14). For the IANR YD, bear L(W) and go another ½MNW. Turn from Waterloo works at midnight (13). Many extras. (IAIS# & UP#) take a #12 bus to the INT of Edgewood+33rd St. (by Target) and walk 1MS on Edgewood to 1st RRU (at General Mills) over UP mains, with Beverly YD to R(W), for IAIS c'e'ue another ½MS to 2nd RRU where Smith-Deps YD opens to R(SW). Iowa Interstate comes in as a turn from S. Amara mid-afternoon, switches, and returns, DEP back SWBD. Frequent extras, mostly thru to Peoria, especially coal (e). Clinton (BNSF#) Turn from Galesburg works ADM plant and returns using CP trackage rights. (CP+) Not c-c, most trains stop/slow for clearance to cross over UP trax BTN DT and UP YD. Two RRs share trackage for 1M along here, BTN 2nd St. RRO on E end and ADM plant to W. GEO NEBDs at ADM plant are headed N thru Sabula. GEO SWBDs are headed 40MSW to Davenport. (UP*) West YD is ~2MSW of DT and Miss. River RR bridge, served by the Camanche Ave bus. Busy here, most c-c's about 5-10 min. The c-c, for both WBDs and EBDs, is at 14th St. RRU, ~500FTS of Camanche Ave. Rear of WBDs will be near giant gold dome in noisy ADM mill (trains can sneak in on you). 4-5x/D WBD IM/DSs. KGILA to LA (x Su), random times (11). ID usually very long (1½+M). EMP, Pacer, Hub, CSX. Likely has DPU (inspected at North Platte). May have small s/o at NP, rest goes to LA. ZG2LT to Lathrop, CA, ~5-8pm D (13). ID same as KGILA but shorter (w/o DPU, I'd guess). Small s/o at Sparks (Reno). 'ZG2BR' to Portland, arv 5-9am D, ID EMP, HubGroup, APL, K-Line. IG4SE to Seattle (x Su), random times. ID K-Line, APL (11). For EBDs go past 14th St to somewhere BTN 17th St.+ Aldi's and cut S to YD. A rare EBD may c-c at point ~500FTW of Miss. River RR bridge. A random EBD DS may term or s/o at Global 3 YD in Rochelle. IL. GM tends to go to/past Proviso into metro Chicago. EBD GM 'MNPR' to Proviso 2-7pm (14). ID ARMN, PLCX, CLSX, SMNX, MHFX (all f) + ETTX (e). Slow MCLPR usually DEPs ~noon, can be earlier. A few coal trains turn N at Proviso and c'ue thru Milwaukee. The MCLPE to Peoria 2-3xwk, generally daytime with a few AHXS (f) hoppers, along with ~2x/D coal trains to Powerton (S of Pekin).

Council Bluffs: UP RR museum DT (\$5) at 200 Pearl St., Tu-Sa. Also see Omaha, NE for UP and BNSF. (BNSF# & IAIS*) YDs N throats cross near INT of 16th Ave and Main, 1M S of DT. BNSF builds KCS haulage trains (to KC, duh) at tiny YD under Bartlett's elevator PTE S.E.expressway, N of 29th Ave. i believe that BNSF grain (e) trains for Bayard are staged on E side of IAIS' ex-Rock Island Bluffs YD. Take Ometro Yellow bus from DT OM thru DT CB to mall just S of I-29/80 and backtrack N under interstate to 29th Ave. Turn R(E) and walk ¼M to end at YD's SE throat. IAIS GM "CBBI" to Blue Island/Chicago (2pm xSu) (14). Grain and ethanol extras. Adjacent small 1M YD is used by UP for the ICBNP (DEP WBD late pm). (CN#) YD is NW of DT CB, PT/W of UP's old CNW YD, Take Blue bus from DT OM to INT of 16th & Ave "G" (~½MN of B'way), then walk E to 13th. YD is to L(N). L572 DEPs to Ft.Dodge 8 hours after inbound's ARV, generally in afternoon SuTuTh(13) (UP*) EBD IM/DS and thru GM run-thru, the c-c is at Missouri Valley. Some may stop for clearance or go slow. WBDs bypass CB. See also Omaha, NB listing. For orig GMs go to sprawling Council Bluffs YD, ~2MSW of DT CB. WBDs are few, nightly 1M ICBNP to North Platte is built in IAIS YD, but likely caught in 'Pool YD' - the E-W YD at the N edge of the complex. There's also an erratic WBD GM to NP, maybe 2x/wk. From W throat, from buses on Broadway, walk 1MS on 28th St, jogging W on 9th Ave to c'muc S on Ash St. to trax. Bulk of YD is the SE, and the Pool YD directly E. N. E & SBDs all DEP GEO SEBD slowly taking very tight curve to swing to N. They then traverse a few blocks of street running up 12th St. so they are likely moving <6-7 mph. Perhaps jungle up S of 9th Av, past the end of 12th St. (near Pool Yd's E throat). Otherwise, loop around on the Yellow bus to INT of 23rd and 23rd. YD is to N (behind Fastenal). You might ask at YO, 750FTNW of trax off 19th St, MCBPR to Chicago (6-7am D). ID lots of autotracks (e), Cargill tanks (f), TILX, & PROX (f?), DOWX, OTTX. MCBVP to St. Paul (Valley Park), via Sioux City (3-5am D) ID WW, ADMX, HWCX, ARMN (e), SOYX. MCBSS to St. Paul via Mason City (6-8am D) ID PROX, TILX, UTLX, NATX, GATX (all e), JRSX (12). MCBKC to Kansas City via Des Moines. There is a local to Columbus, NE D (connection thru to N. Platte). Some thru GMs work off mains on E side of at ex-CNW North YD, PTE of CN YD, 1MNW of DT CB. Take Blue bus to INT of Ave G and N.8th St. Walk ¼MN on 8th, past elevator and cur. W into YD. Can be busy, Trains are headed to Mpls-St. Paul, Chicago or possibly Des Moines. Creston (BNSF*) Mostly coal (See 'Lincoln, NE' listing for ID). WBDs and EBD IM c-c at new Amtrak STA, 2BLE of Elm St. RRX). IMs have DS 53s up front, then cofc/tofc. Quick c-c's: Z-DENCH1 to Chicago ~11:30pm-2am (xM, Tu); WBD Z-CHIDEN to Denver ~2-5am (D) (14). Rear unit is a good bet to get thru Lincoln w/o getting seen. There are slow DS of int'l 40's BTN Tacoma, WA and Joliet, IL. Other EBDs pull through for c-c such that rear end is either opposite Amtrak or such that head end is just W of New York Ave RRX. For these trns (which may include GMs) wait behind Hy-Vee Grocery Store. Usually at least 2 EBD GMs D, both going to Galesburg (14). WBD GMs: The H-GALLIN goes to Lincoln, another one may go to Omaha. At Hy-Vee location above, DPUs of WBD coal trns will likely be stopped in this area. If unlocked you have an EBD ride to at last Lincoln. Davenport For BNSF and IAIS see Quad Cities, IL. (CP*) Nahant YD is SW of DT and is split into two YD areas. Take #13 bus SW of DT to INT of Concord St. & River Dr. (by Hy Vee). Turn S on Concord and go about 150FT to RRX. Concord St. runs BTN two YD areas. For SBDs: SBD GM #474 to Ottumwa/Kansas City, deps D and is built on mains along YD area to the NE, with units spotted here by S. Concord St. RRX (14). So work your way NE up along trax (or find a

more discreet way in off of Floral Ave) to wait. For **NBDs**: At Concord RRX, turn R(SW) and YD office is ¼M away, at E end of **Nahant YD**. Daily NBD **#475 to St. Paul** ~5pm (leaves from E side of S half of YD). EBD **#472 to Savannah/Chicago** around noon (09)~the split is at Sabula, 17MN of Clinton. YD office/HQ here at 319-344-7612. **Des Moines** (BNSF* & NS*) **Glake YD** is along secluded bend in the DM River, 5MSE of DT, 1.5MS of UP Shortline YD. Go S on SE 30th St./Rte.46, becoming Vandalia Ave. as it curves to L(E). C'nue to INT w/ Carlisle RD. Follow Carlisle SE to RR tracks. Short GM **'DMOWQM' to West Quincy, MO** (usually early PM D) (14). Works Albia and Keokuk. BNSF handles NS traffic, you may see NS power in YD. (IAIS+) Not a c-c, but GMS BTN Chicago and Council Bluffs (nightly xSU)(14), stop or work at tiny 'YD' behind Meridith facility DT, W of 16th St on ex-CRIP line. These trains get stabbed before, then go slowly thru, UP's Shortline Jct. (**UP***) Almost all traffic is SBD. Ex-Rock Island **Short Line YD** runs E-W (PT/S of Dean Ave), W the N-S mainline (roughly 20th St). Take #1-Grand bus (xSu) to INT Grand & 30th St. Walk .25MS on 30th to RRU into rear end of YD. Orig GMS all DEP GEO WBD, probably from 1st 5 trax on N side. They then turn at **Shortline Junction** wye, just W of YD, onto N-S mainline. **GM MDMHN to KC/Herington, KS** (11pm-2am D)(13). ID CRGX, FTIX, WWUX, SHLX. **MDMEW to Houston** built here. Dep ~2-3pm (14). EBD **MDMPR to Chicago** dep 6-10pm most days (13). ID CHSX, TYOX, CMHX, ADMX, CRGX. Will swing off to R (N) at Shortline wye, go up to UP E-W mainline and then E. Another YD is **Hull Avenue YD**, ~2MN of Shortline on the N-S mainline. Take #17 bus to Univ. and 21st (aka Delaware St). Go N 5-8 BLs, looking to cut W into YD, if nothing else, work your way thru HF's under Guthrie overpass. Or cross tracks at Guthrie to W side, then down to trax. **MDMFW to KC/Ft. Worth** (9pm-4am D)(14). Likely on 3rd or 4th track over from W side. ID CRYX reefers. CCBX. DWC. CN. TILX, lumber (I), CP 3-hole, ADMX, AOKX. Sand (I) on SBDs Texas-bound. There is an **MDMDM turn to Boone** that forwards WBD and NBD traffic. **Dubuque** (CN+) Go to INT of Jones & Main, just S of DT. Turn L on Jones and go about 200FT to RRX. YO is on N side across RRX w/ YD to S, underneath HWY 20 bridge over river. Clerk 582-5643. Most GMS stop to work, both EBD & WBD, some may c-c. EBDs leave GEO NBD; WBDs leave GEO SBD. Jungle/waiting area BTN YD and river. EBD GM to Chicago early-mid morning. WBD to Waterloo usually later in morning (9/14). (CP#) Take Central Ave 1MN to 20th. Go R(E). After 4BL, 20th turns into Garfield, PT/W of YD, w/YO at INT of Kniest St. Not a c-c, but some work or orig. **Eddyville** (UP#&BNSF#) Dead end YD is ~3.5MSW of DT, past Carrigill Mill, w/wye to E. UP local goes back to Marshalltown SuTuTh evenings. BNSF builds GEDYDTH9 to Dalhart, TX via Galesburg's Cameron Jct more than daily in tarped gondolas. Sporadic unit corn syrup goes to Irving, TX. **Eagle Grove** (UP#) Several locals on as many branches come together here. HWY 17 (aka Commerce St.) divides dead end YD's SE throat from 1st wye, ½MN of B'way, a 2nd Jct is ½MS of B'way GM MEADM to Des Moines orig here (at 3:30am D)(11), snakes through JCTs to the SE. **Fort Dodge** (CN*) YD is just SW of DT. YO is at the INT of S.4th St. & 3rd Ave. S. and is c-c. WBD L571 from Waterloo to Sioux City works WBD 7-10am D. May swap with EBD L570 in Cherokee. The L570 should head E at night. WBD L573 to Council Bluffs 3-8pm MWF (only a turn to Denison Su) (6/13). Lots of extras. (UP+) A local is based out of tiny support YD SE of DT. **Fort Madison** (BNSF* & UP*) Pleasant catch-out spot right by Miss. River. IM/DS c-c here, very busy. Usually very short stop. (GMS all run-thru to/from Galesburg, IL). The c-c for ex-ATSF line is at YO/Amtrak STA off 20th St. (as the crow flies, S of 23rd St.), w/YD to W. For WBDs wait somewhere BTN 14th and 20th Sts. All WBDs go to Kansas City, most on to California. 1-2x/day go to Ft. Worth, Phoenix or just to Edgerton, KS. For EBDs, maybe follow 27th St S (from 24-hr. 'Hy-Vee' grocery store on Ave L) to mid-YD or follow 35th over RRU to far W end of YD. EBD BNSF DS are ~70% likely to end up at **Corwith YD** in Chicago vs. ~30% at **Logistics Park** in Joliet, IL (some of which may c'nue into Corwith). If you ID **many int'l** 40' cars, there is a good chance it will term at **Logistics Park** which you may wish to avoid (see listing). Combo TOFC/DS likely to come into **Willow Springs**, s/o the pigs, then c'nue E to **Corwith YD**—if on 53 just stay on (see Corwith listing). Q-LACCXO will s/o and then c'nue to NWOH/CSX. The Q-FTMNSA is built in YD, DEPs ~10am (13), with blocks for Columbus & Croxton, used to be split up at Ashland Ave/NS, now at Toledo? Traffic on ex-BN line, PT/N of YD, BTN Burlington and West Quincy will likely not stop. Several UP IM/DS on BNSF trackage rights, using same c-c. Good bet is 1-2 WBDs ARV 6-10am D, and another 1-2pm D, these go KC-El Paso-Tucson-LA. YO 319-376-4223. **Greene** (IANR*) Small YD right DT, on E side of Shell Rock River. HWY 14 RRU on N side of town is N end. YD is PT/SW of 3rd St. Iowa Northern train constantly cycles BTN Nora Springs/Manly and Waterloo, w/o schedule (14). YO: 614-816-5870. **Iowa City** (IAIS#) YD has been downgraded in favor of S. Anna, some trains still stop. Walk 5BLS from DT on Gilbert St. to RRO St., walk E into YD. Shack is 25FT SW of Dodge St. RRU. **Keokuk** (BNSF#&KJRY#) Series of small YDs are along river, W of Main St. bridge. BNSF GM trains work BTN W.Quincy and Des Moines. Keokuk Junction Railway runs E to Peoria M+Th at 7am. **Manchester** (CN#) L563 from Cedar Rapids turns back (~noon xSU) at rinky dink YD ½MSW of DT, W of wye at S.5th St RRX. EBD M338 works in late eve, WBD M337 in mid-to-late PM. Locals from Dubuque and Waterloo, daytime. **Marquette** Town is 2MW (across Miss River) of Prairie Du Chien, WI. There is a bus from casino to La Crosse, WI at (5pm Su-Th, 9:30 F-Sa) and other buses to La Crosse from Prairie du Chien, see listing (13). (CP*) NBD & SBD c-c is at YO just N of HWY overpass by river. SBD **#474 to Davenport/KC** will work YD for extended period (~10pm-3am)(14). Sand cars (I) goes to Texas. GM **#475 to St. Paul** D. Sand cars (e) will go N to La Crosse and E. Other trains, including WBDs to Mason City, can dep from the YD, ¼MW from wye, out of sight. Avoid workers, stay low-pro. At press, the 477/478 BTN Mason City and Nahant work+c-c in the YD, whereas

connection), "runs A/R, often in am" (14). WBD to Bismarck . (RRVW#). **Portal** (CP*) Just S of Canadian border. NBD/WBD trains get Canadian crew here and then proceed into Canada. Sometimes long waits both directions. **Watford City** (BNSF#) YD is right DT. **Williston** (BNSF#) Not a c-c, some trains stop plus locals to Glasgow and Minot. STA is 4BLS of PO on S side of town.

NORTHWEST TERRITORIES -Enterprise (CN#) This is ~ 30MS of Hay River, you can hitch it. Turn from High Level, AB may operate this far more often than the 2x/wk that it c'nues on to Hay River. Also mostly tank cars but more often other cars (grainers, gons) as well so you chances of riding out of here S may be higher than in Hay River. **Hay River** (CN#) Northern end of remote ex-'Northern Alberta Railways' line. Was 'MacKenzie Northern, now CN. Except for Alaska, this is the northernmost c-c point in North America. From DT walk N along Mackenzie HWY, crossing over Hay River. YD is on Vale Island just L (W) off the HWY. "There is a sign, and strings of tank cars... lots of trees just across the tracks to hide/camp in... and an abandoned building next to the YO." Service S to Edmonton is run as a series of turns. Turn from High Level, AB arrives M and W late morning, works and returns to High Level, departing noon-2pm (09). Train may be mostly/all tank cars (occasional empty rock cars), maybe you could ride 2nd unit? YO tel (867) 874-2550, often only occupied 5-7pm. See also Enterprise, NWT.

NOVA SCOTIA -- Halifax (CN*) Lone DS **Q121 to Montreal** DEP at 8pm D (15) from **Rockingham YD**. Take #16, 80, 81, 82, or 90 buses on 20 minute ride up Bedford Hwy. You will see YD on R, get off somewhere BTN Seton Rd and Tim Hortons. Keep a low profile, in the past oogles blew it (you can also wait N of Timmy's around curve and board during 2-back). GM block on front will be dropped in Moncton. A separate GM **A407 to Moncton** at 8am starts at autorack YD under McDonald Bridge, then picks up GM at **Burnside YD**, and will work CBNS INT in Truro. Take a bus to Dartmouth then transfer to #64 (the 51, 52, 84+87 come w/ 3BLs) to the Ackerly Blvd RRX (near INT w/Fielding Av), Burnside YD is just W of RRX. **Port Hawkesbury** (CBNS#) Turn from Stellarton arv here late afternoon and leaves consist on siding just W of causeway bridge in Port Hastings. Units will then c'nue another 1 ½ M thru Port Hawkesbury to **Point Tupper YD**, pick-up cars, and return to Stellarton. Go E on Reeves St. DT to Rte. 4A/Ind. Park RD. Go R(S) ~ ¼M passing over mainline RRU to industrial spur RRU. Go down to tracks and walk L (E) ¼M to small YD. Train arvs from Sydney ~ 12N-6pm (M-W-F). P/U up (somewhere ...watch) in YD, then returns (08). Service NE to Sydney ended 12/31/14. **Stellarton** (CBNS*) YD on E side of DT, S of Bridge Ave. King St. is PT/W of YD. WBD turn to Truro in morning (xTh, Su)(14). EBD #306 goes in morning – either just to Havre Boucher or all the way to Port Hawkesbury/Tupper YD (08). "Train from Truro may arrive, split in two, leaving rear consist on mainline and front half on siding track ~ 1MS of YD. Units go to YD for refueling and new crew before returning to p/u rear half of consist and c'nue to Port Hawkesbury." **Sydney** (CBNS) This was easternmost c-c point in N. America. However, trains SW to Port Hawkesbury stopped running at the end of 2014. Unclear if service will ever be resumed. If it is, go to former VIA STA on Dodd St. Facing RR, turn L and go ~ ½ M, going past Ferry ST. RRX. Walk toward the big bldg in YD in front of you to your R. **Truro** (CN+) Not c-c, some work. YD ~1½ ME of DT. From INT of Young St. & Prince St. DT, go ~2ME on Prince. You'll see Harmony Rd. as INT with Prince, running off to SE. Then, 700FT further E on Prince, you are at Gasper Cross. Turn L(N), walking 700FTN to be on ped. overpass. Look to your L (W) and you see YD to W there. There is a wye ~1MW of ped bridge here. SBD GM from Moncton to Dartmouth (Halifax) ARV ~ 2mid. It will be coming toward you GEO EBD there at ped, on N side of YD and will do s/o. It will then reverse, backing out of YD, around NE loop of wye. Switch is thrown, then it heads SW to Dartmouth. When it does s/o ~2/3 of rest is autoracks, but some junk up on front (W) end. Get on as s/o made. D NBD from Dartmouth to Moncton ARV ~ 8am by coming thru N end of WYE, then reversing into YD from wye (i.e., you'll see fcd coming toward you in ped overpass area). It does p/u from CBNS, then pulls forward and leaves. When stopped, rear of train ~ at ped. (CBNS#) CBNS uses CN YD. Turn 305 from Stellarton arv ~noon (x Th, Su) works and returns as 306 to Stellarton (14). Be by overpass for this train. Note warning in Sydney listing.

OHIO - Akron Area There are buses to Cleveland. (CSX#) YD is 2ME of DT, take #12 METRO bus to Evans & Davis. Walk ½ME on Evans to RRX. Turn R(S) into **Hill YD**. EBD are GEO NBD. (NS#) **Canton YD** is 3.5MNE of namesake DT. Take the #81 SARTA from Akron to Canton and transfer to the #139 "Alliance" SARTA bus up Mahoning (aka 12th St.) to Harmon Av. Go S 2BLs to W end of YD. (OICR# RJC# CSX+) Take the #14 METRO bus to terminus, and walk 5MS on HWY 21 to **Warwick YD** in Clinton. ORCR+RJC DEP GEO SE. Ohio Central turns from Sugar Creek at night 5x/wk. RJ Corman turns from Dover Tu-Th-F 9am (13). CSX works. (W&LE#) **Brittain YD** (aka **Magadore**) is on E side of Akron PT/N of I-76, 3.5MSE of DT straight down Market St (take the #6 Metro). The #5 Metro bus crosses over YD's E end on Canton St. D GMS **262 to Brewster, 235 to Willard, and to Falls Jct.** (near Cleveland) early PM (13). WLE **Gambrinus YD** is SW of DT Canton, W of I-77, and S of HWY 30. Gambrinus Ave. SW passes over W side of YD. See Brewster. **Ashtabula** (CSX#) A couple GMS work at **West Ashtabula YD**. West Ave runs over E throat, near 30th St. (NS#) Coal (e) and ore (I), can be accessed 500ft NE of where

but most trains are going too fast there. Other GEO SWBD deps: 119 to Macon via ATL, 153 to B'ham, 155 to Savannah, 337 to Charleston, 348 to Chattanooga (?), P99 to Charlotte (IM from Chicago) 350 to Selma, NC (works Durham), 352 to Raleigh (SuTrThF)(14). NBD/WBD GMS include #12R to Enola/Binghamton, NY; #17M to Elkhart, IN (may work Roanoke); #36Q to Allentown, PA; #195 to Bellevue, OH via Roanoke (14). GEO NBD 158 to Crewe (works Greensboro),

Spruce Pine (CSX#) GMS thru here stop sporadically when they have work. SBD (GEO EBD) GM Q696 to Hamlet, NC ~ 11am; NBD (GEO WBD) GM Q697 to Russell, KY ~ 1-2pm (09). Locust Ave PT/N of RR runs BTN Locust and the river right DT. **Wadesboro** (WSS#) YD is 1 1/2 ME of PO, at Wade Mills. Take HWY 74 E from DT. **Wilmington** (CSX*) Go W from DT ~ 8M on HWY 74 to second, "Leland" exit (not first one at Hardee's). Turn R(N) onto Mt. Misery RD and go ~ 1/4M to RRR. Turn R(E) and that is W end of YD. "Brunswick Connector" bus (M-F?) reportedly runs from DT, crossing RRR at W end of YD. At least 1 D GM to Hamlet, NC. Q477, around noon (05). **Wilson** (CSX#) Small YD S of DT at Wilco Blvd RRR, builds a local to Rose Hill, et al. (CLNA#) Small YD SE of DT at Charleston St RRR. Runs E to Choco and Plymouth. Line to Raleigh is dominant. **Winston-Salem** (NS# & YV#) YD is 1/2 MSE of PO, E of S. Main St. and S of E. 5th St. The #17 bus goes to near its S end along Liberty, N of 28th St. Local turn to Greensboro. YVRR to Rural Hall and beyond ought to back S out of NSYD as they leave town, midday? Coal cars will c'nue on to Mt. Airy. (WSS#) YD is 1000 FT E of CH, E on W. First St. in East Winston. SBD may start out in NS YD?

NORTH DAKOTA -- Bismarck (BNSF*) See Mandan listing. (DMVW#) HQ for Dakota, Missouri Valley & Western.

YD is PT/N on Main Ave. and E of 9th St. Don't confuse this ex-Soo line with BNSF S of Main Ave. **Dickinson** (BNSF#) Not a c-c, some GMS work. YD is 4BLS of CH. Villard St. is PT/N of YD. DPU on my stopped EBD coal train was ~ 500FTE of State Ave. RRR. It looks like lots of trains stop/sit here for a while. **Enderlin** (CP*) YD is NE of DT. STA at RRR there in YD is c-c. D WBD IM #199 to Calgary is typically due 10am-2pm (14), also a few GMS. **Fargo** (BNSF#) Main area YD/c-c is across Red River and just E of Moorhead in Dilworth, MN (see separate listing). BNSF has a couple of secondary YDs in Fargo. Ex-GN N Fargo YD is W of ND State Univ. 12th Ave N crosses over YD just W of Dakota Drive. YD is within a large WYE. The more northerly track (PT/W of Dakota Dr.) is where the Grand Forks train is built. The more westerly track is for High line (Minot) and Low line (Mandan) trains. For WBDs there is also access off Great Northern Drive to S side of YD. Engines can spot at 32nd St NW, just N of 12th Ave. N. A few Willmar line (mainly coal) EBDs may c-c at the BNSF office (next to the old NP depot) DT. WBD empty coal may recieve in this vicinity as well. Some trains may stop at or work at **W Fargo YD**, W of DT along mainline. (MNN# & OVTR#) MNN local departs from BNSF N.Fargo YD before noon to Crookston. OVTR local to Fergus Falls may orig here? **Fordville** (NPR#) HQ for Northern Prairie, operates several ex-Soo branches. Goes E to Thief River Falls, MN, "often a daylight train" (14). **Grand Forks** (BNSF*) YD is W of DT, W of 14th St. and S of Dyke Ave. Note WBDs (to Minot) and SBDs (to Fargo/Dilworth) dep YD GEO WBD. EBDs to Superior and NBDs to Noyes (via Crookston) dep GEO EBD. Friendly workers. D GM to Northtown in AM; GM to Superior 3x/wk (12). GM to Galesburg, IL via Willmar and Mpls/StP dep ~midnight D? Trainmaster: 701-795-1222. **Harvey** (CP*) Go to INT of 7th St. & Lincoln Ave. DT. When trains in either direction are stopped, STA is at ~ mid-point of train so that neither end of train is blocking RRRs which are down track in each direction. **Hettinger** (BNSF*) This little town is located along HWY 12 in SW North Dakota. C-C right on S side of DT.

Jamestown (BNSF#) Not a c-c, some GMS may work. YD is W of DT, W of 1st Ave. N. and N of 2nd Ave. SW. **Mandan** (BNSF*) Across Mo River from Bismarck. YD is 3BLS of CH, S of Main St. Collins Ave. runs S into middle of YD. DPU of EBD coal trains stop ~200FTE of 10th Ave. overpass. You can go to rear (N) side of shed 300FTE of 10th Ave. to hole and camp in shed. Lots of coal traffic on this line. Yardmaster: 701-667-2274. If you need to get up onto the hi-line from here, there is a \$10 bus to Minot from here. **Minot** (BNSF*) Main line c-c can be either DT or at Gavin YD, 5ME (hitch/walk). DT, EBD & WBD c-c is at YO near Amtrak STA, just off W side of Broadway overpass. Most IM/DS c-c DT. WBD GM 'NTWPAS to Pasco, WA 8am-noon D (14). For Gavin YD: go 3ME from INT of 27th St. & Biz HWY 2 to 72nd St. INT with HWY 2 (Gas STA on NW corner of INT, with 3 prominent flagpoles). Walk 1/2 MN on 72nd St. to be at S edge of YD. WBD main line c-c is 1500FTW of deadend of 72nd there. Yard bldg. 1200FTE there. N/S/W side of bldg 'blindsides': only a door on E side.... pretty dead here, but watch for arr/dep workers. 200FTE of bldg. are pallets across moat/ditch. Note trees on S side of main line 500FTE of bldg. You might get DPU on WBD unit grain here, it may pull up to do c-c as described and then pull W to point such that DPU is by pallets. Inspection and refueling of DPU there (tanker drove out from W). After inspection, worker dep back W and fuel tanker dep E. Keep waiting at trees then hustle to DPU. Some WBD IM/DSs will also do c-c along here, but most roll thru to c-c DT. Other GMS/IMS work N side of YD, then dep both directions. Only food/amenities at Gas STA at INT 72nd/HWY 2. (CP+#) Not a c-c for CP (running btn Harvey and Portal) but trains often get held for clearance N or S of BNSF dia. Reportedly, one D Canada-bound CP train pulls a string of BNSF cars from an interchange point at 10th & RR Ave. and then heads N. There is a \$10 bus to Mandan from here if you need to get onto the low line. **Oakes** (DMVW#) YD is 1 1/4MW of DT. EBD to Hankinson (CP

470/471 BTN Chicago & Tracy, MN are running thru Portage WI, although this goes back and forth. Random unit grain as well. **Marshalltown** (UP#) Many GMS work YD on S side of DT. 3rd Ave/HWY 14 RRU is mid-YD. Local to Oskaloosa & Eddyville DEP GEO EBD (OD 3pm SuTuTh). **Mason City Area** (CP*) YD is 1MS of DT, BTN Federal Ave. & Carolina Ave., just S of 8th St. EBD 476 to Nahant. WBD 575 thru Britt to Spencer, after midnight M-F (14). Local 573 to Wells, MN swaps in Austin, MN (OD 7am)(14) may have a back up move to turn the corner at the E end of the YD. 479 to Waseca, MN, may work UP YD on it's way out of town? (IANR#) Iowa Northern YD is 1/2MN of Manly, 10MN of DT Mason City. Turn from Greene most days- but sometimes only comes as far N as Nora Springs, 10ME of DT MC (14). IANR occasionally runs thru the CP YD running BTN Forest City branch and Nora Springs. (IATR#) The Iowa Traction RR uses cool old (1920 era) electric locomotives. Operations are based at **Emery YD**. Go W out 19th St. W. by AGP. Starts out mornings, goes W to Clear Lake (M-F)(14). (UP*) Runs 2-4 GMS each way, plus extras on N-S line BTN St. Paul, MN and Kansas City. Lots of sand to Texas. One SBD, the MSSNP, will hook W at Nevada and go via Boone to North Platte (09). The YD is 2MNW of DT, off mains. YO is at S throat of YD, where it joins mains under 12th St. RRU. Go N on Federal to 16th and hence W 7BLS, past ball fields (the green bus will get you close). Cross over the mains and wait in trees BTN mains and YD. Traffic thru the YD is light, mostly local and on branches thru Bricelyn to St. James, MN & Estherville. Some trains work and may c-c but UP also has a separate c-c location 3MSW of DT. Crew van drives out. From DT, you can walk 1 1/2MS on Federal to INT w/19th St. Turn R(W) and go 1M to RRU (or ride the Brown bus to Monroe+19th). Turn L(SW) on RR, going past NBD c-c point at 1st RRR (Pierce Av). Go ~1MSW further and the tracks curve to your L(S). ~1/4M past that curve is the SBD c-c at 240th St. RRR, at SW side of 'Golden Grain Energy' plant. Sand (I) cars likely headed thru KC to Texas. **Missouri Valley** (UP*) A c-c for IM+autoracks only. E to Clinton, W to North Platte. Fairly busy. Keep a low profile. Mains are PT/IBLS of HWY 30, w/c-c at YO by 6th St. RRR, right DT. EBDs can ARV from either side of wye at the SW end of the YD, (w/grain silos in the middle). IMs come more from directly W. **ZOAG2 to Chicago** 10pm-1am (W-Su) (14), always on line from W. ZLAH also to Chicago, similar time? Wait a little S or W of wye, and watch the other leg. Most WBDs go straight to/thru Fremont, NE. Trains BTN Sioux City and Council Bluffs use the SW leg of the wye. NBDs have to wait at signals S of the INT of Kirlin+Canal (1MSW of c-c). **Muscatine** (CPH) Small YD is 3MSW of DT along Grandview Av, take the Blue MuscaBus. Empty coal gets INT w/BNSF at Ottumwa. **Newton** (IAIS*) New YD is a 3MNE of DT. Walk the tracks. Or go to the RRR IBLN of the INT of 19th+19th then another 1/2MNE on the tracks to the YD. Not much out here, including amenities like trees. EBD CBB1 ~5am (D). WBD BICB at 5pm (xSu)(14). **Ottumwa** BNSF and CP INT coal trains (~5/wk) at DIA NW of DT. (BNSF#) Small YD is near INT of Main and Vine. Some may work. (CP*) YD is 2.5MW of DT. Take #4 bus out HWY 34 to Wildwood Dr (at Kolh's). Turn R(N) and go into YD. C-C is at the crew building, immediately to your R as you come in the YD. To be more discreet, you might c'nue ~1/2MW on HWY 34 past the Wal-Mart on your L, going over creek. Cut R(N) across field to YD. Some WBDs even pull down to the far W end to c-c such that you're at mid-train. Daily GMS BTN Davenport and KC will work/c-c here plus sporadic unit grain and sand. **Sheldon** (CP/IC/E#) YD is 1000 FT S of CH. Turn from Spencer Spencer flips midday. **Sioux City Note:** BNSF and UP YDs are close to each other. Take #4 Leeds bus to INT of Court & 19th St. Walk 4BLE to UP YD S throat. For BNSF c'nue SE on 19th, becoming 18th St. ~1ME to YD, PT/W of HWY 75. For their N ends stay on bus to INT of Floyd and 28th, at UP YD's N throat, go 1/2ME on 28th to middle of BNSF YD. (BNSF*) YO is 250FTN of 19th St, GMS go to Dilworth + Northtown via Wilmar, and to Lincoln and KC. Daily locals to Sioux Falls & Mitchell, SD DEP GEO SBD, generally pause at canal next to DAIR YD. Some grain for S. Dakota renews S of DAIR YD, at Leech Av. RRR. Ethanol empties for northeastern Nebraska line are staged in YD, but might be caught at wye in S. Sioux City. Take the #9 S. Sioux bus to INT of 39th+Dakota Av. Trax are PT/W of Dakota and wye is 1/2MS. Trains go as far as 145MW to Atkinson, NE. (CN#) Small YD is 1/4ME of DT, under 6th ST RRU. EBD L578 (called 6-9am D?)(14) works GEO NBD to Cherokee, swaps with crew from Ft. Dodge. Stay on thru Ft. Dodge to Waterloo, BNSF hands off coal and grain to CN. (DAIR#) Dakota & Iowa Railway runs 1-3 empty stone trains to Dell Rapids, SD (via Sioux Falls) from YD PT/S of 4th St. E of canal. (UP*) Depot at mains to E, at mid YD, is c-c. WBD (GEO SBD) GM 'MVPNP' to North Platte (1-5am D). ID ARMN (I), GATX, ADMX, TILX. EBD (GEO NBD) GM MCBVP to St. Paul (Shakopee/Valley Park) (9am-1pm D) ID WW, ADMX, HWCX, ARMN (e), SOYX. (11). At least one goes to Council Bluffs. Many extras, NBD coal (I) to various power plants (in MN & WI) will have DPU. WBD (GEO SBD) coal (e) all go thru North Platte. **South Amana** (IAIS*) New YD was built 20MW of Iowa City, W of wye to Cedar Rapids at INT of HWY's 6+151. CBB1/BICB both work late morning. Many extras on the main. Turn to Cedar Rapids ~8am, run to Silvis, IL in late eve. **Waterloo** (CN*) YD is 1/2MN of CH, bookended by HWYs MLK (aka 6th St) and Mullan (aka 1st St). YO is at the 4th St RRR. GM M337 EBD to Chicago DEP at 7pm D. WBD L571 to Sioux City (works Ft. Dodge) DEP at midnight--ride the back end for thru cars to Sioux City. Many grain, ethanol and GM extras, they tend to be nocturnal. Coal runs between Sioux City and E. Dubuque with BNSF engines. L575 on Cedar River line to Glenville, MN up one day, back the next. (IANR#) **Bryant YD** is 2.5MSE of DT, PTE of HWY 218, near mall. Take the #5 or #5L buses to INT of La Porte with San Marwan, Walk E (away from mall), under HWY into middle of YD. S job turn to Waterloo DEP late night. N job is constantly cycling to Manly w/o a set schedule. Oelwein job is OD at 10am, only runs past ethanol plant at Fairbank to car repair shop in Oelwein 1-2x/wk. Many extras interchanged w/ foreign lines.

KANSAS -- Arkansas City (BNSF*) Go to INT of D St. & 5th Ave., by the Fire Dept. Walk 150FT to RR. Yellow brick bldg on your L there is c-c. Most trains stop at least 20 minutes. SBDs will pull in for c-c such that mid-train will be opposite STA depot at D St. & 5th Ave. NBD coal trains are headed to Topeka where UP crew takes train W. SBD coal trains only go as far as Red Rock, S of Ponca City, OK. **Beloit** (Kyle#) Reportedly a c-c. RR runs E-W across S side of town, ~¼MS of CH. Hersey Ave. crosses trax. **Chanute** (SKOL#) YD is just N of W.14th St. RRX. Line to Wellington now run by SKOL (South Kansas & Oklahoma RR). **Coffeyville** (UP*) Go to RRX on 14th St., BTN Atlantic & Spruce. Turn S into YD and walk ~200FT to YO there on E side of YD, with flagpole on front. YO is c-c. ALL traffic is NBD to KC. SBDs use line thru Parsons and c-c there.

Columbus (BNSF# & KE#) Line to W now operated by Kansas Eastern RR. Tracks are BTN Magnolia and Tennessee DT, closer to Magnolia (E) side. BNSF D to Springfield, Mo. **Dodge City** (BNSF#) Not a c-c, trains run-thru Newton, KS - La Junta, CO. Some may still work here? YD is PT Wyatt Earp Blvd., ½MSE of PO. (Cimarron Valley#) Runs W to Boise City, OK on ex-ATSF line. **Edgerton** (BNSF*) In 2013 new **Logistics Park KC IM YD (LPK)** opened here in 2013, replacing IM.YD at Kansas City/Argentine. YD is ~25MSW of Argentine. Thru IM/DS w/o work at LPK will still c-c at Argentine. After DEP WBD from Argentine some DS may work/term at LPK. Coming thru Gardner, look for split in mains. If your tm slows and veers to R you are headed into LPK. Casually bail off on N side before entering YD. Not sure about catching out here. To go to town/freeway: "Walk back E along trax and cross thru the Gardner cemetery into town. Walk a few BLKs N, turn R on Main St. to access stores/food/library. Todd's Diner recommended. I-35 is ~2ME along Main St to 175th St/Hwy 56. **Emporia** (BNSF#) Not a c-c, but some GMs stop and at least one train orig. YD is PT/N of W. South Ave. and PT/S of W. 6th Ave. 2BL away. State St. runs N-S across E end of YD. "M-EMPBAR" goes to Barstow, CA (M,W,F) (05). **Fort Scott** (BNSF*) C-C at crew office on N side of tracks at W side of Wall St. RRX DT. Only Tulsa-Kansas City trains c-c here, Springfield-KC freights run thru.

Goodland (Kyle*) Follow Main St. 7BL S from CH to YD. Nightly GM E to Phillipsburg, swaps crews w/WBD in Selden. WBD to Limon, Co 3x/wk (back next day). UP connection on into Denver. **Herington** (UP*) YD is ½MNW of PO. EBDs pull thru to N end of YD, ~1¼MN of Walnut St. RRU, for c-c. **MW/TNP** to Topeka/Marysville/N. Platte arv GEO NBD ~3pm-8pm D. ID (see 'Wichita'). WBDs c-c just N (~250FT) of Walnut St. RRU. Usually a refueling stop so should be 15-20 minutes. Split for Ft.Worth (to the R) and El Paso (to the L) is just outside SW throat of YD beyond Walnut overpass. Some GMs orig in YD. WBD DS are headed to El Paso/LA-some "block swap." Some SBDs to Fort Worth too. Watch for RR cop -- shack is just N of Walnut St. RRU, on E side of YD. **Hoisington** (CKRY*) Central Kansas has local service. **Hutchinson** (BNSF#) Way YD is 2ME of Amtrak STA. Follow Carey Blvd. E from DT--crossing S. Halstead St. at W end of YD. YD is just to NE of INT of Carey and Halstead. Obee Rd. is on E end. D locals BTN Newton and Dodge City work here, often in the eve. (03). (K&O#) Road local to Wichita 3x/wk (returns next day) from Yaggy YD NW of town. (UP#) **Morton** YD is SW of DT, in S. Hutchinson. From INT of N.Main St. & W. 6th Ave. in S. Hutchinson, go ~1¼MW on 6th to RRX. That is NE end of YD. Mostly locals, a couple GMs work?

Kansas City, KS Area Also see Kansas City, Missouri listing for UP, CP, KCS, NS, BNSF:

(BNSF*) Large **Argentine YD** is well-patrolled but doable. Riding in, there may be a railcop who scans trn. Just stay down. Nearly all GMs term. **For WBD thru trns:** From 7th/Minnesota DT, take '#104-Argentine' bus (x Su) WBD on Metropolitan Ave. Bus turns R (N) onto S. 24th St. Get off 600FTN at Wal-Mart (24/7) at loop of 24th to Strong Ave. Walk off to N to step around fence to wait on N side of water treatment bldg (100FTN of loop). Limited cover here and dark hrs best. Some prefer waiting .25MW of here at Goddard overpass. Waiting right at 'Clopper Field' park 1000FTW of Goddard is not recommended. Worker in truck likely along road from W when WBD arv. Typical stop here is 20-45min. for refuel/inspection and rear of trn ~in this area. If moving up(W) to bag ride, being on N side of trn is less exposed. **Alternatively**, many WBD IM/DS stop for signals at 55th St. bridge (see EBD location below). Head end of trn will be in area ~under 55th St. on those 2 S main lines. **Note:** 2-3 WBD IM/DSs thru here will head to **Oklahoma City/Ft. Worth-Alliance YD:** ID JBHunt, Schneider, Swift, Alliance, Celedon, UPS, Marten, & US Express. Also, a couple WBD IM/DS after dep Argentine may term at **Edgerton, KS** (see listing). **For EBD thru trns:** Take '#115-Kansas Avenue' bus (from DT or "Plaza Azteca" - only runs M-F til ~6pm). From plaza, it's ~15min ride to INT of 55th St. & Kansas Ave. Walk .5MS on 55th St. over bridge over W end of Argentine YD. From 100FT off S end of bridge, you see fence running E. (check for HF immediately off slope of bridge...may be patched) Walk 500FTE along fence's S side to where fence ends. Using N-S alignment of fence, go 60FTE down into ravine. Cross ditch then up knoll -- beware of small YD tower across to N --be low-profile...dark hrs best. Many EBD IM/DS arv on S-most track, stopping for c-c such that rear end ~opposite you here and with c-es typically 30-60min. EBD IM/DSs go to various Chicago-area YDs---see **El Madison, IA** listing for details. **Note:** possible to go from WBD to EBD waiting spot (and opposite GM dep YD across mains to N) on S side of YD. Go W on Strong ~2/3M from Wal-Mart to 35th St. Go 2BLN on 35th to Argentine Blvd. Turn L (W) on Argentine (becomes Swartz Rd.), passing under I-635 to c'nue .25M further on Swartz to dirt road going to R directly opposite 46th Terrace on L (S). Walk thru trees on your R (N) toward mains. Work your way ~.25MW and find waiting spot. You are ~.75ME of 55th St. and opposite GM dep YD area across mains to N. **For GM deps:** up above on 55th St. bridge at W end of YD, look .25ME of the 3 main lines on S side of

for units hooking up to go GEO WBD. The split, Linwood to L(SW), Winston-Salem to R(NW) is 400FT W of Holden St. RRO. YD tower/main office is back ¼ ME on the N side of YD from this location. D P30 to Winston-Salem around 8am-noon (07). Locals to Linwood also. **For EBDs/NBDs:** Go to Greensboro Coliseum on High Point Road. Go to INT of High Point and W. Lee St. Go down the gravel drive across street there to S side of YD, known as the 'Back YD.' Shack is YO. For all EBD/NBDs: If your train takes a sharp R turn E of YD, 500 FT past Freeman Mill Rd RRU, you are going SE to Sanford. A few coal trains, maybe one local GM, head EBD to Sanford. Otherwise, the main split is a little further E, just past Elm St. Lynchburg to the L, Durham straight ahead. Local to Lynchburg. There is a separate **IM YD** ~.75MAW of Pomona, just W of Holden St. RRU along Linwood line. Approach it from the same 'bowling alley' location along the N side. #211 to Atlanta stops to work YD (W-Sa) around 10am-noon (09). NBD IM #212 to Croton, NJ stops to work YD here ~1pm D (xM)(14). GM 158 p/u IM (11pm, M-F) for Crewe, VA and Norfolk. P88 is peeled off inbound 218 around 9am and goes thru to Charlotte. You can probably catch it around Holden St. as it works. NBD IM #217 to **Chicago** orig ~4-5am D (14). I think it may be pulled out of IM area into Pomona prior to DEP but I'm not sure. **Hamlet** (CSX*) GMs orig. Go 2MNE of DT on HWY 177, to INT with Fruitland Rd. (sign on E side of HWY 177). Walk across field to 1" mainline. Turn R(SW) and walk 400FT to signal marked "2487." C'nue 150FT further SW on RR, then cut SE across, going past those first 9-10 tracks to sandy RD on opposite side. RD leads diagonally away from this ARV YD in a S direction. Follow it 1/3 M to YD shack (good for info) and DEP YD to your R(SW). ALL DEPs from here are GEO SBD, so you are seeing rear end of trains here with one exception: the D NBD local #F742 to Raleigh, departing ~7:30am (05) from heart of YD "but will stop for clearance at N end of DEP YD." NBDs to Rocky Mount will leave the YD GEO S back toward town, then turn E and go 33ME to Pembroke where they turn N. Ask, most workers helpful. Q619 goes to New Orleans. Both Q667 and Q675 go to Atlanta/Nashville (13). Q400 to Cumberland, MD; Q438 to New Jersey/Selkirk, NY (14). No foodstores near YD--stock up before you get here. If you want you can also wait at signals at extreme S end of YD, ~¼MN of the HWY 74 RRX. Many trains stop there (briefly!) and you could ask where it's going. **Linwood** (NS*) See **Spencer** listing.

Monroe (CSX+) YD is on E side of DT. You can see main line split just 300FTW of Skyway Dr./Hayne St. overpass. Line to NW goes to Charlotte, line to W to Atlanta. YD is on E side of Skyway/Hayne overpass. Trns running btn Charlotte and Atlanta reverse directions here. IM/DS Q195 to Atlanta ~7-8pm D (14) comes from Charlotte, pulls into YD, reverses direction, leaving WBD to Atlanta. Its "new" front end is ~500FTE of Skyway/Hayne overpass prior to DEP. IM/DS Q194 to Charlotte does reverse procedure ~1-2am (x Su?) (14). Engines uncoupled, taken to opposite end, "fred" put on other end. Easy catch in YD. YO is just below Sky/Hay overpass, on S side of YD. GMs stop here to work also...busy location. **Morehead City** (NS#) "Trains run straight down center of Arendell Ave. (main drag) to turn at a secured port. Might be a tough catch." Fort Macon State Park is very beautiful and worth a visit. **New Bern** (NS#) Small YD is N of DT, up George St. Tank cars and empty open top hoppers go to Morehead City. **Raleigh** (CSX*) Go ~ ½ MN of State Capitol to INT of Wilmington & Peace (Peace College campus is across ST there). Wilmington becomes Halifax St. Go 1BLN on Halifax to INT with Seaboard Ave. Turn L(W) onto Seaboard and walk a few hundred FT to deadend at RR. Turn R and that is YD. GM to **Hamlet** deps ~9-11am D (07), sometimes it is fairly short (30-40 cars). NBD F711 to **Henderson** OD 10pm (14) (NS#) Eastern division HQ for NS located here, active railcop, be discreet. **Glenwood YD** is just N of DT. **Note:** W end of NS YD is just across Capital Blvd from N end of CSX YD). From Moore Square bus depot DT take the #2 'Falls of the Neuse' bus past '5 Points' to the corner of E. Whitaker Mill Rd. and Sunrise Ave (not Sunset Dr., which, (contrary to life experience) comes first). Walk 1BLS on Sunrise and turn L(E) on E. Aycock St. Turn R on Pershing Rd. Follow Pershing past Carson and the first intersection with Gavin St. to the end, where Pershing and Gavin meet the second time. Wait off property/out of rain in abandoned warehouse across Gavin St. down by tracks there. #351 to Linwood built here in the mid-late PM (MWFSa). E25 to Fayetteville Tu+Th among other locals (14). **Rocky Mount** (CSX*) Go to INT of Church & Kingston, ~1MS of DT (at "Key Food Store" and gas STA). YD is ~500FT E of there, extending ~ 1 ½ MS. Not all hotshots stop here but some do and many GMs built here. Workers helpful. NBDs to Philly, Baltimore, and Cumberland are generally built on tracks 28-30 on far E side of YD, but ask. F782 to Portsmouth, VA and F774 to steel mill at Cofield via Boykins, VA/NCVA both DEP NBD. **Selma** (NS#) YD is IM E of DT, CSX DIA (w/Amtrak STA)+I-95, Anderson St is PT/N of trax. **349 to Linwood** in 3:30AM D. **E49 to Chocowinity** at sunrise (14). **Spencer** Check out NC Trans. Museum on site of old Southern Rwy. shops. It is just off Salisbury Ave/Hwy 29, 1 ½ MNE of Amtrak STA in Salisbury. **Linwood YD** is ~5MNE of Spencer. If in DT Spencer, by museum, and you feel like waiting, you might find a NBD going slow enough thru here to get on and 'taxi' up to the YD). Otherwise, walk/hitch 3 ½ MNE on Salisbury Ave./HWY 29 to where it crosses over Yadkin River. You'll see RR to your R (SE) side. You can walk down underneath I-85 overpass to RR. (NOTE: If arriving here on I-85, you might get off at 'Exit 81 - Long Ferry Rd.' in Spencer, then go 1MW to Salisbury Ave. Turn R (NE), and go 2 ½ M, crossing river, then going off to R under I-85 to RR). To catch a **mainline NBD** (GEO EBD), you are ~ where you need to be here. The c-c (SBD & NBD) is .75ME of I-85 (crew van drives to trax); those are main lines to R (S) there. For **mainline SBD** (GEO WBD): walk ~1¼ME from I-85 on those mains. Dark is better, these mains are pretty busy, so be ready to duck in woods. Expect 5-min. stops both ways. **For GMs:** If trying to go to DEP YD, suggest 'taxi' in on arriving GEO EBD GM--it's ~2 ½ M up to **DEP YD**. All arv GMs break up. DEP area for many GMs is the 8 tracks on NW side of YD to the NW of the hump. NBD, WBD, and SBD can all dep from this area. **GEO SWBD** GMs can be SBD to Charlotte and beyond or WBD to Asheville/Knoxville (1-2/day--#135 & #165)(14). Split is in DT Salisbury

Utica (CSX#, NYSW# & MHW#) I believe all use CSX YD, which is N side of DT, split by Genesee St. If CSX works, usually at night. Rare NYSW UT-1 works to Sangerfield. Rarer, MHW works to Lyons Falls. **Whitehall** (CP# & VRS#) YD is 2MS of DT, PT/E of HWY 4. Most CP trains run thru. VRS turn from Rutland hands off train to CP, picks up a string, and goes back, GEO N, then off on line to R (E), around midnight. At Rutland train split-front goes to Burlington, rear to Bellows Falls (10). CP turn from Saratoga Springs will drop a string for VRS and pick up the train VRS brings in. This is basically like a c-c for thru Rutland-Saratoga Springs trains. Some work at times. CP #450 starts here at sunrise works to Albany and back (14).

NORTH CAROLINA - Asheville (NS* & BLU+) YD is 1½ MSSW of DT. For WBDs: The c-c is at N end of YD by YT. WBDs out of Linwood (GEO NBD here) will usually leave bulk of tm on mainlines (first tracks here on E side of YD) and work YD. Go to INT of Depot St. & Oakland Rd (there is a bus that comes to this INT) at Walton St. Park. Cut thru projects down to mainline then walk E past signals to waiting spot in woods along mainline here. Alternatively, most WBDs will dep YD slowly, you could wait under overpass by park under Haywood/Clingman RD. WBD GM #135 to Knoxville around 5-9pm D (14). Some days there is also an earlier GM, the #165 to Knoxville, dep mid/late am. Sporadic unit grain and coal as well. For EBDs: The same area could be OK but you are probably better off down towards SE end of YD. EBDs to Linwood dep GEO SBD. EBD main line c-c is down towards office at S end on YD. After 1st 2 trax (main lines), 1st YD track is "track 2. Bus #C goes to INT of Meadow & Victoria. Cut down towards tracks and then up the hill to your R and find a waiting spot with an overview of YD. Avoid being seen by YO right across tracks by overpass. EBD may be on main or may be on dep tracks further over in YD. Usually 1-2 EBDs. #134 to Linwood usually evenings D (14). Sporadic coal. Coal trains will be on mains on E side of YD here, often laying over for hours. A few have DPUs, most don't. The Blue Ridge Southern (BLU) comes in on the branch from Canton, switches out its train in the NS YD and returns. Day turn T31 operates 1-2x D. T33 runs most nights. ID (/) wood chips and coal (14). BLU also operates other area branches. SBD to Henderson. Units based at Arden, just S of NS YD. OD 5-6pm, brings in string from previous night, switches out in NS YD and then heads to Henderson (12/14). **Bostic** (CSX*) Only c-c for trains BTN Erwin and Hamlet, not Erwin and Spartanburg. Go 2MN from Forest City CH on Bostic RD/NC1576. After crossing river, go 2000FT further N to RRU. Go 1MNW (L) on tracks to YD. C-C at YO. Mostly coal. D EBD GM Q696 to Hamlet, NC at 2am. D WBD GM Q697 to Russell, KY at 7am (08). **Canton** (BLU*) Operating HQ for Blue Ridge Southern. T31 turn to Asheville in morning D, may do two turns when business is good. Another turn, the T33 operates in the evening (14). Mostly empty coal and chip cars going to Asheville but there are often other cars as well. **Charlotte** (CSX+) Pinoca YD is 5MNW of DT. E. Not a c-c but several trns work. Take W. 5th St., becoming Rozelles Ferry Rd. A "Mt. Holly" bus may come out here. Beyond Lawton RD YD will be PT/SW of Rozelles Ferry RD. Hovis RD crosses NW end of YD. Mainlines are along N side here. YD is unfenced, rather dark, wide open, no neighbors, just a few tracks and bus runs right along it. GM Q696 to Hamlet (mid-morning D) (14)—may or may not stop on the mains along Rozelles Ferry YD to work. Same for the NBD Q697 to Russell, KY (early morning?) (14). Q468 to Hamlet orig here (late morning D) (14). It may 'creep' out of YD. There is a CSX line running PT/SW of the YD here and a separate storage YD, the old Piedmont & Northern YD, along that line. IMs: The IM area is on the SW side of Pinoca. SBD IMs before dep will 2-back or 3-back and then will shove back either back into the IM area or into the P&N YD for airtest before dep. I'd wait S of YD throat, maybe across tracks from INT of Rozelles Ferry RD and Manley. Q195 to Atlanta/Hulsey dep at 5-7pm D (14). Q037 to Jax orig here as well. Dep ~9-10pm (x Su) (15). Another small CSX YD is just SW of the NS YD, maybe used for local work. This is at the first RRO N of where Tryon goes under HWY 277 and by N Church St. (NS+ #) Go ~.75MN from DT on N. Tryon St. to where Tryon St. runs under 2nd RRO, just past E. 16th St. Go up embankment and turn R(E) into SW end of YD. Not a mainline c-c, but trains orig/work here. Three regular train pairs BTN Charlotte and Columbia work here: GMs 337/338 BTN Linwood+Charleston (will have some IM), 155/156 BTN Linwood+Savannah, and woodchips BTN Asheville+Columbia. Others toward ATL work. P40 takes secondary line to Linwood. Amtrak STA is along N side of YD. A new IM YD opened in 2014 right at the Charlotte Airport, b/n 2 runways. Take #5 (aka SP) bus to INT of Andrew Jackson Hwy (Rt 29)+ Little Rock Rd, near airport, walk 2BLs W to Marshall Rd, turn L(S) and go 1BL to tracks. Outbound trains might be staged on mains, otherwise turn R(W) and go 1/2M to wye. IM YD then strips are just to S w/ airport. Local P88 DEP GEO EBD to Greensboro (then immediately added to the 217 for Chicago) at 11pm (M-F). The 221 to ATL is built at 10pm, DEP GEO WBD. IM/DS P99N/337 to Charleston, SC dep 8-9pm (M-F) (14). **Chocowinity** (CLNA# & NS#) Choco is 3MS of Washington. YD is at WYE NW of INT of HWYs 17 & 33. Moore Ln. runs N from HWY 33, crossing SE end of YD, just at NW side of wye. Carolina Coastal runs a turn up to Plymouth, and another turn from Wilson works. NS local to/from Selma. Unit trains to Lee's Creek. **Durham** (NS#) East Durham YD is ~3ME of DT. Take #2 DATA bus on ~20-min. ride to INT of Angier Ave. & Carter Ave. You are ~mid-YD here. Cut across strings to bushes on S side to wait. Sporadic trains stop to work, likely late afternoon to late eve (14). WBD to Linwood, EBDs s/o likely to Selma. **Forest City** (CSX*) See Bostic. **Greensboro** (NS*) Not a c-c for all trains but some c-c or work, several locals orig. Workers can be a problem, be discreet. **Pomona YD** is ~2MSW of DT, PT/S of Oakland Ave. For WBDs/SBDs: Go W on Oakland Ave. along YD to W end where Oakland tees into Holden St. The #1 bus (x Su) from DT transfer center comes out here, on Su take the #26. Cross over Holden and go behind the bowling alley, just W of Holden St. RRO. Look

YD, there's a set of 10 tracks. This is dep area for WBD and EBD GMs. GM KCKDEN to Denver dep ~10am D, maybe on 2nd or 3rd dep track (13). ID BNSF and NS boxcars, tankers. Slow but sure shot to Denver. GM KCKSPO to Spokane (via Lincoln, Alliance, Laurel) will dep GEO EBD. May still dep around noon D (14). On EBD GM: if you go up onto big "fly-over" overpass over metro KC just E of Argentine, you're probably headed to Galesburg, IL. If you stay at ground level, you may be looping to N over bridge to be NBD to Lincoln, NE (or also EBD to G'burg). Workers on ATVs in dep area. Try asking them or otherwise the crew of road power when coupling on? Trns to Memphis via Springfield, MO reportedly dep GEO WBD. Additional dep trax just N of hump YD. Not sure if those used for other EBDs or if either direction can use either set of dep trax. To ID likely SBD GM: "For SBDs, empty SRN cars are a good clue." If headed to Chicago and arriving at Argentine YD EBD on GM: if rolling slowly enough to safely bail, then do so and climb up embankment of 55th St. overpass on S side to get off RR property. Then follow directions above for EBD IM/DS.

(UP*) Ex-SP **Armourdale YD** is at Kansas Ave. & 7th Trafficway overpass. Mainly IM/DS and autoracks b/n El Paso/LA and Chicago or other points. **NOTE:** Now that IM term is moved to Neff, the S side of YD is accessible and may be a better option than the N side of YD. For S side, take #104 or #115 bus up Kansas Ave to 18th St. Walk N 1/4M and, where 18th crosses over tracks, go down to tracks and find a waiting spot. Two EBD c-c points are both down to your R: One is N of 11th St. for the 4 mid-YD tracks. 2nd is close to the Mill St RRO for the next 4 tracks to the S. WBD c-c is at the bend in the tracks near W throat of 18th St. YD, about 3/4MW of you here. So this should be a good spot for both EBDs and WBDs. Busy, both EBD & WBD, both IM/DS and coal. It seems all WBD IM/DS headed to El Paso/LA. Most EBD IM/DS go to Chicago, some go Memphis/Marion, some term across river in KCMO or at E. St. Louis (Dupo). Almost all EBD coal, and many IM/DS, have DPUs. Alternatively, a few IM/DSs D, both EBD and WBD, pull thru on main E of here slowly with EBDs stopped at signals ~2000FTE of 7th St. overpass. Many of these on that slope track drift <5mph or stop, sitting 5-10 min. Usually few workers around here so you can likely safely trot the 600FT to go get on. **GEO EBD GMs** can go St. Louis/Chicago or turn S towards Parsons, KS. If daytime especially, you could also c'nue another ¼M E to where tracks make a 90 degree curve turning S with a 5mph speed limit. Many trains crawl thru. "Our SBD to Parsons took this track, while many SBD coal trains use flyover track just to the N which climbs up and uses the upper level of the bridge over the Kansas River." UP 18th Street YD, for GMs, is just W of Armourdale YD. Take #102 bus from DT KCK to INT of Central & 18th. Walk ~¼MS on 18th, passing Pacific, to "I-70 St. Louis" sign on overpass. Walk underneath overpass, then veer off SW to your R, going down grassy hill into YD. WBD GM "MKSTU" to Tucson is D (x Tu night), dep 11pm-2am. ID UTLX, TILX, SOYX, FXE, FURX, HS. Occasional (random 3-4d/wk) MKSSI to Salina, dep 4-6pm, short (<¼M), often big p/u at Topeka. Also Ft. Worth and other trains. UP's secondary **Hiawatha YD** runs N-S along W side of river, N of Armourdale's E end. Take #102 bus to INT of Tremont St. & Central Ave. Walk 800FTE on Central, passing over I-70, to opposite side, to go down off embankment into YD. Mostly a holding YD for coal. GEO NBD empty coal headed to North Platte. "A slow but sure shot for getting to North Platte." **Alternative WBD UP mainline c-c in KCK:** Many WBDs towards North Platte, coal and some IM, c-c at **Quindaro YD** at point 1000FTSW of INT of **Sunshine Rd & HWY K-5** (right under W edge of Kansas #5 overpass). This is ~1½MN of DT, the 7th St. overpass is ~midtrain. Take #103 bus to INT of N. 3rd St. & Quindaro. Walk 1000FTE on Quindaro to RRR. Turn L (N) and go 1000FT to point where coal tm DPUs are during c-c. All WBD (GEO NBD) coal trains go Marysville-N. Platte. Very busy here, but not all have DPUs. Most should be here at least 30-min. WBD IM/DS "KMNOA" to **Oakland** (W-Su) 5-6am (13). ID EMP, CSX, APL Should have DPU. DPU on mine, for c-c, was ~2000FTN of Quindaro RRR. DPU of KMNOA was inspected. At times it may c-c in KCMO and blow thru here. If you miss it, you could ride coal DPU as far as Marysville and wait for the next day's KMNOA there if it is running that day. Nearby is UP's **Fairfax YD**. There's a morning **AFXAS** to **St. Louis** from there D, mainly autos, may have some GM.

Lawrence (BNSF#) From DT walk 6 BLE on 8th St. crossing over W throat of YD. "Only sporadic traffic thru here. D locals BTN Topeka and KC stop here for work-WBD usually around noon and EBD in the early evening" (05). (UP#) A local to KC Departs at 10am from tiny YD E of grain elevator in N. Lawrence. **Marysville** (UP*) The c-c for thru trains, both WBD (GEO NBD) and EBD (GEO SBD) is at YO, ¼MNW of DT, at INT of 2nd St. & Jenkins St. For WBDs you might wait, maybe 1000FTS of Center St./HWY 77 overpass over RR, on W side.. Mainly coal and GMs will only go to N. Platte. **WBD IM/DS "KMNOA" to Oakland**, W-Su, 11am-5pm (1/13). ID Hanjin, K-Line, APL, Genstar, Pacer. Note Sparks, NV listing if riding past there. **IM/DS "ZKCBR" to Portland** D (x M, Tu) 2-4am (1/13). ID EMP, UMAX, K-Line. For EBDs: If you are just going to KC, many coal trains wait for awhile S of Center St. overpass. They should have DPUs (not inspected here) and layover for extended periods. You might get them there and avoid walking directly up past YO as it is wide-open and well lit. But if waiting for a tm going past KC you need to be N of YO. Be on W side of Center St. overpass and discreetly walk up that way. IM/DS "KOAMN" to St. Louis/Marion (Memphis), AR, (W-Su), ~2-8pm (12). GM "QNPINP" to **Kansas City/E. St. Louis** arv 5am-12noon. ID grainers of CNW, APX, FMLX, SMNX, ASHX. Also ARMN reefer. No work, straight to ESIL (2/14). **"MNPFW" to KCK/Ft. Worth** w/o work. If coming from W and Texas-bound, you can avoid KC YDS with this GM: **"MNPFW" to Ft. Worth** arv ~1-4am D (2/14). ID FMLX, SMNX, FCTX, CRDX, NDYX, SHQX, CNW 490 hoppers, DJJX gons (c), ARMN & CRYX reefers. Other than gons, almost all are (I). **Neodesha** (KE#) YD is ¼MNW of PO. Don't confuse with UP mainline running straight N-S. **Newton**

(BNSF#) Go to W.1st St.RR. Turn SW at RRX and go ~¼M to YD. My EBD 'PUECKK' to KC stopped such c-c was ~opposite INT of Boyd Ave. & Sharps Dr., ~1½MSW of CH. This INT is ~1MSW of 1st St. RRX, which is 3BLW of INT of 1st St. & Main St. Mainlines are on N side of YD. You could wait underneath HWY 50 overpass for EBD. 'PUECKK' is probably thru D, in ~4-10PM period. Not sure ~WBD c-c. Many GMS work YD. W to Dodge City or Wellington, E to KC. Trains from KC going to Wellington may run-thru? **Parsons** (UP*) ALL traffic thru here is SBD. NBDs use parallel line through Coffeyville The c-c is near metal building BTN mainline and 'bypass' tracks. GM 'MCPFW' D to Ft. Worth, arrives ~2-10pm time. See UP 'S. St. Paul, MN' section to ID. ID cars at rear. Trains working the YD (near Crawford and 22nd) use bypass track, while mainline trains stop with head end at walkway path near c-c building. Vans deliver crews BTN here and Coffeyville. Crews and van drivers here very friendly. No bull 3rd shift. **Phillipsburg** (Kyle*) YD is N of DT, PT 2nd St. and N of A St. Kyle RR HQ here. Nightly WBD to Goodland, will swap crews w/EBD in Seldon (07). **Pittsburg** (KCS*) Go ½Mn from CH to INT of Broadway & 23rd. Turn R(E) on 23rd and go ¾M to RRU. YO is 500FTN of RRU, on E side of RR. I'm guessing YO is c-c. Some trains may run thru (KC-Heavener) but I think most stop. **Pratt** (UP*) YD is NE of DT, NE of Maple St. and E of Main St. C-C for EBDs just at W side of Main St./HWY 281 RRX by "Total" Gas STA/Conv. Store. However, some EBDs will pull thru to c-c such that rear end will be ~½ME of that RRX. Office is on SW corner there at RRX. WBDs pull up to within ~300FT of RRX on its E side for c-c. **Salina** (UP*) YD is NE of DT. Front St. crosses W end of YD. YD is S of Pacific Ave. "New c-c" location is E of main YD. Walk E along trax ~½M until you come to area with dirt RDs in BTN trax. EBD DPUs are inspected here (stay off until train starts rolling). Some/few empty WBD trains have DPUs. Lots of coal, some GM. (CKRY#) Central Kansas operates S out of here and then W on the former MP line through Hoisington to the Colorado border (the line on to Pueblo is o/s). **Satanta** (CV#) Cimarron Valley RR runs E to Dodge City, SW to Boise City, NW to Springfield, CO. Small YD on N side of DT, YD is PT/N of HWY 56. **Sharon Springs** (UP*) Very small town at MP428. The c-c for WBDs is at point 250FT E of HWY 27 RRX, just on S side of town. The c-c for EBDs is such that rear end of train is ~¾ME of that HWY 27 RRX. Mostly coal. All EBD coal, and many WBDs, have DPUs. Busy here and little cover, dark is best. If found in a DPU here, you're likely to get jail/fine. If arving here in DPU, get out and wait until train starts rolling before boarding. There should now be 1-2 GMS each way on this line. **Topeka** (BNSF#) Ex-ATSF YD is on E edge of DT, SE 6th Ave crosses over YD, Antrak STA is towards N end on W side. Locals to Lawrence and KCK? Might catch some SBD coal here too... Some NBD and SBD coal trains lay up on some tracks in North Topeka or the Morse St. NE RRU. Following UP YD directions, c'nue N on NW Topeka Ave. another 4BL to Morse. Turn R(E) and go 8BL to RRU. Coal trains (some w/DPUs) may be stopped up N of RRU here (08). There is also another BNSF YD 2ME of DT. YD is BTN SE.2nd St. on S and NE Seward Ave. on N, and E side of NE Golden Ave. Coal trains may be interchanged BTN UP and BNSF here? (UP*) From DT near State Capitol, go ~1MN on NW Topeka Blvd across the Kansas (locals say 'Kaw') River. At N end of bridge, note bike trail underneath and RR wye 500FT further N on L (NW) side and RR bridge (no ped walkways) over river to L (W) side. Find access point and follow bike trail .75MNW and YD is off to R (NE). You can wait along river. Main lines along S side of YD. Trns frequently side and some work YD. D GM 'MWTNP' to Marysville/N. Platte (ID see 'Wichita') arv 9pm-1am, GEO NBD over bridge, then off to L (NW). The c-c is at yellow ground pad across trax opposite YD office, ~800FTNW of Tyler St. RRX at NW corner of wye. Probably best to wait at HF at edge of wall of industry lot 200FTSE of c-c. Just bag rear unit as typical c-c 2-7min. Sort it out at Marysville. Trains bypassing YD and heading SE on wye over river are WBDs toward Herington/El Paso. GEO NBDs over river swinging off to R (NE) on wye are headed to KCK and moving 5-15mph. WBD empty coal should go Salina/Denver. Other WBDs more likely go Marysville/N. Platte. **Wellington** (BNSF* & SKOL#) YD is SE of DT, IMSE of CH. Go S on Day St. on E. Lincoln Ave. to buildings at the big radio tower, which is c-c. WBD: Go to Bright St. and walk into E end of YD, off E. Lincoln. Don't wait by/under bridge at loop at E end of YD days as local likely to call cops on you. If EBD on IM/DS, your tm may go into IM facility 18ME of Ottawa at **Edgerton** (187ME of Wellington). If swinging off to R (E) in Edgerton, your trn is going into IM YD. Maybe 1 in 6 do this? GMS will not do this—but all will term in KC. SKOL runs EBD to Chanute, KS, maybe less than D. **Wichita** (BNSF#) North Wichita YD is PT/E of Broadway, with S end of YD just on N side of 21st St. RRX. Take '#2-N. Waco' (x Su) bus from DT, goes WBD on 29th St. Get off at 29th & Broadway at RRX. Most ops in YD there on S side of RRX? BNSF uses directional running N thru here to Newton and E, for slower trains on transcon. (KO#) Kansas & Oklahoma (a Watco company) YD is 2MSW of DT, along Orient Ave, there are a few more sidings to futher SW, near and past wye. Runs SE to Winfield and NW to Hutchison most days, SW on branches. (UP*) Take '#7-N. Waco' (x Su) bus from DT. Bus turns R (E) at INT of Broadway/21st St. Go .3ME from INT on 21st St. to 1st RRX ('Kamen Recycling' sign on bldg on SE side). Walk NE on RR from RRX, noting double row of grain elevators .5M away from 21st, aligned NE-SW. Dep area are tracks furthest to W opposite elevators. **SBD GM 'MWTFW'** to Ft. Worth dep D 7-11pm. ID ECUC, ADMX, SCMW, FPAX. GM 'MWTKC' to Kansas City (Neff) dep D 4-6am. ID WWUX, LCXEX, MRMX, FTIX. Will work at Herington. 'MWTNP' to Herington/Topeka/Marysville/N. Platte dep 9am-2pm (14). ID OTTX flat (E) & SP flat (E), SP box (E), FPAX, ELTX, DBUX, RACX, CHVX (all 14). Other NBD dests trickier. SBD unit grain/sand should go to Ft. Worth.

service on Long Island out of this YD. RS-30 goes out Port Jefferson and Montauk branches. RS-50 is a turn from Pine Aire on mainline (M-F). Others work local branches.

(NYNJ#) New York New Jersey RR operates a car float to New Jersey out of its 65th St. YD in Brooklyn. Goes several times per week, sometimes multiple trips on the days it operates. Takes 11 RR cars across per trip. (SIRR# & CSAO#) The Arlington IM train YD, run by Staten Island RR in the Howland Hook area, assembles DS train blocks for both CSX and NS. CSX may orig IM train Q195 5x/wk to Syracuse from here. For NS, I think that a D block is assembled here and then, around 3pm (M-Th), transferred to Port Newark, NJ and added onto Chicago trains #23M and #25V there. The CSX train may bring this NS block over? I'm not sure whether or not you could realistically catch-out here and then, after some time in a NJ YD, c'ue W or not?? YD is W of South Ave., on NW corner of island. It appears that YD has high-security fencing. Maybe catch it before the bridge?

Clean (WNY&P#) **North Albany** YD is IMNW of CH and is operational HQ for Western New York & Pennsylvania. From INT of W. State St. & 12th St., go ½ MN on 12th to overpass over E end of YD. Goes 4 directions out of here on ex-CR/NS trackage. Service E to Hornell now very sporadic (12). WBD turn to Falconer M-W-F around 8am, some cars go thru to Meadville (turns meet at Jamestown/Falconer (10). Midday local to Emporium, PA D (14). **Oneonta** (NS/C#P#) Not a c-c, local turn from Binghamton works M-W-F. YD is BTN town and I-88; Main St. crosses E end of YD. **Pine Aire** (NY&A#) On Long Island, ~ 40ME of NYC. Pine Aire Dr. is PT/S of RR. Wicks Dr. crosses over RR BTN Pine Aire and Brentwood, Mainline 'East End Local' on duty 7am (Tu-Sa), RS-50 to Fresh Ponds at 6:30pm (M-F)(07). **Rochester** (CSX#) Not a c-c but 1-2 trains each way work **Goodman St. YD** E of DT. EBD **GM to Syracuse/Selkirk** work in eve (14). WBD as well. Unit salt to Monoson, PA (greater Pittsburgh) 3x/wk. Goodman St. crosses over W end of YD. University Ave. is PT/S of the YD, and Atlantic Ave. crosses over YD. (LA&L#) Turn from Lakeville works at **Genesee Jct.** This is ~ ½ MSW of DT, just off SW edge of Rochester Airport. From INT of HWY 33A & HWY 252A, go almost 3ME on 252A to Paul Rd. (AKA HWY 252A). Then turn R (S), going ~ ½ M around loop to E. There, off "bottom" of loop, is Genesee Jct. I think #4 bus gets closest to here from DT, but ask. (R&S*) **Rochester & Southern's Brooks Ave. YD** on the NW side of the airport. YD runs NE-SW, just N of Brooks Ave. Look for distinctive YD tower. GM turn to Silver Springs runs from Brooks Ave. to Silver Springs (NS interchange) DEP late eve D (x Sa or Su?)(12). GW01 turn to Mt. Morris (maybe on to Danville) OD late am (12). **Rouses Point** (CP* YD) is on NW side of town, 1MS of border. Delaware St. runs N from DT, deadends into Pratt St. Amtrak STA is just to your L (W) here by Pratt St. RRX, just 750FT E of INT of Church and Pratt. From here, you're ~ 1MS of the S end of YD. SBDs coming from Montreal cross border, going thru VACIS x-ray scanner and presumably go very slowly thru this area. In past the actual c-c has been near S end of YD. #252 D to Binghamton (09)-maybe early eve? #930 to Binghamton/Enola D ~ 10pm often w/CN power (09). **Salamanca** (B&P*) On N side of river, in **East Salamanca**, take Wildwood E to INT with Rte 219 (Central Ave.). Go N on Central Ave. ~ ½ M. almost up to 'Express Mart/Big Chill Tastee Freeze.' Take R on Great Valley Rd down to trax/YO. SBD GM to Butler, PA, DEP in evening (12)(M-F). Works Bradford, PA (be near rear if you want to go thru), NBD turn 'SIBF' to Buffalo departs 4-6am (M-F)(12). In winter the schedule may be reversed with the NBD leaving in the evening. **Saratoga Springs** (CP* & NS*) **Note:** Operations may well change here very soon!! with NS purchase of CP lines W and S of Albany area later in 2015. YD is on SW side of town. #50 bus from Schenectady cross Geyser Rd. RRU over S throat of YD. A few thru trains may c-c at Amtrak STA, 1MN of YD. Most likely for the CN/NS run-thrus, and maybe CP #252 SBD IM/GM, early AM? These SBDs are uncatchable in YD; for NBDs doing this you should be fine. From DT take Washington St. W to tracks and walk S along tracks into N end of YD. GEO SBDs are mainly WBDs to Binghamton, rarely one could be EBD to E.Deerfield on PAS. SBDs (coming from Montreal): #930 (NS#30T) to Binghamton/Enola D 3-6am? (13). CN and/or NS power/ CN cars . CP #252 to Binghamton/Enola D (early am?) (13). Also, #450 turn from Albany works here and Whitehall, returns late in eve (13). NBDs include GM #931 to Rouses Point D around 12:30pm (13). Handed off to CN at Rouses Point and go to Montreal). #253 to Rouses Point/Montreal D; #450 turn from Albany up to Whitehall, NY (VRS connection) D (13). Avoid workers. **Selkirk** See 'Albany/Schenectady' listing above. **Syracuse** Redwood Diner on Manlius recommended. (CSX*) **Dewitt YD** is on E side of E. Syracuse. Ellis St. is PT/N of YD. Fremont Rd goes over mid-YD. Many trains run thru but others, including DS, c-c and block swap here. Most trains use S-most YD, midway along E-W mains, some thru trains stop on mains. Take a 'E.Syracuse' bus (23,123, or 223) from DT to INT of Manlius & Fremont. Go N on Fremont (or follow powerline corridor) to YD. Wait along S side here. EBDs include **Q022 to Worcester** at 1am. This spot should be OK for WBDs as well (exact c-c points and ops keep changing so it is hard to know for sure). **Q119 to E. St.Louis** at dawn; and **Q123 to Columbus,OH** at 9pm (xSu)(13). For WBDs from the IM strips+GM on NE side, **Q009 to Chicago** s/o around sunrise (14). **Alternatively** you can go to W end of YD by INT of Manlius St. and Bridge St. (by Ray St.). When built and ready to dep YD, IM/DS will be on first 3 YD tracks to N. "Wait in jungle next to large thrift Store W of bridge. Trains leaving on this track should stop/wait for clearance before proceeding onto either of the 2 mainline tracks. IMs can 2-back here. They pull up 'much further' if they are about to dep, wait a couple minutes for clearance, then pull. **NBD Gm's to Massena:** Should dep from N side of YD. (FGLK#) YD is N of paper mill in Solvay, 3MW of DT. The #74 bus goes out there. (NYSW#) Local service to Binghamton.starts at CSX Dewitt YD but then come thru their own Geddes St. YD just W of DT.

thru Conneaut, c-c in Ashtabula then go S. #309 to Elkhart, IN at 9am D (14) ID sand cars. #145 to Bellevue, thru to KC mid-day?(14). Late night local to Rochester via R&S in Silver Springs, depts from switching YD on N side, W of Thruway. For JMs: Direct access to IM YD is difficult due to fencing/security. EBD IM #22K D to Binghamton/Ayer, MA, works YD, DEP 4-8pm (12). WBD #23K IM/DS to Chicago ARV mid-morning, works then dep (12). #205 is all autoracks to Chicago. **Note:** these WBD IMs do a 'long pool' and run-thru Conneaut #206 goes to Ayer, MA. NS has several other area YDs. Tift East YD is now only used for local switching. Ex-CP SK YD, just W of Bison is rather inactive.

Campbell Hall (NS#) YD is W of commuter rail STA. Turn from Croxton works eve. **Elmira** (NS#+) Small YD just NW of DT. GM #309 to Elkhart is built at midnight, makes a large p/u in Gang Mills. Usually long enough to be stretching back under the Washington Av RRU. Many local turns including to Corning, Sayre and Binghamton. Transit buses for \$2 to Corning/Gang Mills.

Corning (B&H#) Bath & Hammondspurt turn from Cohocton comes in to Painted Post near Gang Mills for NS interchange then returns (3-4x/wk, usually here around noon) (14). Go E on Chemung St. to wye just SE of Dresser Rand plant Eof DT. B&H drops inbound train on NE leg of wye. NS leaves outbound train for B&H on W leg of wye. (NS# & W&C#) Go 3+MW on Hamilton Ave. out of DT Corning along HWY 417 into DT Gang Mills. Or #5 Ceats bus (goes past B&H wye in Painted Post) to INT of Hamilton and Forest. NS Gang Mills YD is off to your L but is cut off by the freeway. C'nue S on Rte.417/S. Hamilton, crossing under freeway. S end of YD is now right in front of you. Wee hours-sunrise is busy. Not a c-c for thru trains. Several NS locals orig here. NS road local 'HO6' N to Geneva, NY depts 3-5pm Su-Th (14). EBD GM #309 to Elkhart, IN does p/u here, wee hours (14). Has lots of sand cars. Wellsboro & Corning turn from Wellsboro comes in and works just E and across Tioga River from NS YD. There is a RR bridge near N end of NS YD or you might just walk tracks 3M from DT. **Gang Mills** (NS&WC) See

Corning listing. **Geneva** (FGLK# & NS#) Operating HQ for Finger Lakes Railway. Trains to Watkins Glen, Auburn, Canandaigua, and Syracuse. From CH DT, go 2BLN to RRO. Go ~ 1MNE to center of 2 YDs. HWY 20 is PT/SE of RR. RR runs NE from DT. HWY 20 curves to the R (E) and directly opposite curve, on N, is "Border City" and YD. Border City Rd. runs across N side of YD. NS turn from Gang Mills drops interchange train here and return, usually late evening (Su-Th). **Hornell** (WNY&P# & NS#) These two RRs may still interchange here. YD runs NW-SE. Buffalo St. is PT/NE of YD. Broadway runs SW to INT with Buffalo and Loder St. at YD. Very little traffic on this end of the WNY&P these days however (14). **Ithaca** (NS#) Local H-13 based here, works S to Sayre, N to Lansing several times a week. **Jamestown** (WNY&P#) Western New York and Pennsylvania operates ex-Frie line from Hornell to Meadville, PA. YD is in Falconer, 3MNE of DT. HWY 394 runs NE from DT. At INT of HWY 394 and Work St., turn R (SE) and go ~ ½ M to RR. Allen St. Ext. runs PT/S of RR. Turns from Meadville and Olean usually meet here mid-day M-W-F (10). **Lakeville** (LA&L#) HWY 15 is PT/W and ~ 1000FT from RR, and Stone Hill Rd. is ~ 1000FTN of RR. Livonia Avon & Lakeville runs a GM N into Rochester several times weekly(?). **Letchworth** (NS+) This 1875 iron trestle over the Genesee River in the State Park has a 5mph speed restriction. You can get off, check out the park for a day, and get back on (note: bridge will be replaced, probably by 2017). This is near Portageville, on the NS line BTN Buffalo and Corning/Gang Mills. **Machias** (B&P# & WNY&P#) Two RRs may interchange here. Go .75MS on HWY 16 to RRO. Go ~ .75ME from RRO to likely location for this. **Massena** (CSX* and CN#) From DT, go S 1 ½ M on Main St. across Raquette River to RRX. YO is on your R. For SBD, cross over tracks and then go L by (recommended) Landmark Diner in old RR STA. Walk down ¼M or so and then cut down into woods by YD. SBD will c-c just on E side of Main St. RRX. **Note:** Reportedly CSX has upgraded its YD in **Norwood**, 10MS of Massena. GM ops may have moved there? NBD Q152 to Valleyfield, PQ will carry the Becanharois GM. the SBD Q620 comes S as CN M326, p/u some local traffic runs to Selkirk, the Q621 to Coteau and **Montreal** does the reverse, becoming CN M327. Many locals, and the K502 empty bauxite to Baltimore. NYO goes W to Ogdensburg (14). **Mt. Morris** (R&S#) Turn from Rochester works here mid-day then returns. **New York City** Most DEPs are from across the Hudson River in New Jersey. See NJ - Northern NJ listings. (CSX*) One GM to Selkirk leaves from **Oak Point YD**. Take the #6 subway to E.143rd St. in the **South Bronx**. (a weird desolate section of town at night). Walk N 1 BL to 144th St. Go R(E) on 144th St. 1BL to Bruckner Blvd, which runs under Bruckner Expressway. Cross street, turn L(NE) and walk up a couple blocks, with RR tracks PT/SE of you, to INT with 149th St, which crosses over tracks. Go thru HF on SW side of INT there (if this is closed off look for other access points back further S) and climb down to tracks (be careful-first two tracks are hi-speed Amtrak line). Turn L and follow tracks into YD. The Q430/'OPSE' to Selkirk is usually on 4th track over and it will probably be the only long string along here. Often has empty gondolas, boxcars empty but usually closed. Departs 10pm-1:30am (x Su nite/M morning)(09) GEO SWBD. Coming into Selkirk (see listing) try to get off before entering YD. If continuing W, look for 'inbound lead' track as that is where WBD IM/DS trains are likely to be coming in to the YD on.

(NY&A# & P&W#) **Fresh Ponds YD** is in **Queens**. Go to end of the "M" subway line at Metropolitan Ave. Exit STA to your L(W) and then go L(S) on Rentar. Past parking lot should be YD area, I'm not sure ~ access. There are actually two YD-one for the CSX interchange traffic running N-S over the top of the E-W YD for New York & Atlantic trains heading E out to Long Island. CSX runs transfer (often mid-morning) to Oak Point YD. P&W comes into Fresh Ponds with a gravel train 2x/weekly during the construction season. All these trains will use famed 'Hells Gate Bridge' BTN Queens and the Bronx. NY&A operates local freight

KENTUCKY - Ashland (CSX*) See Russell listing. **Bowling Green** (CSX# & RJC#) **Memphis Jct.** YD is 4MS of DT. Yellow and Purple buses come down most of the way. Some GM+locals work. RJ Cornan turn from Guthrie flips, and works Shakertown and Russellville, 6x/wk. **Burnside** (NS*) New c-c, consolidating Danville and Oakdale, TN. 9MS of Somerset, w/small 4-track YD PT/E of HWY 27. YO, at French Av RRX, is main c-c. Thus the rear of some SBDs will be hanging back over Cumberland River, many pull 3MS to far end of YD to c-c N of Antioch Rd RRX in Tateville. For mid YD, walk ¼MSE past French Ave on HWY 27 to INT of Antioch Av (there are 2 roads with the same name, this is the 1st-w/ guardrail,) turn L & go ¼ME to Railroad Rd. PT/before RRU. Turn R(SE) and walk until you feel like cutting thru thin line of trees to trax. Most NBDs go thru Cincy, 25% go to Louisville. Most SBDs go to/thru Chattanooga, 15% go to Knoxville. IM 224 to KC will have a few autoracks up front. MidPM GM 115 to Peoria/IAIS is mostly ethanol (e) with some ADM, etc. (15). **Corbin** (CSX*) C-C is at YO, at wyes at N end of YD, right DT. For NBDs, go to INT of S. Main & 18th St. (by "Farmer's Market"). Go E across Main to "U-Haul-It" lot to main lines. For SBDs: maybe wait in the vicinity of the RRU by "Atienza-Acob Medical Center".. Empty coal to Loyall, KY goes E at wyes at N. **Covington** (CSX*) The action is in Cincy, dude. Coal trains c-c at **Wildier YD**, 2MS of DT Newport, BTN Licking River & HWY 9. The N end of the old DeCoursey YD still sees some locals. It's N throat is ~½MS of the terminus of the #7 bus. (NS#) Helpers are removed from heavier NS SBDs at **Erlanger**. Some work/meet. Take #1 bus 8MSW from Cincy thru Covington, to 3150 Dixie HWY, at INT w/ Montgomery St. YD is N, behind Kroger's. **Danville** (NS*) Main c-c has moved to Burnside. YD is W of DT, S of the Main St. RRU. Walk S down 4th St., then cut into YD. Most NBDs go to Cincy, some to Louisville. Lines split at wye 2MN of YD. A pair of St.Louis-Bellevue trains 375/376 bypass YD and c-c N of the wye at the Faulkner Rd RRX (4.5MN of DT), along with unit steel BTN Middletown, OH and Rockport, IN. NBD IM 200 to Columbus is assembled in YD. 22A to Louisville and 223 to Atlanta p/u IM blocks. **Elkhorn City** (CSX#) YD is E of DT. Take HWY 80 E across Russell Fork River, to where HWY 80 turns S. YD is PT/W of HWY 80 and Clinchfield St., right after bridge. **Fulton** (CN*) YD is ¼MNW of CH and it extends beyond Purchase Parkway NW another ¼M. YD is basically PT/E of Stephen Beale Dr. Grocery store and "Walmart" just W of YO. Catching SBD (Memphis) you probably want to be up towards the HWY 45 overpass SBD GMs will term in Memphis. IM Q194 to NOLA (note Memphis listing warning). NBDs all take the "Centralia line" to Champaign.. Wait at N end bridge. Fast NBD DS to Chicago/GIT ~10pm. It stops for c-c at fuel pumps N of the split on the Centralia line, with rear end way back S in YD. A good place to wait is probably just S of Highland Dr. overpass (07). #319 to Effingham will come in ~ 6 to 8 pm and work YD, usually has NS power. It will s/o most cars in Centralia for the Effingham local and CSX transfer. Workers friendly. (WTNN#) Turn will work CN YD around noon (MWF). Departs GEO NBD then swings SE. **Guthrie** (CSX# & RJC#) Not a c-c for CSX, a few GMs may work YD. RJC OD 7am M-F to Clarksville, TN maybe beyond (09). **Hazard** (CSX*) YD is just across river from DT and N of DT, PT river. Mainline is PT/W of High St. (a.k.a. Hwy 476) Hwy 451 crosses over YD SW of DT. **Hickman** (TK#) YD is 1MSW of DT. HWY 309 is on E side, HWY 94 on W side, and Rte. 1099/7th St. runs E-W across the YD. **Lexington** (NS#) W. High St. crosses N end of YD. Not a c-c, but trains side here on a regular basis, some GMs work, including #190 to Chattanooga (09). (RJC#) YD is PT/S of W. Main, ¼MN of NS YD. Unit sand (e) go to Louisville docks, often does 2-back at W throat of YD, under NS tracks. 'Aluminum' trains BTN Berea, KY and S.Union, KY one day one way, the next day other way, go slow, may stop.

Louisville (CSX*) **Osborne YD** is just SW of Standiford Field (Louisville Int'l Airport), ~6MS of DT. From 4th & Main DT take #4 Southland/Louisville Industrial Park TARC bus to INT of Strawberry Lane & Southside Dr. (stores, dumpsters in this area). Then walk ¼MSE on Roberts Ave. to its end at RR tracks. Turn L(NE) and walk ½+M to split. Take track to the R(S) curving around to W side of YD. YD runs N-S (NNW-SSE). ~1500FT S of where the SW leg of the wye meets the YD, a small canal/creek crosses under the YD. This is around where N end of trains in DEP YD should be--the tracks on the W side of YD here. There is a crew shack at this point ~8-10 tracks over, in middle of YD for info. WBDs toward Evansville will be lined up GEO N and then take the wye track you just walked in on to go W. Unit trains are staged in separate DEP area on the far SE side of the YD, E of the hump YD. RJC train E to Lexington may dep out of this area. IM YD is just W of YD another ¼M S of above point. Not sure about access. NBD Q134 goes to Cincy ~6pm (M-F) (1/13), part of train c'nues to Chicago. SBD Q133 to Nashville/Jax also ~6-11pm, works extensively (M-F)(13).

(LIRC#) YD is across the Ohio River in **Jeffersonville, IN** (see listing). Local bus #72 from Louisville.

(PAL*) Uses ex-CR **Oak Street YD** SW of DT. YD is PT/W of S. 12th St. on which the #12 bus runs. Kentucky St. crosses N end of YD and W. Oak St. crosses S end. D GM to Paducah will dep GEO S ~8pm (07).

(NS*) **Youngtown YD** is NW of DT. YD runs N-S BTN Bank St. on N and W. Market St on S, just W of N 30th St. The TARC #15 bus runs out here on W. Market, there are also several buses on Bank St. for N end of YD. GEO NBDs should be WBD to St. Louis, GEO SBD are SEBD to Danville then Knoxville or (mostly) Chattanooga. WBDs (GEO NBD) c-c on E side of YD, SEBDs

on W side. NS also has a separate **IM YD** ~5MSE of DT. Newburg RD crosses over E throat of YD, ~1MSE of I-264 and just N of Produce RD. From 8th & Jefferson DT, take #17 'Bardstown RD' bus to Newburg and Produce RD (ask, some #17 buses go a different route). Several EBD IMs: #223 from KC works in area under Newburg overpass, then dep to Atlanta, ~7am(05). Others may include #23G to Norfolk, #285 to Jax, and GM/IM combo #376 to Columbus, goes SE to Danville, then N!

(RJC#) RJ Corman runs a sand train to Lexington from river docks, by Bandman park on River RD 2ME of DT.

Lovall (CSX#) Little town 2MW of Harlan. This is reported c-c for trains (mostly coal) BTN Corbin and Erwin. Many coal mine load-outs in this area too. YD is right in town, looping around N side of Cumberland River. YD is BTN Main St. on N and County Pike on S. WBD c-c may be at Wilkerson St. RRR, ½MSW of DT, W across river. EBD c-c may be at Pear St. and Main St. RRR, ~1¼MNE of DT. **Madisonville (CSX# & PAL#)** Kentucky Ave. crosses BTN YD areas, NE of hospital. Nightly CSX GM to Nashville, others may work. PAL may work here? **Middleboro (NS# & CSX#)** YD is NE of DT, 3BLNE of PO. **Owensboro (CSX#)** Small YD is ~½M E of DT. Go E on E.4th St. to Alsop Ln. Turn R and go ½M to trax. Turn L and follow trax under Hwy 60/beltline to W end of YD. D GM Q555 OD 6:30pm to Louisville. **Paducah (BNSF# & CN# & PAL* & UP#)** Go ~2MS of DT to INT of Old Mayfield RD & Chester Hack Drive (just S of Irvin Cobb Dr.). Go 1000FTE on Chester Hack Drive and it crosses over N throat of **North YD**. BNSF, CN, and UP trains all depart GEO N, then circle around clockwise to go W! D PAL GM to Louisville also DPTs N, ~8pm or so (05). BNSF runs lots of NBD coal plus GM maybe 3x/week in the morning to Centralia, IL. CN local goes D to Duquoin, IL in afternoon (05). UP coal trains are on trackage rights. **Paintsville (CSX#)** N end of YD is ¼ME of CH and S of Euclid Ave.. D SBD GM Q696 to Erwin/Hamlet ~6pm (09), D NBD Q697 to Russell, KY ~7pm (11). Roving bull based here? **Paris (TTIS#)** CSX hands off a nightly coal train to 'Trans-Kentucky Transportation RR' here, along S. Main St. It then goes to Maysville, on the Ohio River, for unloading. **Russell** This is 6MW of Ashland, KY. Ashland local bus (M-F) to mall (by Krogers) will get you w/i 4M of here. Ohio Valley Express bus #12 (also M-F) gets you closer to Ironton across the river from Russell) but old bridge is closed to pedestrians thru 2015, new bridge opens in 2016. Sarah's Café (24hrs) recommended. Cops like to hassle people with gear, sometimes forcing them out of town. Dry county, byob. (CSX*) YD origs GMs in all directions. YD is ~1¼MW of town, technically in **Raceland**. Follow HWY 23 W along S side of YD (avoid river-side of YD, poor access). At point where RD swings to L away from trax, go off to R to wait in front of hill there. Many GM DEPs will be on first few tracks there. EBD Q302 to **Hinton/Richmond** at 9pm. D (14). Q319 to **Cincy** at ~1am D (14); Q634 to Columbus/Willard at 5pm D (13); Q696 to **Erwin/Hamlet, NC** at 2-4pm D (14). Will do big s/o of front end in Erwin; rear goes to Hamlet, slow trip (48hrs). Another GM to Hamlet, the Q698, comes from Cincy, does c-c here (maybe ~8pm) (14) and c'nues to Hamlet with no work along the way. Q316 to **Cumberland** at 6:30am (14). Coal, grain and IM will do mainline c-c opposite YO back down to E there—some WBDs or NBDs may pull on into YD and stop. Note: If you see EBD unit coal (I) it is likely Atlanta-area bound may be a faster ride down the Clinchfield thru Erwin that would be the Q696/698. IM Q135 to **NWOH** ~9pm, Q136 to **Portsmouth, VA** ~7am (14). An alternative for EBDs, especially if you are in Ashland, is to go to the 'NC Cabin' signal across from the Kroger's, next to the 'Rally's' burger joint E of Russell. Many EBDs, on their way out of Russell, pull down and stop here to wait for a crew van to bring the conductor back to the front end of the train.

Shelby (a.k.a. 'Shelbiana') (CSX*) Go 6MS of Pikeville on HWY 80 to INT at spotlight with HWY 122. This is at location with "Shell" gas STA, "Subway" and "Happy Mart." Turn R, immediately passing over concrete bridge over RR and creek. From bridge there, look to your L (N) and that building on loop there ~750FT away is c-c. **Winchester** (CSX# & RJC#) Two RRs interchange at wye to Hazard, SE of DT at **Patio**.

LOUISIANA — Alexandria (KCS#) Small YD on NE side of town, just N of Louisiana College. See also Latanier. (UP*) YD is E of DT, at point where Palmetto St. & Roundhouse Rd. are, where Terminal Rd. Passes over YD.. Trns go several directions. Lines to Monroe and Livonia are the busiest, Shreveport/Ft. Worth less so. Line toward Lake Charles has a 10mph limit on the wye S of the YD- it sees a 3x/wk MAXBT and maybe a Houston trn. Most trns reerew and go. A few are built here—**MAXLI to Livonia**, **MAXNL** (works Monroe and McGhee) to N. Little Rock and an **MAXFW** to Ft. Worth, reerews at Reisor outside of Shreveport. (LAS#) Walco has taken over the KCS branch from here to Gibsland. YD may be across the Red River from DT Alex, E of Bragg St. **Baton Rouge** Note: Trns 'crawl' over Huey P. Long bridge here. Take the #10 bus N to Airline HWY and W to approach to bridge. (CN*) Follow N. 3rd Ave 1MN of DT to Choctaw Ave. (#22 bus comes here as well). The CN YD and leads dep'ing E and S will be visible. UP comes in from Livonia, turns, and heads back ~3pm as the MBRLI, dep GEO NBD (14). CN builds a Memphis GM here, it will work McComb. UP turn to Livonia starts out here at 8am, works Anchorage YD. (KCS+) Not a c-c, but some GMs work YD. YD is 1MNE of State Capitol. N end of YD is just on S side of Choctaw Dr. RRR ~500FT W of INT of Choctaw DR. & Lockwood Ave. The N end of the KCS YD is ¼ME of CN YD. GM **CXSH to Shreveport** will work here ~midnight-3am D. "will s/o middle of trn, then 2-back onto rear." SBD **SHCX to New Orleans** also works, also late

power, often runs late evening (12). #930 (NS #30T) D to Enola, may use CN power (12). NS #12T to **Buffalo** is usually called at 10-11am, sometimes later. NS #39T to **Buffalo** normally dep around 6-9pm (12). NS IM/autorack trains bypass Conklin YD taking taking far NW leg of wye and will c-c in old **Bevier St YD** area. (Some may s/o or p/u in Conklin, lead units takes strings back and forth across the river). EBD c-c ~1/2MN of wye. WBD c-c may be by old DL&W STA, near Chenango St. RRU, with tail end hanging back in Bevier St. YD. EBD NS IM #22K to Schenectady and Ayer, MA ~2am D (may have a few autoracks on the end). EBD #206 to **Mechanicville, NY/Ayer, MA** is autoracks as is WBD #205 to **Chicago**. IM #23K to **Chicago** ~6-11am D (12).

(NYS&W*) Small YD N of Court St., E of DT. At the RRO above Court St. described in CP/NS section, from the wye, the small YD is back to the W along NS mainline. EBD GM #SU100 goes to Port Jervis and Little Ferry, NJ (NYC) 3x/wk—Su, Tu and Th YD crew takes out E of YD out by the Frito Lay plant, ~2ME of the wye DT. It gets a road crew there and dep ~5-6pm (12). Go out Court St to reach this area. Locals run up Utica and Syracuse branches less than D.

Buffalo Note: Trains of CSX, NS, CP and CN coming to/from Canada use the bridge at **Black Rock Junction**. This bridge is 1MN of the Peace Bridge HWY crossing of the Niagara River. The junction is just E of the bridge (and the VACIS x-ray machine) and has a 10-mph limit. Take Niagara St. N from DT Buffalo ~2M. Just past Forest Ave. Niagara St. swings to NW. At RRO, junction is on R, bridge on L. You might get an inbound train here but they mostly just go to other Buffalo YDs. Canada-bound train may be held further NE from junction-avoid these trains!. There is a wye ~6BL further N along tracks (where Hertel Ave. crosses under). I'm guessing trains get held just E of here, E of RRO at Military Road?

(B&P#) Take Rte.5/Lakeshore Rd to 1st Ave. in **Lackawanna**, ~6MS of DT Buffalo. Take a R (W) on 1st IBL to Woodlawn. Take a R, go thru fence to creek. L into YD. Buffalo & Pittsburgh SBD should be made up in this area. Go on across trax to nice swimming spot on Lake Erie. GM comes in as a turn from Salamanca (M-F) and is usually here after noon (varies)(13). Goes to Salamanca, NY then on into PA. DEP GEO NEBD and proceed over CP drawbridge into central Buffalo before turning off onto the B&P line towards Salamanca.

(CP*) GMs use NS Bison YD and CSX Bison YD to orig 2-3 WBD road locals/GMs headed into Canada., mainly to Toronto. DS #165 to **Chicago** dep 11:30am D (14) from CSX ICTF YD in Lackawanna.

(CSX*) **Frontier YD** runs PT/N of Broadway and E of Ogden ~3ME of DT. Harlem Ave. crosses over E end. Thru trains c-c here but the locations can vary. For EBDs: From DT, take #4-Broadway bus to INT of Bailey & Broadway. Walk E on Broadway underneath RRO to traffic light at INT of Broadway & Ogden St/Old Broadway. Go up on hill to the S by powerlines and wait at top of hill. Trains will either c-c right in front of you at Old Broadway or further E at Harlem. If train looks like it will c-c right here (crew van shows up or it slows way down) go down and walk W or SW (don't go under RRO again, stay on near side of the tracks and walk back along them to put some distance BTN you and head end of train). Walk down King St. PT/SE of the tracks. Otherwise, if train pulls thru here, it will probably stop at Harlem Ave. and rear end of train will stop near you. EBDs can go to either New Jersey or Worcester, MA. Watch for railcop spotlighting EBD DS after dark from SW side of overpass. For WBDs: Most CSX WBDs now stop E of YD in **Cheektawaga** with c-c by INT of B'way and Kennedy. This is ~1/3ME of the Harlem overpass. You will want to wait in the vicinity of the Thruway RRO. Stay low-pro/be on good behavior as you are rather exposed out here. You can either go to the E end of the #4 bus line and keep walking E on B'Way or take a different bus (there is a transit center N of tracks off of Harlem) (closest bus stop is the Galleria, near INT of Walden+Duke- the mains are 2BLS on Duke). WBD DS go to Chicago (75%) or St. Louis. One may go to Columbus, OH. Most WBD DS come thru early PM into evening (4-9pm). Thru GMs also c-c here, some work. GM Q393 to **Chicago** does mainline c-c, 1-3am D (13). ID BNSF and CP, boxcars, tankers, grainers, lumber (e). Check Albany CSX/Selkirk for list of other WBDs. Note: At times WBD c-c has been further W—W of Harlem RRU. If you see WBDs blowing by you at Thruway spot you may need to relocate further W. Note: A couple GMs may orig at CSX YD in **Niagara Falls--Q626 to Selkirk** around 4-5am D (09). CSX ICTF IM YD is in **Lackawanna**. Take the #16 bus to INT w/Ridge Rd. Go 1/2MW on Ridge to RRU with YD below. CP DSs BTN Montreal+Chicago c-c, CSX Q113 to **NWOH+Q158 to Syracuse** work. Some thru trains pause on the mains.

(NS*) **Bison YD** is main YD running E-W and is only ~.75MS of CSX Frontier YD. The IM area is on W end, GM YD to the E. Harlem Ave., running N-S, crosses over BTN two YD areas—check out YD from the overpass. (You can take a variety of buses to Thruway Transit Center on Harlem and walk 3/4MS, crossing over YD. WBD GM DEPs will be lined up ~500FT E of Harlem w/YD air attached and airsheets. Both EBDs and WBDs on 1st few tracks on S side here. The YD along here under Harlem is now fenced off. Look for HF's, including directly under the bridge. If you enter here be discreet and, for EBD GMs, quickly walk down to your R (E) to hide along the strings. Otherwise, go E on bike path .5M to point under I-90 overpass. Look for HF's or go over gate at low point. You are ~ at mid-point for both EBDs and WBDs. Sporadic cop patrols, avoid workers. Most depts-EBD and WBD-are from first few tracks on S side here. EBD GMs: #13T to **Binghamton/Allentown**, usually DEP by 11am D (12). #38T to **Binghamton** (CP run-thru) morning/early afternoon (12). WBD GMs: #15M to **Pittsburgh/Conway** dep ~8pm D (14). Will run-

(CSX*) Big Selkirk YD is 8MS of Albany, running NW-SE. Take HWY 9W S from Albany (CDTA bus #7 runs as far as Glenmont. It is another 4+M to YD). Thru trains can c-c in several different areas and there are two separate DEP YDs. **For WBD IM/DS (and for some EBDs/SBDs)** Turn W onto HWY 396 (aka Bridge St.). (24-hr 'mini-mart' here). Go 1M, past HWY 396 RRU (YD starts just NW of there) to RRO single track inbound lead. Climb up and discreetly follow this track NW, PT/S of the five track 'S.DEP YD.' Wait in area before this track crosses over the S DEP YD. Actual WBD c-c is further up, S of hump. Expect most WBD IM/DS well after midnight until ~ noon. The N DEP YD is used by many WBD GMs. Just N of the HWY 396 RRU, there is an access RD (entrance #5) thru industrial buildings. Follow RD down ~ 1M, (be low pro, you might go further over in field PT RD to avoid worker vehicles), past YT, to the 'local YD,' which may have a few dead strings in it. Cross over those strings (avoid being seen by tower!) and you will come to the 11-track N DEP YD. You will be towards the rear of dep WBDs. **WBD GM deps** include: Q393 to Chicago/BRC; Q381 & Q351 both to Willard, OH. 'Q377' to Indy; Q385 to Russell, KY, dep 2-4pm (works Rochester ~7am. Q641 to New Castle, PA, via Clevo. Q621 to Montreal via Massena (all 15). Note: Some WBD IMs from Boston c-c in this DEP YD as well, often on tracks furthest to the SW. **For EBDs/SBDs:** Orig GMs towards Worcester now mainly leave out of the N DEP YD. NJ trains can be N or S DEP YDs. Note that lines to Boston and NJ split at wye S of Rte.9W bridge ~ 1 1/2 MSE of YD. 3 SBDs tend to DEP as a fleet around sunrise: the Q409 to WayX, Q439 to Hamlet and Q417 to Camden, NJ (near Philly). A GM to Oak Island (Newark, NJ) is midday and the Q433 to Oak Point (Bronx, NYC) dep ~ 11:30pm. It, will take Boston split and, like many EBDs, get held before bridge over the Hudson, then cross it slowly. From 9W RRU over mains walk straight down tracks ~1MSE (with mains to NJ peeling off to the R, and track to Port of Albany breaking to L). When stopped, midtrain will set under Thruway RRU. **EBD GMs include:** Q422 to Portland, ME via Worcester early PM, works Palmer. Q436 to Framingham, midAM. Q424 to Springfield lateAM (15). CSX local B765 at 2am goes to Rotterdam Jct. for interchange with PAS. Look for it in S DEP YD (13). Most common IM/DS EBD c-c is just NW of Old School RD overpass by division (and police!) HQ and light tower, on receiving track 11, the southernmost track of ARV YD. Coming from Albany, you might better take HWY 32 5MS to where it crosses over NW end of YD, near 'Stewart's'. **EBD IMs include:** Q012 (gets pared off the Q010 and runs to Worcester) roughly Sam. Q022 to Worcester mid morning. Q020 to Springfield and Worcester at midnight.

(CP* & PAS*) **Note:** As of 2/15 CP is in the process of selling its lines from here to Binghamton and into Pennsylvania to NS. Expect changes in CP/NS operations in this area later in 2015. Main CP area YD is Saratoga Springs, 25M N (see separate entry, take the #50 CDTA bus from DT Schenectady). CP and PAS both use Mohawk YD to orighand-off GMs. From DT Schenectady, either walk 1.75M N on Erie St (changes name to Freeman's Bridge RD) to INT with Maple by 'Stewart's' or take #54 bus to WalMart and walk .75M E to INT. Go NE on Maple 1M, past SW end of YD (off to your R), be discreet. PAS EBDs, CP NBDs to Saratoga Springs/Rouses Point and CP SBDs to Albany all dep GEO NEBD. CP WBDs to Binghamton depart GEO SWBD. Thru GMs with no work at Mohawk YD may c-c at Alplaus Ave.RRX, ~ 1MNE of YD. PAS EBD GM 'MOED' goes to E. Deerfield, MA (12). CP's Kenwood YD is at the 'Port of Albany.' Go 1 1/2 MS from capitol building on Pearl St., just S of where Pearl goes under I-787. YD is PT/SE of Pearl. Go around fence and into woods along tracks there to wait. WBDs/NBDs will depart GEO NBD, on first track or two there. For IM see Mechanicville YD. Some GM and unit WBD grain trains still use YD. GM turn #450 from Whitehall here mid-day (14) PAS interchanges a D train with CSX at Rotterdam Junction. Go 4MNW of Schenectady on HWY 5/Amsterdam RD (the #54 will cut off 2M) to tracks (by river). Follow tracks ~ 2M further NW on tracks, past 'Bad Pig Saloon'. D EBD GM 'RJED' arrives from Selkirk, sits, and then goes E to East Deerfield (w/o c-c at Mohawk or Mechanicville) around 9am (09).

(NS*) IM YD is in Mechanicville. This is ~15ME of Mohawk YD. From DT Albany, you can (M-F) take bus #224 from Capital Plaza to Troy and then transfer to the #432 to 'Mickeyville' (as the locals say). E end of YD is ~ 1M NW of DT, PT/S of Route 67. NS #22K IM to Chicago (known as #935 on CP) comes from Ayer, MA, will c-c here, usually mid-morning, may p/u as well (12). I'm not sure of the exact c-c point. EBD NS IM #22K to Ayer, MA will c-c here at night, "usually at CPF-468." (12). #206 is DS/autos from Chicago. DS removed here, autos go on to Ayer, MA. #205 to Chicago comes as autos from Ayer. DS added to trn here (6/13). Sporadic coal train to/from Bow, NH reportedly c-c here as well.

Binghamton 'Rolando's Diner' is "the only decent greasy cup of coffee left in this town." (NS/CP*) Conklin/E. Binghamton YD has been main CP YD, also used by NS for GMs. NS is now buying out this line so by later in 2015 it should all be NS. YD is ~ 2MSE of DT. CP goes S to Scranton and beyond and E to Albany/Saratoga Springs (sharing track with NS). YD is S of Susquehanna River PT/S of NY Rte 7/Conklin RD. Sporadic railcop, regular railfan presence. **For NBDs:** From INT of Burr & Conklin RD turn E onto Conklin and go down past Gulf STA another ~ 1/4M E to abandoned lot on your R where you can access tracks. Try to stay out of sight of vehicles on ST and the houses across the way. **Alternatively,** after crossing river, dep'ing NEBD trains go slow at wye junction. Take Court St. E from DT 1M to RRO. Turn L, go under RRO, and then go L up embankment, you can wait inside wye behind quonset hut. NEBDs will take the wye track curving to N here and should be going ~ 5mph. GM #931 (NS #31T) goes to Saratoga Springs and on to Montreal, may have CN power, usually called around 3am (11). Others as well. **For SBDs to Enola or Allentown,** they leave from the same DEP area. You may have to discreetly work your way up to the front to check the airsheet. Workers are a mixed bag here, avoiding them is probably best. #933 (NS #13T) to Allentown, may use NS

at night (15). Turn from Mays YD in NOLA works here ~early PM (M-F) and returns. There may be a D GM to NOLA. (UP#) Across the river on N side of Pt. Allen is small Anchorage YD, W of RT.1, 3MN of I-10, 1.5MS of HWY 190. The 'river local' to/from Livonia works here. GEO NBD trains are WBD to Shreveport. **Blanchard (KCS*)** Unit coal and sand trns, btn KC and Texas, bypass Shreveport/Deremus YD and c-c here. If riding SBD coal DPU towards Shreveport, and when ~6.5MS of bridge over lake at Mooringsport, LA, at point where you see small residential area to your R (SW), you stop for c-c, you are WBD to power plant in rural TX. **GET OFF.** (Unit sand will likely c'nue W past Ft. Worth to 'Ft. Stockton' on T&P line). You're ~10MNW of Shreveport. Best bet then is walk ~1MS to Blanchard, then hitch/walk SE 3.5M on Hwy 173 to KCS Deramus YD (or c'nue on to DT Shreveport, see listing). **Bossier City (KCS*)** See Shreveport listing. **Geismar (CN#)** This is ~20MSE of Baton Rouge. HWY 30 from Baton Rouge to INT with HWY 73, then 1 1/2MS to town. Mostly chemical (tank car) traffic. GM NBD A419 to Memphis dep GEO SBD in the late AM (14). **Gibbsland (CLG#)** YD is NE of DT, 1000FTE of PO. **Lafayette (BNSF* & UP*)** BNSF runs this ex-SP line and UP still runs on it too. YD is a hub for BNSF GMs in Louisiana. From DT take Cameron St./HWY 90 2MW to INT with Sunbeam Lane (by "Lucky Lady Club"). Walk ~500 FT N on Sunbeam to RR. Turn R(E) and YO is across gravel lot ~1000 FT. Mainline is across those first 4 tracks, another 150FT N. WBD c-c (I assume for both RRs) is on mainline: Walk W(L) on mainline ~1/4M beyond overpass, to where signal block and light pole is. EBD c-c is ~1ME on mainline from opposite YO, at signal block ~200 FT W of Loop St. RRX. I'm not sure where GM DEP area is. Two GMs to New Orleans, the M-BNTNWO and the M-DYTCX, both work. WBD there are, at least, an H-LALSIA to Slaton and an M-LALTEA to Teague, they likely go via Silsbee. **Lake Charles (KCS#)** Mossville YD is NW of town, PT/N of where HWY 90 & I-10 converge EBD. W end of YD is just on N side on INT of HWY 90 & Prater RD. **Lafatier (KCS*)** YD is 10MSE of Alexandria on HWY 1. Go 1MS of Riverview Baptist Church to YO across RRX. NBD 'CXSH' to Shreveport ~9am D. SBD 'SHCX' to New Orleans dep ~7am D, sometimes late am (15). **Leesville (KCS*)** YD on SE side of DT. HWY 171 is 2BLW, PT/W of YD. Reportedly, two GMs each way D, running BTN Shreveport and Beaumont, c-c here. **Livonia (UP*)** Small town 25MW of Baton Rouge. Go ~1MW of DT on HWY 190 to RR. Turn L(S) on tracks and go ~1/2MSE to N end of YD. HWY 81 (Andrei Lane) runs E-W, crossing right at N throat. This is major YD for GMs. DEP YD on E side and 2 run-thru trax are 150FT further E beyond trees. **Note:** Oil trns here don't make it into NOLA. Unit oil (e) goes thru Little Rock to either KC or St.L.). **GEO NWBD GM deps** include: 'MLIHO' to Houston (Settegast YD) 1-3am 5 days/wk (14). ID TILX, DOWX, NS, CCBX. Will loop to L (W) at N end of YD to be WBD and PT/S of HWY 190. 'MLIEW' to Houston (Englewood YD) dep 11pm-1am. ID DOWX, CN, ACFX, FPAX. Dep same as MLIHO. **MLIFW** to Ft. Worth 5-8am. ID DOWX, GATX, CCBX, GACX, GPLX, AOKX. Will recrow outside of Shreveport at Reisor YD. **QLNL** to N. Little Rock dep 6-9am. ID DOWX, ROIX, ACFX, CCBX. **MLIAX** to Alexandria. **MLIAS** to St. Louis (via Monroe+N. Little Rock). **MLIBR** turn to Baton Rouge/CN YD about noon (d)(14). **GEO SBD deps** include: 6 EBD GMs to/thru New Orleans: **QLNSB** to NS/Birmingham, **QLNSL** to NS/Linwood, **QLIWX** to CSX/Wayercross, **QLIHL** to CSX/Hamlet, **OLIGN** to CSX/Gentilly, and **MLIAV** to Avondale, dep 7-9pm, ID CCX, SHPX, HOKX, CEFX, GATX, ACFX. **Monroe (KCS*)** YD is NE of DT. W end is ~1/4ME of UP diamond and is underneath 18th St. overpass and E end is at Booth St. Millhaven Rd. is PT/S of YD. Not a c-c, but it seems most trains stop and work. WBD to Shreveport. EBD to Jackson, MS. Expect EBD here ~2-5am (11). (UP*) YD is 1 1/2MS of KCS diamond. YO is off SW side of Mississippi St., BTN Winnboro Rd. to S and Plum St. RRO at N end of YD. SBDs likely c-c at Moutin, SBLs of Thomas near INT of 3rd & Texas. Guessing NBDs have c-c just off S side of Plum St. RRO. **SBD GM 'MPBL'** to Livonia, LA 11am-3pm D (14). ID same as 'QLNL'. D NBD GM 'OLINL' to Pine Bluff/N. Little Rock, 5-10pm (14). For ID see Livonia listing. **SBD 'MPBL'** to Livonia arv 11am-3pm.

New Orleans Area Note: The Port RR (POTB) is a belt line RR operating BTN various YDs in NOLA.

(BNSF*) YD is in Avondale, PT/S of the UP YD. This is on the West Bank area, SW of NOLA, across the Huey Long Bridge. You might "taxi" a ride over and avoid having to go out to Avondale by bus. Thru GMs may wait S of Earhart HWY, near Shrewsbury Rd., on their way to Avondale. Two WBD GMs: **M-CSXLAL** late am (d) (comes from CSX/Gentilly) and **M-NWOLAL** (from NS, CN others) early pm (d) both to **Lafayette** (14) Extras are rare. IM S-NWOSCO to LA area F only (15). May dep directly from the BNSF IM strips 1ME of YD, SE of Huey Long Bridge (by "Whisky Bayou." This is PT and 1/4ME of HWY 90. Take a bus from DT to Gretna bus STA at Oakwood. Then get "West Bank Expressway" bus to West Bank Expressway & Drake Ave. Then, get "W1 Avondale" bus passing INT of River RD/HWY 18 & HWY 90 (by "Spur" gas STA). For IM strips, from this INT try going 1/2ME to RR. IM loading area will be to your R (S). Not sure how feasible it is to catch out here. Otherwise, c'nue W on HWY 90 1M, past junction with B.R.90, to dirt RD going off to your R with BNSF Avondale YD sign. Then walk N 1/2M to YD and take RD to L (stay along trees and get down if a vehicle comes by, railcop is strict) down to DEP area. Both BNSF & UP IM/DS DEPs have in the past used two southernmost trax here. Not sure where BNSF stopped GMs might be.

(CN*) Mays YD W of city in suburbs of Metairie/Harahan. Take 'E2-Airport' from DT WBD out Airline Dr. (AKA HWY 61). Get off .5MW of INT Airline & Transcontinental Dr., where you see 'Victory Fellowship' Church across lawn on S side. Walk 1500FTS thru driveway of VF Church, staying to E side of moat/ditch, pass a few houses behind church into little park. Pass thru

trees to walk into mid-YD. All DEPs here are GEO WBD, headed NBD. IM YD is just S of the main YD area. D NBD (GEO WBD) IM #195 to Memphis/Chicago arv ~8-11pm from nearby IM YD, on 1 of 4-5 trax beyond first 2 trax there on N side. Does p/u of GM string here, dep ~10mid-1am (15). When stopped, rear of tm ~.25ME of where you entered YD. May be difficult to ride this thru Memphis—see listing. Other GMs here-probably will work at Jackson and term at Memphis. CN lines from here to Baton Rouge and Jackson diverge at a wye in **Kenner**, S of the Airport, a few blocks W of the terminus of the E2+E3 buses. Memphis-Geismer A419/A420 pair take the connecting leg of the wye, and both work **Destrehan YD** under I-310, ~7MW of wye, NBD A419 does p/u at Destrehan ~noon, then heads to wye at Kenner to head N. Unit trains too?

(CSX*) Take #94 'Broad' bus from DT ~1ME of I-10 overpass and 1000FTE of Wilson Ave to INT of Chef Menteur & Vernon Drive. Walk IBLs to Old Gentilly Rd along E throat of **Gentilly YD**. EBD GMs will be in DEP YD W of here. When dep'ing, many 2-back or otherwise briefly stop in this area, by the signals at E throat here. GMs #606 ~2-3am (run-thru from UP)(13) and #602 to WayX, GA ~11pm-2am D (14). #612 (early eve.) to Atlanta (14); #614 ~9pm and #618 both to Hamlet, NC (14). Some of these are UP run-thrus can come into YD on any of several tracks, ask. IM YD is on far side from you. IM Q180 to Jacksonville comes from UP (the ZLAJX), works here in IM area on S side, dep 4-7pm (6d/wk) (15). May have UP units and may 2-back or wait for clearance at E throat of YD.

(KCS*) GM CXSH to Shreveport starts out at CSX/Gentilly, works on POTB and then will stop/c-c at CN Mays YD, probably along mains. See listing. Usually at Mays YD ~9-12-mid D (15). **West YD** just W of city in suburb of **Metairie**. Take 'E2 Airport' bus from DT New Orleans out Airline HWY (HWY 61), 2 BL past 'Metairie Country Club' on your L, to Maple Ridge Drive. W end of YD is across on S side of Airline HWY there—you can wait in old bus shelter. GM turn to Baton Rouge will dep on first 2-3 tracks along here ~9-10am (M-F)(15).

(NS*) **Oliver YD** is on near E side of city. Take #88 bus going E on St. Claude Ave. ~9BL past Elysian Fields to St. Ferdinand St., just W of S throat of YD. You can enter S end of YD at RRX just E of there and look for freds but you are probably better off at N end of YD. Walk N on St. Ferdinand ~3/4M to its end at tracks. C'nue N, either along tracks or on Port St. a BL W of St. Ferdinand up to the Florida St. RRX. Walk another 200FT N and wait under Almonaster overpass, across from the public works. Dep trains often stop for clearance or 2-back in this area. GM #130 to Birmingham orig. at Oliver dep ~12-mid? #172 to Linwood is a run-thru from UP, goes to Linwood. This tm may bypass main YD using wye just N of YD, may work N end of YD(?). Will s/o and p/u blocks in Meridian, Birmingham and Atlanta. Rear of the train should go thru to Linwood. Sporadic IM traffic is usually attached to GMs.

(UP*) **Avondale YD** is PT/N of BNSF/ex-SP YD—however it is often best to get a train being handed off from NS or CSX in town and avoid the long trek out to the YD. Some CSX trains arriving WBD from Gentilly YD are passed off to UP enroute to Avondale YD. Some GMs will break up but others may go thru. At least they provide 'taxi' to Avondale. From DT, take either a #27 (better) or a #91 (also very close) bus to get to point on SW side of **City Park**. #27 bus terms there at 'Delgado Community College'. You're at INT of Marconi Dr. & City Park there. Go 3000FTN on Marconi Dr., along W side of City Park, to RRO opposite Florida Ave. If you walk off on R (E) before RRO there, that shack you see on S side of mains is c-c for WBDs BTN Gentilly and Avondale. Maybe 1-3 D? Once in a while people have long waits but usually they seem to get out within a day. IM CSX Q145 run-thru becomes a UP I.A. train—maybe late at night? Some GMs will do this as well, going to Livonia. It's pleasant waiting in park back ½MW of this RRO "what once was a golf course is now a field of savanna grass...". If you 'taxi' into Avondale, try to then head to the S-most tracks, that is where many departures seem to be. Thru WBDs also stop at **East Bridge** (on or at the approach to the Huey Long Bridge) and might be caught there. Otherwise, to go by bus out to W end of Avondale, ask for 'Jefferson Transit' bus when in DT New Orleans. Take it across Miss. River to the 'Walkertown Terminal.' From there, get a "W-1 Avondale" bus (M-F, until ~7pm). It will go W, then N to INT of Avondale Garden Rd. & Gambino Rd. Get off and you're at W end of YD there. Go across trax to N, wait near cemetery or ~1000FTE in patches of woods. Many trns either 2-back or come out of YD slowly. This is a difficult area—you are visible to traffic, RR workers and the bull office is by YO and tower—dark hours best. Otherwise, follow BNSF directions above. If in town, the 'City Park' alternative probably makes more sense. Strict railroad, you may be arrested if caught. IM/DS 'IAVLB to Los Angeles/Long Beach dep 9-10am D (13). ID Maersk, Triton, Hapag-Lloyd, K-line. Goes Livonia-Beaumont-Hou-SA (Kirby). The ZATLC to LA comes from CSX/Atlanta. ID some juice reefers. If it is way late, UP will run an IAVLB in it's slot at 1:30pm, going via Lafayette. WBD GMs may dep from YD area on N side here, but S of YO/engine shops. There are 3 UP GMs WBD thru Lafayette, the MCXEW + MNSEW haulers to Houston D, and the MAVBT road local to Beaumont (works New Iberia and Lake Charles, dep 8pm-midnight 4-5x/wk). GM MAVLL to Livonia (d), from midnight to 9am and MAVAX thru Livonia to Alexandria (d) (14).

Oakdale (UP#) Not a c-c, some trains may stop. YD is SW of DT. Dixie St. runs W across UP mainline to YD by the refinery.

NEW MEXICO – Albuquerque (BNSF#) No regular thru freight service from here E over Raton Pass (which is now Amtrak only). Locals to Lamy and Belen dep shortly after the last Railrunner train (about 9pm). For EBDs and WBDs you need to go to Belen (see listing). You can take 'Rail Runner' commuter train right to the YD in Belen. **Belen** (BNSF#)'Railrunner' commuter rail to/from Albuquerque right to YD. Call 505-245-RAIL for times. YD runs N-S, GEO NBDs are WBDs, GEO SBDs are EBDs (or SBDs to El Paso). For WBDs (GEO NBDs) go S on 1st St. S, S of Reinken Ave. overpass past the depot and Harvey House RR museum. This is right by where the Rail Runner commuter train will let you off in Belen. WBDs should be stopped along here on those first few tracks with c-c at fuel pumps at 1st + Castillo, on the W side of YD. Most go to Needles/Barstow. May be a late morning IM/DS (w/UPS lading slips) to Phoenix (09). D WBD GM 'M-BELPHX' to Phoenix dep 1-3am (11). ID lots of BNSF, RBOX, FBOX, NS, & SRN boxcars (s/o at Winslow), also grain hoppers, hazmat tanks. It will orig in YD in same area as BELELP—in middle of YD but towards W side. For EBDs (GEO SBDs) you are better off on other side of YD. Go E on Reinken over tracks and then take the second R turning onto Jarales RD/Route 109. Go S on Jarales ~ ½ M passing white BNSF fuel tanks on your R. Jarales will curve to your L. Along this curve take dirt RD veering off to your R and follow small paths on over to tracks. EBD c-c is further down to your L (S) here, you should be at ~ midway point of trains here, they stop on the first 3-4 tracks there past the siding going into fuel tank area. D GM 'BELELP' goes SBD to El Paso in 2:30pm-8pm timeframe, 3-4pm likely (10). DEP from trax just to E of W four mains, on W side of YD. ID gons (both l & e), Canadian boxcars, corn syrup tanks, hazmat tanks, BNSF grain hoppers, may have DS/racks as well. May have 'Ferromex' locos as power. Leaving YD El Paso train must go straight S. If it loops sharply to L(E) at S end of YD, bail if you can—you ain't going to El Paso. "Head down 1st to two easy access points—a bridge over the ditch 30? FT S of Bernard Ave or a gap BTN fence and the ditch as ditch bends SW ¼M S of Bernard. Look for a GM string in YD, may have bright red cans up front." Sporadic railcop presence here—keep a low profile.

Carlsbad (SWRR#) Southwest RR operates this ex-Santa Fe line to Clovis. Go to INT of Fox & Canyon DT. Turn E on Fox and go 2BL to depot, which is the c-c. D NBD sulfur train anytime, so ask or wait. Best bet is to catch a ride in "slave" units. GO to INT of Canal & Fiesta Dr. IMS of c-c. DPUs will probably stop at point BTN Fiesta Dr. RRX and bridge ~ 800FT N of RRX. Phone: 505-885-7106. **Clovis** RR museum/model RR in depot by YD. (BNSF*) YD is S of DT. Main St. runs S into the middle of YD and Prince St. runs S into the E end of the YD. HWY overpasses at each end of YD. c-c is at STA on N side of RR at 1st St. & Connelly. Some DS block swap here so they will pull thru and then work before dep. EBDs to Chicago/KC, Houston or Memphis. Periodic railcop presence, stay low-profile/dark hours best. (SWRR#) Uses BNSF YD, goes to Carlsbad. Departs GEO WBD then takes wye (slowly?) at W end of YD, just W of S. Hull St. **Gallup** (BNSF+) 1-2 WBD unit grain trains stop here D to have DPUs cut into mid-train. No scheduled times, but, when one arrives, you've got 20-30 min. to be up and on. Only WBD unit grain going Barstow, then up the Central Valley to various points N, stop to do this. To wait, you should be 1¼MW of Amtrak STA, by the Munoz Dr. overpass over YD. LA area unit grain trains run-thru. **Lordsburg** (AZER*) Runs a turn W from UP YD in afternoon to Clinton to meet mine run from Morenci, AZ. Also a turn from Safford, AZ comes in, flips and leaves on mains, will meet a turn from Globe, AZ at night. (UP*) YD is right DT, PT/N of HWY 70. HWY 70 crosses at W end, "A" St. is PT/N of YD. Only slower GM trains do c-c here—hotshots run thru Tucson-El Paso. **Lovington** (TNMR#) Small YD is NE of DT, just off N side of where HWY 82 curves to NE at Gum Ave. leaving town. Also small YD just off SE of INT of Avenue D and Main St right DT. This YD runs N-S BTN Avenue R on S and Ave. D on N. This line is busy now with increased oil traffic. 8am for DEP.

Raton (BNSF#) Not a thru freight route at present-Amtrak only. YD is PT/E of 2nd St. and the c-c was at depot. **Rincon** (SWRR# and BNSF#) Southwest RR runs to Deming. BNSF GMs may work here. Watch for sporadic ICE inspection here.

Santa Teresa (UP*) UP's new **Strauss YD** opened in April, 2014 and replaces the UP YD in DT El Paso, TX. E end of YD is just W of Santa Teresa/Dona Ana County Airport. From El Paso, go ~10M on I-10 to HWY 178 exit. Go 5MW on HWY 178/Arcraft Rd, becoming HWY 136 past Airport Rd to RRU. Follow tracks to R(W) another 4M to E end of YD. I don't know of any transit options. If you get the boot here you will need to get into El Paso, TX and go to Alfabá YD (see listing). Thru trains c-c, refuel and are inspected here. EBDs from here go in 3 directions: The 'Golden State route to KC (branches off in DT El Paso); the 'T&P' route to Ft. Worth (branches off in Sierra Blanca) and the 'Sunset Route towards Houston/NOLA. Due to the difficulty of this YD probably best to have this already sorted out at Tucson rather than getting on the ground here. **Tucumcari** (UP#) Not a c-c, a couple GM may work? YD is W of DT, ½ MW of CH. STA just on W side of HWY 104 bridge over YD. **Vaughn** (UP*) m.p.740. Fairly remote location, 35MSW of Santa Rosa, at JCT. of HWYs 285 & 60. W to El Paso, E to Dalhart. Go to W side of town, go N on W. Main St. as if to 'Vaughn RV Park.' Keep walking ¼M to RRX. Cross over those 3 BNSF tracks and, ~ 500FT straight ahead, are two 'lower level' mainline UP tracks. The c-c for WBDs is ~ 500FTE of BNSF RRO (1¼MW of BNSF crossing). The c-c for EBDs is at signal at RRX ~ ½ ME of where you've arrived at RR. "Patches of trees on N side ~ ½ MW of EBD c-c provide decent cover." Busy -crew vans drive to/from town frequently. Some stops long (30-60-min.).

NEW YORK - Albany/Schenectady Area ('Capitol District') **Note:** The #55 bus runs BTN two cities.

end of IM area. Not sure if you could access rear end of IMs to SE from here...GM #33K to Allentown mid-morning is an easy way to get first step out of NJ on NS." Works Manville (07). This train might also be caught on the fly near the Allen St. waiting spot for IM/DS. #H-07 turn to Campbell Hall, NY OD 5pm (Su-Th)(07).

NS has two other IM YDs ~2MS of Port Newark in **Elizabeth**. The **E-Rail IM YD** is E of NJ Turnpike and N of Trumbull, S of the 'Jersey Gardens' Mall. I think NJT bus #40 goes by JG Mall. I don't know of anyone catching out here, maybe this could work: First, it may be that trains out of E-rail have to double over. If so, go to INT of Trumbull and Dowd. Take Dowd N ~ ¼M to Schiller. Go R on Schiller past where it ends and c'nue to vicinity of Jersey Gardens Blvd overpass to wait. E-Rail throat is across from you here. (It might also be possible to access this area off of N side of INT of 3rd & JG Blvd. You could also look at trying to access the ass end of E-Rail. Try either from Trumbull and 2nd, walking around back of mills to NE, or from N side, walking S from the SE corner of the JG Mall parking lot? #25Z goes to Chicago/47th St. YD, usually around 8pm or later in eve (x Su). Will block swap at Harrisburg, PA/Rutherford YD, has a block for 21T (KC)(10). A second train, the #25Z just to Rutherford, follows soon afterwards, around 9pm. It carries a block for #213 (Atlanta-Memphis and works Bethlehem (10). **Elizabeth Marine Terminal (Elizabethport)** is nearby. I think this is the same basic area as CSX 'Port Newark' YD (see listing and directions), or possibly just S of there. This YD has in the past been known as **Dockside** and/or **Portside**. IM #23M to Chicago around 7-8pm (M-F), it will drop a #227 (Detroit) block in Harrisburg (10). #25V to Harrisburg same days, usually leaves right before the #23M, around 7pm. It picks up in Bethlehem, has a 21T (KC) block (10). NS trains can depart Elizabeth either N (swinging W thru Oak Island's W end) or S (to Port Reading Junction and W on the Port Reading Secondary). These trains both have blocks from NYCT YD in Staten Island.

Most NS GMs use ex-Lehigh Valley RR **Oak Island YD** in **Newark** (YD is also used by CSX and CP). From Port Authority in NYC, take NJT bus #108 to Penn Sta in Newark (PATH train also goes here). Then, take #25-Newark' NJT bus. If going to catch GEO WBDs: get off at INT of Wilson Ave. & Rome St. Walk 1BLE on Wilson, to opposite side of underpass, to INT with Stockton. Turn R (S) on Stockton and walk 1500FT to '118 Lounge' at Delancey St. Turn L (E) and walk almost ½ M on Delancey St., passing 'Continental Trading and Hardware' on L, to asphalt road just before RRX. Turn R (S) on asphalt road (avoid truckers seeing you ...may be better to walk RR most of way) and go ~ 800FT to just underneath NJ Turnpike overpass. Sign at fork of road says 'DEP Yard'. Follow arrow to L up asphalt road ~ 500FT. DEP YD, off to R (S), extends ~ ½ ME down to second overpass (Doremus Ave.). D NS GM #19G to Allentown/Conway, dep after 12mid (05). Slow Oak Island - Enola (Harrisburg, PA) #11J 'The All Day J' dep in afternoon. CSX: Trains to Selkirk will depart Oak Island GEO EBD. Q434 to Selkirk dep D (x Su), 11am-1pm (10). If going to catch Q434, stay on that #25 bus, continuing to INT of Wilson Ave. & Doremus Ave. Turn R (S), then walk 2000FT on Doremus to overpass over YD. On R (W) side of overpass, you can go down embankment to trax (this area actually called 'Doremus Ave. YD'). Be toward front end of Q434. ID by CSX power when dep imminent. Note: ¼ME of Doremus overpass on N side of YD is a police training center.. A couple CSX SBD trains dep GEO WBD out of (same area) YD: #Q141 'empty juice' to Florida at 7:30pm (x M&Th)(12). #301 to Philly at 5pm D (09).

(NYSW#) Susquehanna runs one WBD GM, the SU-99, to Binghamton 3x/wk M-W-F, around 5-6pm (12). Departs from small YD area ~ ½ MN of the **Ridgefield Park IM YD** (see CSX above). Take NJT #168 from Port Authority to Main+Mt.Vernon, right by Palermo's bakery, and walk down the hill (W), past (recommended) Ridgefield Park diner, to the S throat of the YD. I think N end of YD is in **Bogota**. CSX police patrol for NYSW, it doesn't have its own police department.

Carneys Point (CSAO#) Local to Camden from **Deepwater YD** near here: From INT of Broadway and Shell Rd. DT, go ~ 1500FTS to split of Shell and Hollywood Ave. Go R (SW) on Shell to INT with Springfield Ave. (at W corner of "Sakima Country Club"), continuing ~ ½ M further SW. Then, turn R (NW) and go ¼M to E end of YD. Coal trains from two power plants. One is just on the S side of the Delaware Memorial Bridge, on the E bank of the Delaware River. Deepwater YD is ~ 1¼MNE of here. Power plant is under S side of the Del. Mem. Bridge. I think coal trains leaving this plant depart in loop from E side of plant GEO SBD, before winding to go N, passing under bridge before heading towards Carneys Point. See Wilmington, DE. **Dover** (NS#) Local H-02 D (x Sa) runs W to Washington. **Manville** (CSX# and NS#) CSX ex-CR line to Phila. splits from NS ex-CR line to Allentown here. The split is IMNE of the INT of Camplain Rd. and Main St/Rte. 533 DT. Go ½ MNE on Camplain to dead end cul-de-sac, which is on SW edge of split and small YD there. Not a c-c, but GM trains of both RRs may work. CSX #300/301 BTN Oak Island and Phila works (05). NS #33K works here on way to Allentown. "Balance of train may be left almost 1ME of YD while units work YD." (07). **Millville** (CSAO# and WW#) CR Shared Assets runs to Camden, NJ (W. Pavonia YD). Winchester & Western goes to Bridgeton, NJ. From the INT of High St. (a.k.a. HWY 47) and Broad St. DT, go 4BLN on High to Foundry St./G St. RRX. Follow RR NE to wait just S of HWY 55 overpass. **Morristown** (M&E#) Morristown & Eastern operates several branches from here. **Washington** (NS#) From INT of Belvidere Ave. and HWY 57 DT, go 2000FTN on 57 to RRX. Small YD runs off to SE, looping E there to HWY 57 overpass at Port Colden. Locals to Allentown and Dover.

Shreveport (KCS*) Deramus YD is ~5MNW of DT. YD runs NW-SE. From bus STA DT at INT of Marshall & Crockett, take #12-ML King' bus on 40-min. ride to INT of ML King & Downing St. Walk 600FTW, bearing to L on Roy Rd. on curve to SW to RRO (N throat of YD). C'nue around loop from RRO to go 1000FTSE to RRX at siding track. Mainlines are on W side of YD here, next are several dep tracks. For GEO SEBDs to Beaumont, New Orleans, or Meridian, MS: Walk off to L, going 500FTN on siding to NW end of YD. Rear ends of thru SBDs doing c-c will likely be along mains here on NW side. The c-c is at YO on SW side, ~600FTSE of 'Grey Ghost' location. SEBD IM/DS here will go to Atlanta, one 6-8am D (11). SBD GM QKCNL to Nuevo Laredo ~2pm (14). ID midtrain DPU ahead of the IM. Orig GM SHCX to New Orleans around 4-6pm D (10). MSHNS to B'ham ~6pm (14). Many others. For GEO NWBDs to either Dallas or Kansas City: walk 1/3 MSE from RRX on Lakeshore to water tower on L(NE). HF at base of tower facing HWY, then go 400FTNE to note little shack in the field HF directly behind shack into YD. Other HF is ~350FT NW of gateway 2/3MSE from RRX (best after 6pm as workers are gone). Yet another is further SE--c'nue to point where you see raised sewer drain just off NE edge of pavement, right before reaching 'Gray Ghost' Motorcycle Club. (gray house 150FTNE off Lakeshore, with green street sign on Lakeshore). See wooded path ~15FTNW of sewer drain. Walk 400FTNE, looking for large HF on your L, to go thru to get to YD. Where you enter YD, you're toward SE end and a YO is 500FTSE of you. Thru GM NLKC to Kansas City should c-c on mains along here. IM/DS NWBD here will go to Dallas. Should be one at 10pm-1am D. The c-c, however, will likely be at YO SE of here--or it can pull thru further NW to point by RRX described (10). Several NWBD GMs also orig here. IL-SHKC to KC DEP 1-3pm D. It will have a few DS on rear (14). Another GM to KC ~9pm-12mid? (10). Rear end and fred will be just N of maintenance lot of 2nd hole described, probably on 4th track over. KC-Texas unit coal and sand trains bypass YD and c-c 4MN of YD at wye in **Blanchard** (see listing).

Ex-Midsouth YD is in **Bossier City**, on E side of Red River but is only used for a couple locals. Some EBD KCS trains may stop/roll slow (10mph) at UP diamond before crossing over Red River or otherwise go slow over bridge and thru Bossier City YD. "Walk into and under Market St. amd turn R in break of fence and c'nue under bridge to tracks. To your L(NE) will be EBDs going over trestle. Those turning R at signal before trestle are going into small UP YD. NBD KCS coal (e) to KC coming from BNSF will reverse direction right DT. They have a DPU. From INT of Common St. & Cotton St. DT, go 400FTS on Common to RRU. Looking to your L(E), you see 3 tracks below you. Track going off to the R(SE) is track where coal train will arrive. GEO SEBD, stopping with rear end just opposite 'Jefferson Apts' bldg there at Louisiana St. RRX 400FT from RRU. For new rear DPU for both loads and empties, you need to walk 1.3M SE on that track. ~¼M from Common St. RRU, you'll come to overpass above you and a switch. Follow track to R(SE) at switch, continuing ~1M to where you're in YD and ~800FT from RR bridge over river. That is where front end will stop. Crew leaves and this becomes the 'new' rear end DPU. Maybe 2-3 of these D (10).

(UP* & BNSF#) UP has 3 YDs. For **Hollywood YD**: from transit center DT on Crockett, take a #1 Metro Loop' bus on ~a 45-min. ride. From INT of Hollywood & Hearne (last food shopping area), go ¼M further W on bus to RRO over Hollywood. Go up embankment to RR. You're close to NE end of YD. YD extends 1MSW from Hollywood RRO. Note fencing on W side up N slope to woods. Turn immediately to face L (W) and, 10FT away, is HF. Go thru, then walk ~50FT N to see 2nd hole on your R(E) that is access to mainlines. If hole mended, you can still access on E side, but it's not as low profile. (Note: decrepit bus in salvage lot there on N side is good waiting spot, even biz hours. ~2-3 D GMs here GEO SWBD. Most are going N to Little Rock/Chicago or to Livonia, LA. QSHNL to N.Little Rock orig here 6-9pm, will fill out trn at Reiser YD. GEO SWBD unit grain headed to Chicago. GM c-cs maybe 30-60 min. It seems GEO NEBD GMs are only locals. BNSF GM from Houston to Little Rock on UP may c-c here. It seems very little traffic orig here (just locals). DWBD (GEO SWBD) IM/DS 'ZAILC' to Los Angeles (via Ft. Worth/El Paso) arv 3am-8am D (14). ID HubGroup, EMP, PacerStackTrain, maybe autorack loads at front. c-c likely 10-15 min. WBD c-c is 1MSW of Hollywood RRO. EBD (GEO NEBD) IM/DS 'ZLCAI' to Atlanta (via Jackson/Birmingham) arv 8am-2pm (x W) (14). ID same as above (probably no autoracks). likely c-c ~1-2 hrs. EBD c-c is 2000FTNE of Hollywood RRO. Very good, discreet camping ~200FTNE of RRO, along NW side in woods. Ex-SP **Riverfront YD** is right DT. This is only for SBDs to Houston. NBDs are on line running thru Longview. Go to SE of DT at INT of Clyde Fant Pkwy & Lake St. (at 'Sci-Port Discovery Center'). From there, go S on Clyde Fant, counting light poles in median strip from INT. 30FT before 9th light pole, turn directly R(W), crossing to weeds/brush. Small logs there to cross over moat. Walk up embankment to RR. Look to your R (N) and YD tower you see 1000FT away is c-c. First track is main line. No SBDs orig in YD (only transfers). ~5 SBDs (GEO NWBD) here on main line D. GM 'MPBHO' to Houston/Settegast nov arv 7am-3pm range D. ID ECUX, CNW, SIRX, WLCX gons, GBRX, ADMX (14). GM 'MPBEW' to Houston/Englewood arv 8pm-1am D (14). ID - See Pine Bluff, AR listing. IM/DS 'ZG4HO' to Houston D 5pm-1am (14). **Riesor YD** is ~12MSW of DT. Take #20 ---Pines' bus (x Su) to INT of W. 70th St. & Pines Rd. Walk just over 2MW on 70th to INT of 70th & Bert Koums Loop (AKA HWY 526). Walk ¼MS on 526 to RRU. YD extends ~1MNW from here. From I-20, get off at exit 8 and go 1¼MS. WBD GM 'MLFW' to Ft. Worth arv 12n-3pm D. ID (see 'Livonia, LA'). EBD GM 'MFWLI' to Livonia, LA arv 3-6pm D (13). Works. For ID see 'Longview, TX' listing. NBD (GEO WBD) GM 'QSHNL' to Texarkana/N. Little Rock arv from Hollywood 8-10pm D (14). Big p/u. ID CBTX, TLX, PROX, CHSX, GFSX.

MAINE - Auburn/Lewiston Note: Check the PAR (ex-Maine Central) tracks around here for early/mid 1970s datenails—the last ones made in the US. (PAR#) NBD PORU to Rumford and SBD RUPO to Portland work SLR interchange at **Danville Junction** (see SLR listing). (SLR*) St. Lawrence & Atlantic runs N to Island Pond, VT and on to Montreal. Operations are based at **Lewiston Jct.** (where a branch into DT Lewiston branches off). Jct is just W of Auburn-Lewiston airport. Go ~5MS of DT Auburn, on Washington Ave/Rte 4 past I-495 HWY overpass. C'nuc SW on Washington past Fireside Inn Suites and Danny Boy Restaurant on your R and then Circle K on your L another 1/4M to RRU. For Lewiston Jct, turn R(N) on tracks and walk 1.5M to Lewiston Jct. For Danville Jct, turn L(S) on tracks and walk 1/2MSE of that same RRU, past PAR DIA to small INT YD. SLR GM to Island Pond (on to Montreal) may start out here, or cars may be brought N to Lewiston Jct and train is assembled there. SLR locals to Dover and Portsmouth are based out of Lewiston Jct as well. **Bangor** (CM&Q* & PAR*) Both RRs operate from **Northern Maine Junction**, W of town. Go ~4MW from DT Bangor on HWY 2 (aka HWY 100 or Hammond St.). Go ~3/4MW of "Entering Hermon" sign to 'Northern Maine Jct.' Conv. store on R(N) side. Just past there, before RRO, go L(S) into YD. PAR YO is just back to E there ~250FT. PAR SBD GM 'BAWA' to Waterville. The CMQ (ex-BAR) YD is in a large circle winding around from the RRO down to the area PT the PAR trax. CMQ NBD goes to Brownville Jct. It will leave YD and take curve up and NBD on RRO over PAR trax. Local to Seaport is mostly/all tankers. **Brownville Jct.** Keep a low profile here. Stash your gear when walking around. (CMQ* and EM#) Go 3MN from Brownville. CMQ GMs BTN Millinocket and Farham/Montreal work here. SBD GM to Northern Maine Jct. (Bangor) orig here. NBS/EM GM #902 EBD to Mattawamkeag may work/INT with CMQ here. **Brunswick** (ME#) YD is 1MSW of CH. Pleasant St. is PT/N of YD. Church St. RRX is at W end of YD. Maine Eastern operates branches to Rockland (as needed, less than D), Gardiner and Lisbon out of here. (PAR#). **Calais** (PAR#) Small YD on N side of DT. Main St. RRU at W end of YD. Union St. is PT/S of YD, and HWY 1/North St. at E end. **Fort Kent** (MNRY#) SBD GM to Millinocket, N to Madawaska. In past, SBD left consist back E (GEO N) of HWY 1 RRX/N YD throat on NE side of DT—maybe out of sight around curve. When units enter YD for p/u, you could walk down tracks and find a ride, or position yourself down there along the river earlier. Few rides SBD—mostly boxcars (f) and lumber bulkheads (e). If no rides maybe try for a unit ride down in YD? **Houlton** (MNRY#) YD is on W side of DT, BTN Bangor St. & Meduxnekeag River and N of Green St. **Livermore Falls** (PAR#) very small town 25MNW of Augusta. YD is 3MNW of DT. Take HWY 17/4 ~3M to 'Jay'. Turn L (SW) onto Riley Rd., going over Androscoggin river. Wind to R (NW), staying on Riley Rd., going 1 1/2MNW. Then road curves to L (W), with YD to your L (SE) there at paper plant. Local goes N to Rumford and returns. D SBD 'RUED' to E. Deerfield, MA (09). **Madawaska Note:** CN c-c of Edmundston is across river. (MNRY*) Maine Northern runs line S to Millinocket. go E on Main St then N into the YD. If border issues make this spot seem to sketchy you could consider hitching to Fort Kent to catch SBD there. **Mattawamkeag** (EM/NBS#) Only 1 RRX in this tiny town. No stores. Eastern Maine WBD GM to Brownville Jct. EBD NBS GM to McAdam/St. John may stop to work here. But don't hold your breath. **Millinocket** (CM&Q* & MNRY*) YD just N of DT. From INT of Central St. and Katahdin Ave. on NE side of DT, go ~5BLN on Katahdin—YD is on your R. CM&Q GM to Montreal, days/times unknown. Maine Northern runs lines to N, up to Oakfield and Madawaska and various branches. **Northern Maine Jct.** See Bangor. **Oakfield** (MNR#) Operating HQ for Maine Northern. GM goes S then E to St. John. Locals N to Madawaska and, occasionally, E to Houlton. **Old Town** (PAR#) Hwy 2 is PT/W of YD, Penobscot River on E side, and Congress St. is at the N end. Turn N to Mattawamkeag evenings (05). **Portland** Check out Maine Narrow Gauge Rwy. 2M tourist RR-- try to hop it? (PAR*) **Rigby** YD is in **South Portland**, ~5MS of DT Portland. Take the Rte. 4 South Portland Bus Service (x Su) (not Portland Metro!) from Monument Square Stop in DT Portland, crossing over Fore River bridge into South Portland on Main St/Rte 1. Bus crosses over N throat of YD. Get off 1/4MSW of overpass at Union St. and walk 750FTSE to YD. WBD GM 'POED' to E. Deerfield, MA and 'POSE' to Worcester, MA/Selkirk both D. EBD GMs to Rumford, ME & Waterville, ME, both D (1/13). **Rockland** (ME#) Maine Eastern runs ex-MEC line to Brunswick. Small YD is 1/2MW of DT. Follow Park St. (becomes HWY 1) W, which runs PT/N of YD. Local service to cement plant at Thomaston, as needed GM turn from Brunswick. **Rumford** (PAR#) YD is SE of DT, BTN HWY 108 & Androscoggin River. D GM RUPO goes to Portland (12). **Searsport** (CMQ#) YD is 1 1/2ME of town. Turn R off HWY 3 at Elmwood Cemetery. GM (mostly tankers) to N. Maine Jct. **Squa Pan** (MNR#) Remote place 6MS of Ashland on HWY 11 aka **Aroostook Jct.** NBD to Fort Kent/Madawaska may work here; SBD to Oakfield. Turn to Preque Isle/Caribou maybe 2x/wk? **Van Buren** (MNR#) Small YD on S side of DT, SW of HWY 165 and NW of HWY 1. INT of HWYs 1 and 165 is E end. Market St. is PT/N of YD. Turn from Madawaska 3x/wk? **Waterville** (PAR*) YD is N of DT, E of College Ave., beside Kennebec River. D GM 'WAPO' to Portland orig here D (1/13).. NBD GM to Bangor/Northern Maine Jct. late afternoon (09). Locals too.

MANITOBA -- Brandon (CN#) YD is 5BL S of CP YD. (CP*) WBD c-c is at STA DT at INT of 10th St. and Pacific Ave. and YD is E of there. If you're on HWY 1, exit at 1st St. and, ~3MS from HWY 1, you cross Assiniboine River. YD is on S side there and c-c is ~1/2MW. Wait directly under 1st St. bridge over YD on S side by mainline for a WBD. **Carman** (CMRY#)

deps as Q007 to Indy/E.St. Louis. Q001 to Chicago (Tu only). Other trains will stop along mains here. Autos to Selkirk work or orig across mains.

North Bergen YD is less than 2MS of Little Ferry (you can walk trax, especially at night) mostly for pigs/PIBs and GMs. Take PATH train to Hoboken. Then take Hudson-Bergen Light Rail line to Tonnelles STA in North Bergen. In the SW corner of the LRT parking lot you can access the tracks. YD is just N of you here and, especially after dark, there are various places to wait along here. IM 'Q009' to Chicago dep D (x Su eve) around 11pm-1am, may s/o in Syracuse (13). If, 10-11pm, you see "fred" blinking up N in YD, that is probably 'Q009' built, waiting to leave. It will be dark so you can work your way up the train. **SBD IM/DS (mainly UPS) trains** go to Jacksonville, FL, the 'Q031/033' at 2-5am D (x M) (13). This train is likely to 2 or 3-back before DEP. You might wait a bit S of the LRT STA for this train. Several other WBD (GEO NBD) CSX DS coming out of Kearny or other YDs come thru here starting mid-afternoon, some may stop along mains around here as well. **Several SBD CSX GMs work/c-c here at North Bergen:** You want to be a ways N of the N end of YD. From PAT in NYC, take NJT '#127' bus or take '#83' bus from Journal Sq. in Jersey City. Get off at INT of 80th St. & Tonnelles (by the 'Lowe's' store on W side). Walk ~ 1000FTNW along N side of 'Lowe's' lot there to embankment down to CSX trax. Three SBD GMs usually stop/work here, leaving rear of train sitting along here behind and to N of 'Lowe's'. SBD GM Q417 to Pavonia (Camden, NJ) arv ~ 7pm D; SBD GM Q409 to Waycross, GA arv 3-6pm D; GM Q439 to Hamlet, NC arv 3-5pm D (11). Q439 may have a few open boxes. NBD thru GMs c-c/work South Kearny (see listing), not here. However, **NBD GM Q438 (?) to Selkirk** normally stops at signal at N end of N. Bergen YD. It "has many open boxcars, arrives around 5-7pm, pretty regular." (11).

South Kearny YD origs DS trains to Chicago and the SE. Some NBD GMs work/c-c here. High-security YD with an electrified fence! Access difficult unless you come in on a train. WBDs, to Selkirk/Chicago, depart GEO EBD. You might try for a WBD after trains have left YD and crossed the Hackensack River bridge where they may go slow or stop at a signal. Go to Journal Square in Jersey City (PATH train from NYC). Then either take a "Union City" bus to INT of Kennedy & St. Pauls Ave. (A #125 NJ Transit bus also comes directly to this intersection from NYC). Walk 6BLW on St. Pauls, passing Tonnelles, to RRX by 'Foxes' bar. This track is the lead out of South Kearny, off to your L(S). Some outbound trains may stop at the signal just to your L and/or proceed at a fairly slow speed as they enter Marion Jct and cross the leads to Croxton YD. Frequent cop/railcop presence in this area, get back out of sight ASAP—follow the trax down to your L a bit and find a place to wait. To be closer to YD, you can keep following this track as it curves around to your R and follow it toward bridge over river. YD is on other side. Outbound CSX trains, GEO EBD, turning GEO NBD by St. Paul's RD, may or may not stop along here or go slowly enough to get on. Q157 DS to Chicago OD 6pm (x Su). Works NWO. Q161 DS to Chicago OD 11:30pm D (13). CSX WBD DS train out of Port Newark may also come thru on this track. Access to the W end of South Kearny (for SBD DEPs or rear end of WBDs) is challenging. The W end of YD is ~ 2ME (towards Journal Square/NYC) of the PATH Harrison stop. If you try to approach YD from that direction beware of electrified PATH tracks! You might snag an outbound SBD. If very low-pro and dark hours you could try to make it thru the gates and up towards the freeds of departing IM/DS WBDs (to your R) or GMs (to your L). Good luck.

Port Newark (aka Elizabeth Marine Terminal) is BTN Newark & Elizabeth, NJ. Take NJT bus #40 from Penn STA in Newark to INT of Kellogg St & Terminal Rd/Corbin St., just 1/2 MS of Oak Island YD. Walk ~ 1/3MS on Corbin St., passing Stella Maris Chapel (24hr bathroom/telephone and provides shelter) on L. YD area where departing IM should be made up is to your R on tracks PT/E of I-95 there. Strings are pulled out of Port Newark tracks across Corbin Ave. and put together.. Old info-not sure if this is possible now? Q163 to Chicago (xSa). 'Q159' to Syracuse, (blocks c'nuc on WBD) probably later in eve? (x Su)(13). Departs GEO NBD. A couple NS trains may depart from this same area as well (see below).

(NS*) Several YDs. Croxton, E-Rail, and 'Elizabeth Marine Terminal' for IM; Croxton and Oak Island for GM. **Croxton YD** stretches from Jersey City into Secaucus and is main NS facility. Other than for locals all DEPs are out of the S end. 'White Mana' diner recommended at INT of Tonnelles+ Manhattan. **For S end DEPs:** From Port Authority in NYC, take NJT bus '#125' on ~ 25-min. ride to INT of Kennedy Blvd. & Carlton Ave. in Jersey City (2BLSW of INT of Kennedy & Manhattan Ave.). Go 1000FTNW on Carlton to INT with Tonnelles Ave. Turn L (S) on Tonnelles, going 350FTS to Allen St. Turn R (NW) on Allen, going 125FT to where you see 3-ft.-high wall just opposite W corner of 'Hudson Body' bldg. Easily climb over wall, then go 200FTW to wait in grove of trees. S throat of YD is ~ 250FTNE of trees. Departing IM/DSs pull out on either of two trax on W side of trees, many-- but not all--double over along here. Beware of a new 'camera tree' in this area. These trains may also stop /sit before St. Pauls Ave. RRX 1/2 MS of trees. If you do want to enter YD, you might move ~ 750FTSW to then go back N, up around ponds, to come back E over to W side of YD and in to strips. Trains coming out of YD go to Harrisburg, PA (most work there) and then are WBD (Chicago, etc.) or SBD (Atlanta, etc.). #21G to Chicago/Los Angeles, around 7-9pm (09); #21M (hot pigs) to Chicago ~ 7-8am (Tu-Sa) and 5-7am (Su, M), may s/o in Toledo (12). SBD #211 IM/pigs to Atlanta, deps 2-3am (Tu-Sa)(12). One crew to Hagerstown, may work in Greensboro, NC. One WBD GM to Allentown and a number of NS locals operate out of the N end of Croxton YD. The (Frank Lautenberg) Secaucus Junction train/bus STA is 1BL W of the YD. Find doors for Seaview Dr. and walk N to New County Rd. S end of GM YD opens up to NE there. Back to your R (S), under the I-95 HWY overpass, is N

NEWFOUNDLAND and LABRADOR -- Labrador City (QNSL*) Quebec, North Shore & Labrador RR starts its own ore trains out here bound for Sept Isles, PQ. Ride the ore or there are also mid-train slaves on these trains, ~ 1M back from lead locomotives. Beware of elevated shack with man inspecting ore by signals where train starts. Maybe 2-3 trains D? QNS&L also receives for interchange here ore trains coming from the Wabush Lake Railway (which start out in **Wabush**, 3ME of here) and from the new Bloom Lake Railway (starting out at the mine at **Bloom Lake**, 19MW of Labrador City, 1x per day (10). Wabush and Bloom Lake trains (both part of G&W) will go as far as Port Arnaud, 8MN of Sept. Iles and then will be taken to ore docks at Pointe-Noire, Que. **Ross Bay Jct** (a.k.a. **Emeril Junction**) (QNSL# & TST#) Thshuetin Rwy mixed passenger/freight trains (going N to Schefferville on M&Th and S on QNSL to Sept Iles on Tu & F, both mid-day) stop here.

NEW HAMPSHIRE -- Berlin (SLR#) D NBD (to Island Pond, VT and Montreal) and SBD (to Danville Jct., ME) may swap crews here. I think swap may occur at point of Hillside Ave./2nd Ave., just SW of INT with Willow St. HWY 110 is PT/SW of the RR in DT. **Concord** (PAR*) Go 6MS of state capitol on RR along W bank of Merrimack River in **Bow**. There is a power plant there to your L(E) side. After coaltrains are emptied at this plant, they return—either as NS coal trains to E.Deerfield, MA and on W or via the P&W. The empties are brought back along siding to mainline at the switch, on N side of plant. Usually 2-4x/week. (NEGS#) New England Southern INT with PAR. Sporadic service N to Lincoln. **Dover** Local bus here from Portsmouth. (NHN* & PAR*) Go N from DT to INT of Central Ave. & Oak St. Turn R(E) on Oak St. and go 1/4 M to RRU under Oak. SBD GM/gravel train **'DOBO' to Boston** depts ~ 6-8pm (M-W-F) (x/winter) and is probably sitting just N of Oak St. overpass here by mid-PM. Uses NHN power over PAR tracks right into central Boston. Stone (c) goes to Ossipee, NH. This is on and off c-c point for PAR NBDs to Portland and SBDs to East Deerfield. The c-c is at a trailer by the old B&M roundhouse/pottery factory just off S side of Oak St. overpass. INT of Oak and Broadway is ~ 600FT W of c-c. At times some NBDs to Portland will c-c 3MNE of Dover at **Rollinsford**. **Lincoln** (NEGS#) RR begins ~ .75MS of town, right at I-93 interchange. Infrequent service S to Concord. Connects with 'Hobo RR' here, a tourist line. **Nashua** (PAR#) YD is 1ME of CH, PT/W of Merrimack River. Lines NBD diverge at E. Hollis St. on N end of YD. A couple of local switchers based here-work to Lowell, etc. **North Walpole** (NEC+) See Bellows Falls, VT listing. **Ossipee** (NHN#) New Hampshire Northern RR orig's a (construction season only) gravel train to Boston from a quarry just E of town in **Everett**. I think this is at old Rte. 28/Emerson Rd. on W end and old Granite Rd. on E end, NE of DT. It runs M-W-F, departing mid-day. Ride gravel or try for rear unit. NHN hands this train off to PAR in Dover, units run-thru to Boston (05). **Whitefield** (NH&V#) Infrequent service to Groveton for SLR interchange. Line goes NW from DT. Lines diverge BTN HWY 116 and HWY 3, with the NW line crossing HWY 116 and also Elm St. **Wilton** (PAR#) Go ~ 5MW of Milford on HWY 101. Town and RR are on N side of Souhegan River. Little service.

NEW JERSEY -- Camden (CSAO# & NS# & CSX#) **Pavonia YD** is 1ME of CH. East State St. runs over YD. From INT of Broadway & Federal DT, go 1ME on Federal. YD is off to L(N) there. 27th St. further E runs over YD. D NS GMS #38/39G operate BTN here and Allentown, one to Conway also (04). CSX Q418 to Newark/Oak Island at noon (x M)(05). Coal trains to Beasley's Point & Carney's Point. **Dover** (M&E#) Interchange W of town at Chester Jct. (NS#) Local 'H-02' runs out of here M-F. Goes W to Washington, NJ on M&W, various spots on Boonton line other days (09).

Northern NJ - For most CSX and NS DEPs out of NYC area, you need to be over here in New Jersey. Check NJT bus #s leaving from Port Authority as they often change. Some late night buses run out to these areas, check current maps/info at the P.A. (NYNJ#) Operates RR car float to Brooklyn from **Greenville YD**. Sporadic, not every day but sometime 2-3 trips per day.

(CSX*) For **WBD and SBDs**: Several options: **Little Ferry YD** is in **Ridgefield Park**. 1-2 DS orig most days, other DS may stop along mains. Take NJT's #165 'Westwood' bus from Port Authority in NYC (other buses as well, including going into Ridgefield Pk at Main St. & Rte. 46 and then walking S across RR bridge to N end of YD). After ~ 30-min. ride, bus will come to Ridgefield Traffic Circle. C'nue on bus on Hendricks Causeway ~ 1/3M to INT of Hendricks & Victoria Terrace (just before point where Hendricks has sharp curve to R, where 'Auto Body' is on S side and 'Dick's Coffee Shop' is on N side. Walk S on Victoria, going past 'Pum Yang' on R, (follow sign for 'PSEG Bergen Terminal') in 180 degree turn, going under one HWY overpass to second HWY overpass. This walk is best done at night, try to be as low-pro as possible and minimize your time out on this road. Walk under second overpass W out to tracks. Those are the CSX mains. Walk ~1/2 M N along mains and find a place to wait. Train will be built in YD area across mains. **Q003 to Chicago** (Tu-Sa), depts 6-9am (14). Will drop a third of train in Cleveland, which quickly

YD is on E side of DT. 1st Ave. NW is PT/N of YD, and 8th St. NW is at W end. **Churchill** (HBR*) Hudson Bay RR operates this ex-CN line. YD is right DT. Short GM/pigs to Thompson (works Gillam) 3+x/wk (14). Seasonal unit grain extras, **Dauphin** (CN*) A c-c on CN's secondary main BTN Canora, SK and Portage la Prairie/Winnipeg. I think c-c is E of the Main St. RRX DT. NBDs (GEO NWBD) stop at 1st St., 1BLE of Main. SBDs (GEO SEBD) probably pull SE across Main St. RRX into YD and down to where Whitmore Ave. E. and Front Ave. converge. ~1MSE of DT. **Gillam** (HBR*) YD is on S side of DT, and Railway Ave. is PT/N of YD. GM/IM 3+x/wk S to Thompson, N to Churchill. Seasonal grain? **Minnedosa** (CP#) This is likely c-c on secondary line BTN Bredenburg, SK and Winnipeg. YD is SW of DT. Main St. crosses E end, and 1st Ave. crosses RR at INT with Provincial Rd. 355 at W end. **The Pas** Locals say 'The Paw.' (CN* and HBR*) YDs start just S of DT ~5BL "Two separate YDs end to end here. Junk is closer to town and then the NBD grain and CN DEP YD area is S of there." Hudson Bay RR GM goes N to Thompson 3+x/wk + seasonal unit grain. SBD CN GM to Canora, grain usually goes thru to Melville. (KR#) Ex-CN line to Lynn Lake line tees off from the HBR here. It is now operated by a First Nations tribe as the Keewatin Railway going as far as It Pukatawagan. Any freight is likely to be attached to 3x/wk mixed freight/passenger train and leave from VIA STA area. **Thompson** (HBR#) YD is E of DT by VIA STA. This is on a branch off of the mainline. Trains with pigs are NBD to Churchill, heavy trains can only run at night during summer, otherwise "the rails turn to spaghetti on the muskeg." **Wabowden** (HBR*) YD right DT. S to The Pas, N to Gillam. Unit grain only unless the 3x/wk passenger train has some freight attached.

Winnipeg (CMRY#) Central Manitoba Railway operates two ex-CN lines. I think (not sure) depts are out of N.Trascona YD, with a transfer to Symington. The #44 bus come close, Plessis dead ends into the middle of the YD. Runs N to Selkirk and SW to Carmen. Look for the cow skull on units. (CN*) **Thru WBD trains**, especially IM, c-c at **Fort Rouge YD**. YD is 3MS of CP YD (2MS of DT). The mains are PT/SE of Pembina HWY, with SW Rapid Transit Corridor STA on Osbourne at N, and extends 1.5MSW to where Pembina turns under RRO. Take the #60, 66 or 99 down Pembina. YD is not well fenced, there are many access spots but few good hiding spots. You could get off at Grant Ave (walk 500FTSW to INT Of Pembina & Carter Ave. Go to back lot of 'McDonald's'. 50FTN there is HF. Go thru and wait along there in trees). Or stay on another 1/2 mile to where you see 'Pizza Hut' on your L. This is a good spot but railcops know it so stay low-pro. WBDs (GEO SBD here) to Melville/Edmonton will pull in for c-c along here, the c-c is at signal blocks further S from Pizza Hut location. Trains that orig at Symington YD, will not stop here. Some other thru EBDs may also pass by here after doing a c-c further N of here—can be a bit hit or miss. Most EBDs run thru here and some, including D #118 to Chicago, after leaving Ft. Rouge, will get off the Toronto main at Beach Jct., ~1M after crossing the river, and head S into Symington YD. Ask a car knocker before getting on an EBD at Ft. Rouge. The BNSF connection train to Grand Forks leaves from here 5x/wk (D?) around 11am (01), it will 2-back for a good two blocks past the wye at Portage Junction."(01).

Thru EBDs to Sioux Lookout/Toronto use **Transcona YD**, E across the river, 2MNE of Symington YD up Plessis Rd and E of Beach Jct. along the mainline. Small YD, mainly a car repair facility, and c-c for thru EBDs. You could take 46/47 buses to INT of Regent and Hoka and walk S to the mains. Or take the 87 on Dugard. From Plessis RRX (best at night) walk 1/2ME, staying BTN RR on L and ditch on R, to point where old concrete passenger platform is located next to tax. Get down on S side of platform and stay down. Waiting spot ~mid-train here. ~3-4 EBDs come thru here D. IM/DS all go E at least to Toronto, some to Montreal. Stop here is refueling and thus more like 20-30 min. stop. **Orig GMS going all directions** leave from the large **Symington YD** in St. Boniface, ~31/2ME of DT Winnipeg. SBD (Superior, WI/Chicago) thru trains may c-c here as well. This YD is not on the E-W mainline. **Both EBDs and WBDs for CP's E-W mainline** dep GEO NWBD and then run N up to junction w/mainline. Go to the NW throat at the overpass over Lagimodiere near the INT of Maginot (transfer from either the #52 or the #47 to #75 bus). Some depts may come out of YD slowly here? There is an IM area along NE side of YD. I would guess that some thru IMs btn Chicago and Edmonton work here, others may orig. I'm not sure about access to IM area. **SEBD GMS to Fort Francis** and then either **Thunder Bay** (D, may have empty boxes up front) or **Superior, WI/Chicago** (3-5 D) dep out of SE end of YD. Take the #52 bus to Lagimodiere & Patterson and walk 2ME on Niakwa (access road on N side of Fermor/Transcanada) to RRU. I would guess that GM dep area may be on SW side of YD back along here. Otherwise, perhaps some SEBDs stop or 2-back on their way out of YD? There is a lack of detailed info about this YD. **Note:** Trains that dep SEBD here will dip into the US while going around the S end of Lake of the Woods before arriving in Fort Francis. So they are subject to US BP inspection at Warroad—even though your intention may be just to stay in Canada and go to Thunder Bay!

(CP*) **Weston YD** is 1MN of DT. Higgins Ave. (2 BL N of larger Logan Ave.) runs PT/S of YD. McPhillips St. crosses under W throat, Main St. is at E end. The mains, and 7 DEP trax, run thru middle of YD. Two HWY overpasses provide access points. The Isabel/Salter St. bridge (aka "Slaw Rebchuck" bridge) is one. Take a #17 or #38 bus (or walk, it's not far, also I think the #26 goes along Logan) from DT to INT of Isabel St. & Logan Ave. YD is just N of you here, under the overpass. ~1/2MW of here is the Arlington St. viaduct. (Check out this old bridge: it was built in Britain back around 1930 for export to Egypt for a Nile River crossing! For some reason it ended up in Winnipeg). Thru trains will usually stop BTN these two overpasses, the EBD c-c is

usually just E of the Isabel/Salter bridge, the WBD c-c is usually just W of the Arlington bridge. Access is best from the S side here off of Higgins. Maybe near INT of Sherbrook and Higgins-beware of camera along main just to the NE). Look from bridges or pop over a few strings to monitor the mains-a little dicey during the day. Thru trains may stop for extended periods-2-4 hours.

~3 IMs each way (most c'nue past Calgary+TO). Two WBD mainline GMs D + 2 that take PNL secondary line W via Brendenbury. Only EBD GM is #410 to Thunder Bay. There are maybe 3-4 SBDs (to Minnesota) per day, GM and unit grain. They tend to come in as thru trains and dep YD GEO EBD. To get these SBD "Soo Line" trains to the border you can try from the S side of the Isabel-Salter bridge. They usually are on one of the DEP tracks there on the S side. (Dep. tracks numbered 7 on S, 1 on N). A SBD alternative is Whittier Jct., ~2ME of this bridge, just E of the Red River where there is a WYE and the line to Minnesota heads S. The WYE is just E of Rue Archibald and there is a public park on N side of tracks here and grain elevators on W side. Take #43 bus to Archibald just N of Mission. SBDs creep thru this wye. Also, "GM on secondary line just this side of border through Morden, MB can be caught on the fly near the split up Logan, BTN Electa and Vine." This point is ~½MW of the McPhillips St. overpass, at RRX. It is ~1500FTNE of RRX to the split. Train will come around curve of split, SBD."

MARYLAND -- Baltimore B&O RR Museum/Mt. Clare Roundhouse is here. 'Baltimore & Ohio' was first RR in the US, back in 1830s (the CSX line from here to Cumberland). (CSX*) Several YDs: Bayview YD is ~3½ME of DT and is where thru IMs often c-c. From DT at INT of Calvert St. & Fayette St., take '#35 - Whitemarsh' bus NBD on Calvert. Bus goes E on Monument St. 3ME of INT of Monument & Kresson St. Get off where Pulaski HWY converges from R with Monument, right in front of RRO. Walk under RRO 800FT to Erdman Ave. Walk across grassy knoll up to 'Erdman Ave.' sign. Go ¼ME on Erdman to where 'Michael & Sons Services' is located (6420 Erdman Ave.). RRO is right there (note cool 'B&O RR' logo in concrete on bridge facing you). As you approach RRO on Erdman, walk up embankment, turning R (SW), and YO is ~½MSW. Some trains c-c here. Others run thru, it can be frustrating. YO should be SBD/WBD c-c. Reports are NBD c-c are either at YO or at staircase 200FTNE of the Erdman RRO. (I think probably now NBD c-cs also done at YO). IM Q031 to Jacksonville arv ~11am-1pm(?) D (x M)(13). Will p/u here. NBD IM Q032 to N. Bergen, NJ arv 9-10am? (W-Su?). Will s/o here. Q034 to North Bergen 12n-1pm? D (x M)(13). Some thru GMS also may c-c/work here, but West Baltimore YD (aka Mt. Winans YD) is more common (although one recent rider reports fewer trains now stopping here (12): take '#36' bus WBD on Fayette St. from DT. Bus will be SWBD on Washington Blvd. Just past I-95 overpass, bus gets to INT of Washington & Hollins Ferry Rd. Walk ¼MSE on HF Rd. to RRX. YD is right there to your R (SW). SBD GM Q405 to Rocky Mount, NC may stop at Bayview and here 4-6pm (09). GM Q409 to Waycross, GA 5-7am D (09). NBD GMS: Q438 to Selkirk arv 8-10am, it may also stop at Bayview. Another ½MSW from here is RRO near S end of YD. GM Q341 to Cumberland (x M) (09), starts out at Curtis Bay YD, then crosses over W. Baltimore mains on that RRO and loops around to the W, joining the leads from Mt. Clare YD (local switching only) which then meet the West Baltimore YD at its S end, by YO. It probably goes slow getting on the main. For orig IM/DS: Penn-Mary Jct. is 3ME of DT. Take #10 bus along Eastern Ave. to Oldham. Walk almost ½MS on Oldham to O'Donnell. Turn R (W) and go 300FT to Newkirk. Turn L (S) on Newkirk, and go ¼M to Holabird Ave. To the SE of that INT is YD. Q137 to Chicago around 8-9pm D (usually M-F) is built in inaccessible Seagirt Marine Terminal but when YD crew is making them up/doubling over, they poke out of the fence on the two leads and into the Penn-Mary YD. Once complete, YD dogs drag it up to RRX (Holabird Ave.) near CSX and Canton RR YOs, where the road crews take over. Go ~500FTE from that INT on Holabird to point opposite strip club "Night Shift". Turn R, going into trucking lot, then ~¼MS to then turn R (W), along first track there (a few HFts) to wait. Be there by 8pm. Front pulls N out of YD, get on a 53 on doubleback move. NOTE: CSX plans to move its Baltimore IM operations to a new facility at the old Mt. Clare YD. Earliest this will happen is later in 2015. CSX has a couple other small YDs in the area including Curtis Bay YD is in far S of city. Take #14 bus to Patapsco & 9th. Walk N to N throat of YD. GM "Q341" to Cumberland at 7pm (x M)(09) + empty coal to Cumberland. There are a pair of unit bauxite trainsets that cycle from Curtis Bay to Massena, NY as the K532+K544. Also export coal+autos at Curtis Bay is booming. Lots of unit empties heading W. Another is Locust Point. Take #1 bus to INT of E. Fort Ave. & Ludlow St. Get off and walk 150 FT further on Fort, passing over Key HWY. Walk down staircase to Key HWY and walk S on Key toward the 'Chesapeake Paperboard Co.' water tower there in front of you. C'nue ~¼M to INT of Key HWY & McComas St. Turn R onto asphalt embankment and go up into YD. No thru trains at present

(NS*) Ex-CR Lombard St. YD is PT and just S of CSX YD and PT/N of E. Lombard St. Take #20 or #23 a bus to the INT of Lombard & Kresson St. C'nue E on Lombard from Kresson passing under I-895. YD off to your L(NE), ¼M around Lombard as it loops to NE. YD is PT/N of Lombard at that point. YO is just off N side there where Lombard curves back to your R (E). IM #23W goes to Chicago via Harrisburg around 9pm (M-F), more like 3pm on Sa-Su (12). For GMS c'nue E past IM area (and RR police office!) and then cut down to YD. GMS may be mostly locals. #33A to Allentown (M-F) (07)?

Brunswick (CSX*) Go to 'MARC' commuter STA 200FTW of blue-colored YD tower. GEO EBD GM Q401 to Hamlet, NC. It does c-c 200FTW of "MARC" STA. Look for it there ~8pm D. You can cross over to path along old C&O canal, walking along BTN train and canal. WBD GM Q400 to Cumberland also does c-c here, usually at point 200-300FT to E of EBD Q401. ~3pm D,

DT. Go to INT of Tropicana Ave. & Valley View Blvd, just W of I-15. Take '#201B' bus to INT of Rainbow Blvd & Robindale Rd. Walk 2MS on Rainbow to Serene Ave. (750FTS of Blue Dia RD). Turn L(F) and go .75ME on Serene to be at N end of YD. YD extends ~.75MS from here. No stores/water. EBD GM 'MWCNP' to SLC/North Platte: arv D 4-9pm (13) Will p/u here. ID TTFX autos, MWCX, DMIX. EBD GM 'MWCRO' to Salt Lake arv D 5-8am. Likely s/o and p/u. ID RGXC, CNW 490-series, FMLX. WBD GM 'MSCWC' to W. Colton arv D 5-10pm. Likely s/o and p/u. ID TTFX lumber, CN & MP boxes.

Reno/Sparks (UP*) YD is 3ME of Reno CH in Sparks. I-80 is PT/N of YD and Pyramid Way runs S into YD ~at (unmanned) tower, which is common c-c both directions. YD is busy these days. YD well patrolled, best at night. For EBDs: from RTC Center on 4th St. in DT Reno, take #11 or #18 bus EBD. #11 goes to 'Centennial Plaza' in Sparks, just on NE side of Rock Blvd. RRO (if on E side of Sparks, #26, #25, & #21 run WBD toward YD, with #25 & #26 coming WBD along Prater Way from N NV Medical Center). Go back 1200FTW to Rock Blvd. Go S on Rock, underneath W end of YD, to Hymer Ave. Turn R (W) on Hymer, going 1BL to 18th St. Turn R (N) on 18th, going 750FTN to RR. You are .75MW of YT c-c. Many EBDs may pull further E into YD to await crew or add DPU. Note: arv EBDs very frequently stop for ~5min such that trn straddles Rock RRO. Maybe smart to just bug anything here and taxi into YD at c-c to then sort out ride. GM 'MRVRO' to Salt Lake City arv likely 3pm-9pm D. ID GNTX gons (J), RTIX, EEC box (J), RTIX, UP cover hoppers. Will work here 'MRVRO' probably go WP/Silver Zone to SLC. GM 'MRVNP' to Cheyenne/N. Platte arv ~6am-3pm D. ID C-D lumber (J), TBOX (J), GTW, CN, SP box (J), MP cover hoppers. IM/DS 'KOAMN to KC/ Marion, AR (Memphis) arv Tu+Th+Sa 8-10pm. ID Emp, Hub Group, Pacer, Umax. Big s/o Ogden (stick to rear to ride thru). EBD IM/DS 'ZLTSP' arv here Tu-Sa 3-5am. ID Emp, Umax, Werz, Alliance, NFI, Hub Group, and lots C.R. England. 'ZOAG2' arv Tu-Sa 10am-1pm. (may be short). 'ZOAG2' p/u the entire 'ZLTSP' string then goes straight to G2/Chicago in ~48hrs. You could get on ZLTSP string when it comes in (dark hours) and wait for p/u by ZOAG2. IM/DS KLTG2 to Chicago ID CSX/UMXU morning/early PM (Tu-Sa) may have DPU, will s/o at G3. For WBDs: take #28 or #18 EBD on Glendale Ave., PT/S of YD. Get off at INT Glendale & McCarran Blvd. Go 800FTN from INT on W side of McCarran overpass, going thru HF on overpass to go down to E end of YD below. Bull run on opposite (N) side PT trax, so be discreet. You're in good place if WBD does c-c at YT. Some may pull further W to remove DPUs. Also, at times WBDs may run around on S side of YD, with c-c on E lead near the wye at 'Summit C-C' or 600FT further E at 'Meredith C-C' (both names posted on signs at these locations). D (x Tu). WBD IM/DS 'KMNOA' to Oakland arv F-M 4pm-12mid, does s/o at Lathrop. Be toward rear to go Oak. IM/DS ZG2OA arv 5-7am, does s/o of most of trn (which becomes the ZSPLT to Lathrop) then c'nues as shorter trn to Oakland. ZSPLT follows. All WBD GMS term at Roseville. Winnemucca (UP#) Not a c-c for most trains BTN Portola and Elko. A couple of slow freights may recure here. This is for the UP mainline on N side of town, N across Humboldt River. UP metal bldg by the bridge was/is the c-c. Don't confuse with ex-SP mainline further to S (closer to DT).

NEW BRUNSWICK -- Campbellton (CN#) E end of YD is at Subway St. (aka Pont Van Horn bridge), with Roseberry St. PT/S of YD. Upon ARV of train from Mont-Joli, QC, the local L574 will pare off and head to Bathurst, midday (14). **Edmundston** (CN*) MP 219. Across from Madawaska, ME. CN mainline passes right along river and underneath bridge over river. STA is ~ 500FT W of bridge and is c-c. Rue Saint-Francois is PT/N of YD. A pair of IM/DS D (#120/121) run BTN Halifax and Toronto GMS pairs #407/408 btn Halifax and Moncton (14). **McAdam** (NBS/EM#) YD is right next to (E of) very nice depot DT. Trains BTN St. John and Maine will probably stop here. **Miramichi** (CN#) End of the line. CN turn L569 goes S to Moncton, in morning (14). I'm guessing from Old "Chatham" at INT of HWYs 11, 134, and 8, go ~ 6MSW on HWY 8. When HWY 8 reaches the NW Miramichi River, go to RR on your L (E).

Moncton (CN*) (CN*) Confusing **Gordon YD** is out in the woods 3MW of DT, w/DEP YD to the S. Walk 3MW on St. George St. to end at English (1BL past Edinburgh Dr), jog R [[half]]MN to Delong Dr, and go another 1000RW to RRO. During the day the #67 bus will come right to INT of English and Delong, you can follow the furthest track looping W thru trees to DEP area. CN DS Q121 to Toronto will stop on mains ~latePM, s/o GM + p/u IM at Gort Jct, leaving freight beneath and S of Delong Dr. RRU on mains. GM M305 to Toronto DEP at 9am, and L569 turn back to Miramichi (earlyPM, often has tank-train block) both DEP GEO EBD, looping N at Gort Jct. GM A406 turn to St. John (w/some DS, at noon) DEP WBD. A408 to Dartmouth (greater Halifax, mostly autos at night) and DS Q120 to Halifax (will p/u small GM block, often gons, late night) both DEP GEO WBD from YD, immediately looping around E. Alternatively, you can take either #67 or 68 bus within a block of the Edinburgh Dr RRR at Marsh Jct. and walk the service RD. BTN mains thru woods to the same E end of the DEP YD. YD tel 506-853-2505. **St. John** (CN*) **Island YD** is 1MNE of DT. From INT of City RD/Rte 100 and Crown St, walk N under/along Crown to RR tracks. S end of YD is to your N here. GM turn from Moncton turns back, dep 4-6pm D (14) from S end of YD. Train will be sitting on mains with its rear end extending S out of YD. (NBS*) New Brunswick Southern's ex-CP **West YD** is PT/NW of Dever Rd. in W. St. John. Church Ave. runs across NE end of YD. NBS runs ex-CP line W to McAdam. Train #901 dep ~9am (Tu-Sa.) to Oakfield, ME. Swaps crews and works McAdam then Brownsville Jct. (14).

'Horseshoe' track overhead, is pathway to 2nd set of tracks. It is on those next 2 tracks that EBD DS trains stop. You may want to wait ~ 20 minutes after ARV for inspection to be completed. Train should be in YD 45-90 minutes. Most (90+%) EBD DSs head to Chicago, a couple go to KC. Most EBD coal to KC. If your EBD GM terms in NP the EBD receiving YD is just S of EBD thru trax. Many GMs also orig. For EBD GM DEP YD: follow Front St. W from DT along S side of YD under Buffalo Bill Ave. E throat of 7-track DEP YD is just W of that overpass. Get KC trains here. WBD GM DEP YD: This is next 10-track YD area S of WBD IM DEP area described above. Also, if you've been booted out of the YD or already in DT North Platte: Alternative options (for EBDs): Wait DT. Some trains will stop to wait for clearance from signal bridge just E of Poplar St. RRR. Ask to know train destination so wait over on N side BTN Jeffers St. RRO and Poplar St. Units stop just opposite grain elevator on N side and UP office with flagpole on S side. Dark hours best here. These stops may, however, now be more common closer to E throat of YD on S side: "Access ~ 1/4 ME of 'N. Buffalo Bill Ave. RRU in vicinity of N. Garfield Ave and W. Front St. From this INT walk diagonally across Front St., thru small trees and look for section of fence that can be lifted so you can squeeze under. This is BTN a signal and switch stand on other side of fence." Otherwise, "new HF at point .75ME of Buffalo Bill and .7MW of Jeffers St., on S side, across from INT of Front St. & Washington Ave."

Northport (UP*) Coal only, I think. Go to RRR ~ 1MN of DT Bridgeport, where HWYs 385 & 26 intersect. C-C for WBDs is just on E side of that RRR. For EBDs I'd guess it's just on W side of that RRR. Omaha UP HQ is here. (BNSF#) Gibson YD is located ~ 2MS of DT, along Missouri River. N throat is just S of I-80. From DT on 16th St., take '#13' bus SBD to INT of S 13th St. & S. 12th St. (at 'Starsky's Lounge'). Walk 1500FTE on 12th (becomes Atlas St.) to parking lot at S end of zoo. Walk thru parking lot, bearing to L (NE) to be at W side of YD. YD extends ~ 1MNE to I-80 overpass at N end and 1/2 MSW to S end. D GM 'M-OMAKCM' to Kansas City/Murray YD early evening (07). Sporadic GMs to Lincoln should dep GEO NBD. D Z trains BTN Denver and Chicago may (if no work they'll bypass YD) work IM YD, around 5-6am to Denver (GEO NBD), 7-8pm to Chicago (GEO SBD)(09). YO: 402-422-5203, -04. Roving railcop based here. (UP*) Main YD in Council Bluffs, IA (see listing). Omaha is not a c-c for most trains but "trains sometime stack up & stop at Amtrak STA (bridge)." GM MKCSS to St. Paul does c-c here. Take #9 bus EBD on Douglas to INT of Martha St. & 24th St. Walk 400FTW on Martha, then, descending under overpass, over 2 mainline tracks. To c'nue down to next mainline. Train will be GEO NBD ~ 11am-2pm D (14). See KC/MO Neff YD listing for ID info. Ravenna (BNSF*) C-C is at bldg just on E side of HWY 68 bridge on S side of tracks there. This is SE of town. This line has ~ 75% coal traffic. Red Cloud (BNSF#) Go to INT of HWYs 281 & 136. Go S on HWY 281 almost 1M to small YD. South Morrill (UP#) All coal all the time. EBD to North Platte. WBD/NBDs go into mines near here. I'm not sure if this is c-c, but many trains stop. This place is ~ 2MS of Morrill off HWY 26, ~ 15MW of Scottsbluff. Superior (BNSF#) YD is S of DT, PT 3rd St. with both ex-SF and ex-BN lines operating out of here.

NEVADA - Arden (UP*) See Las Vegas listing. Elko (UP* & BNSF*) The c-c is ~ 3ME of DT. YO is directly S of point on I-80 ~ halfway BTN HWY MP's 305 & 306. 'Stockman's' Casino/Hotel Shuttle will take you ~ halfway to/from c-c at no charge. Tel: 800-648-2345. Have them first take you DT to the casino. Then, after a short while, ask to be taken to the 'Red Lion' on E side of DT, out E on Idaho. Walk ~ 1 1/2 ME to INT of Idaho & Romeo (at 'United Rentals'). Then go 1/4MS and c-c is just to E (L) there. EBDs come thru on S side. Good EBD campout spot is past busted wire off edge of dirt road where you see big broken concrete blocks ~ 2000FTSW of cement plant and almost 1MSW of c-c. EBD IM/DS 'KOAMN' to Marion, AR (Memphis), 1-5am (W-Su)(14). Expect big s/o in Ogden; EBD IM/DS 'ZOAG2' to Chicago 4-7pm (Tu-Sa)(14). Straight shot to Chicago. Fast c-c's here. WBDs come thru on N side. Most WBDs run via Sparks (Donner Pass), not Portola (Feather River Canyon). Diverging split of old SP and WP mains is at 'Weso' jct., ~ 3MNE of Winnemucca (Sparks to L, Portola to R). WBD IM/DS 'KMNOA' to Oakland 9am-5pm (Su-W) ID EMP, CSX, APL. Will s/o front of train in Stockton. WBD IM/DS 'ZG2OA' to Oakland 1-8am D (x Tu)(14). WBD GM MRORV to Roseville via Sparks D (x Tu) 2-10pm (12). ID CNW 490 hoppers, CTRN, MP, SOU, NS, FURX. To get WBDs via 'Feather River' route: All unit grain plus two GMs: MNPRV and MNPRV go that way. Both run most days, times vary. ID ARMN reefers, ADMX, NOKL, TBOX, MWCX. BNSF GMs (3x/wk each way) on UP trackage rights BTN Stockton, CA and Provo, UT/Denver, CO will c-c here. Las Vegas (UP*) The c-c for EBD and WBD is on N side of Charleston Ave. overpass. For EBD to Milford/Salt Lake City: Go to INT of W. Wyoming Ave. and RRR. Walk NE or SW along tracks from W. Wyoming to wait for train. The EBD c-c here is brief as the crossing at W. Wyoming is blocked by rear of most trains. Inbound trains will hold back short of W. Wyoming RRR if outbound crew is not ready to "get on and go." When outbound crew is ready, the inbound train will then cross and foul W. Wyoming RRR during c-c. Expect homebuns along tracks here. EBD IM/DS 'ZLADV' to Denver D (x F, Su, M) ~ 1-3pm (12). Short train. May pickup more cars at Salt Lake. EBD GM 'MWCNP' to North Platte dep 8-11pm. EBD GM 'MWCRO' to Salt Lake City around 8-11am (12). See Colton, CA listing for IDs. For WBD to Yermo and Sou CA: Go to INT of S. Main St. and Clark Ave. Access behind 'Main St. Antiques Art' at 500 S. Main St. Big HF, the 2 main trax are 300 ft across dirt lot to the NW. Other HFs behind buildings along S. Main on the NW side. Sporadic railcop presence here. They may at times stand on tall platform on E side of YD where signals are (Ogden and Main) and inspect wells. So, be invisible from the E side thru there. Alternatively: Some GMs c-c and work at Arden, maybe 10MSW of

probably sits here for 2-3 hours. Many run-thru, including IM. Two locals on branch SW to Winchester, VA. Cambridge (MD#) YD extends SE from DT, S of Cedar St., S of HWY 343, with wye ~1000FTS of HWY 343. Cape Charles (BCR#) Bay Coast goes N to Pocomoke City. Also operates rail barge to Norfolk, VA, usually 2x/wk (12). Centreville (MD#). YD is just on E side of DT. YD dead ends at point off HWY 304, BTN Pennsylvania Ave. on W and Tilghman Ave. on E.

Cumberland A historic old Baltimore & Ohio and Western Maryland RR town. RR display in restored WM depot. Note: If you want to camp, from Industrial Blvd. overpass over RR, walk across trax to side opposite the mains. See spur track crossing road there. Follow that until you see bike/foot path on your L. This is the C&O canal towpath. You can walk down the hill toward river-nice spot, usually no hassle. (CSX*) YD starts ~1/2M S of DT (and extends a long way, curving toward ESE). Many GMs orig. Thru IM, coal and other trains c-c. Two main places for main line c-c. Both EBD and WBD IMs can c-c at either place. One is on mains just E of 'Hank's Pharmacy' at INT of Virginia & Industrial. The other is 1 1/2MSE of there, opposite hump tower off R (S) of Industrial Blvd, (aka HWY 51). For WBD IMs: You can try waiting in trees off embankment of Industrial (~1/4ME of 'Hank's'), along mains. But if c-c is done back E at hump tower, WBD IM will fly by here. But the waiting spot for WBD IM c-c done at hump tower would be way out on Industrial Blvd. (aka HWY 51), maybe 2ME of 'Hank's'. If you want to try there, go ~1ME from 'Burger King', turn R onto Evitts Creek Dr. SE, then walk 1000FT to end of road by RR. If it does not work, you can also wait right at I-68 overpass (find discreet spot). EBD IMs: Best bet may be to wait up by Industrial overpass (1/2MN of 'Hank's'). Be discreet as you are in view of cars on adjacent street. If approaching EBD flies by it is probably doing c-c at hump tower. Likely to then be a lengthy c-c so you probably have time to walk E along Industrial (be on N side to avoid hassles) ~1/2 to 3/4M (near 'Burger King') and get it. 'Q138' to Baltimore 6-9pm D (x Sa?)(14). 'Q130' to Richmond and Portsmouth, VA (noon-2pm, xM, Tu?)(14). ID Maersk cans. If you have trouble in YD: Many thru arr EBDs stop out on far NW side of town for 15-30 min. for clearance. To try out there, go to I-68 overpass (1 1/4MN of 'Hank's'). Go 800FTW from RR under I-68 to Mechanic St. Turn R (N), and go 1MNW to INT of Mechanic & Franklin. If you look off to NE there, you see Henderson Ave. (opposite side of Franklin RRR) going over main lines). You need to c'nue 1/2MN on Mechanic St. (becomes Alternate HWY 40). HWY crosses over canal there. It is right there, by the 'Bud Board' (billboard usually advertising Budweiser) that EBD front end is stopped (sometimes c-c done here). At this point you are ~2 1/4MN of 'Hank's'. This location makes most sense if you are already in DT, rather than out E by YD. EBD IMs run-thru with one crew from here to Baltimore while GM may stop for c-c in Brunswick. For GM DEPs: Almost all arr GMs term here. Main DEP area is across YD from Industrial Blvd/shopping center. it's the handful of tracks beyond the telephone poles, underneath the huge overhead lights. Note: Alternatively, to access Dep YD, there is easy access from the other (N) side, from the C&O canal/bike path. Airsheets may be used-get here early to check them out. WBDs: Most WBD GMs come straight out of main YD, some, when built, may have front end - with no road units yet - right under I-68 on trax off 2 main lines with rear ends just around NE loop of trax from 'Hank's.' Either way, after dep, WBD GMs tend to creep out of YD and thru DT on the 'freight lead' - the farthest track from the mains. Q389 to Chicago/BRC Clearing YD dep ~5-6pm D (14). May have some open boxcars. If no airsheet, ID for likely Chicago (western RRs) cars/empties. Other WBD GMs here: Q353 to Willard, OH (midnite-1am D); Q359 to Avon (Indianapolis)(8am D); Q375 to Louisville (4-5pm D); Q355 to Toledo (6-8pm D); (all 14). For WBDs via Grafton, WV: GM Q317 to Grafton/Russell, KY (may be long but with few rides) dep D ~2-4pm D (14). Pretty ride, stay low in Grafton to avoid railcop. All (empty) WBD unit coal trains are also headed for Grafton, WV. You could wait behind first car of string and wait for units to arrive to make the joint (couple on). Unless you're hailing in Grafton anyway, it probably better to take the Q317. On days the Q317 is too long, the Q315 to Grafton runs, all loaded sand cars. Deps ~6pm (a/r)(14). EBD GMs: Q370 to Philly dep late am/early pm; Q401 to Hamlet, NC and Q415 to Rocky Mount, NC both dep mid-afternoon. Also, the Q398 and Q411 to Baltimore (both D) and the Q640 to Selkirk (F, Su-W) (all 14). The D720 to Hagerstown may dep from 1st track N of the DEP YD (and S of the carshop)(14) or from secondary YD (below). A secondary GM DEP YD is further SE from main GM YD, beyond tower at E end of YD. If you find your train is out there, I suggest: Go ~1/4MSE from "Hank's Pharmacy" on Industrial BLVD. From there c'nue SE another 1000 FT you'll see YD tower across YD to your R. Passing over creek, turn in at street sign for "Evitts Creek Drive. Walk along it a few hundred FT until it ends as a cul-de-sac. Walk off to your R(S) to RR. Those first 2 tracks are mainlines. The next 5 are DEP tracks: i.e. from mainline tracks, walk across to light pole ~100FT away and at "10 o'clock" as you face tracks. Pole has "HIM13" stenciled on its base. Look ~200FT down to E (away from where you have just walked) and you'll see narrow asphalt RD running through mid-YD. As you look down this RD the first track to your L off RD is "Track 5", the next "Track 4", etc. Ask at office at base of tower or workers in this area—but don't be seen with your gear. Deer Park (CSX+) WBDs with helpers will remove them here, ~4MF of Oakland, off of HWY 135. If you turn off HWY 135 at Deer Park Hotel Rd., and Bradford Rd., go SE on Deer Park Hotel Rd. ~1M, going R (SW) on Fricks Crossing Rd. 2000FT to RRR. I think the siding just to the S there is where the helpers are removed. Hagerstown (CSX*) From DT, at INT of W. Washington St. & Burhans Blvd, go 1/4MW on Burhans. Burhans then loops off to S and RRO is E end of YD. D GM locals include D720 turn to Cumberland at 7pm (09) to Chambersburg, PA at 3:30pm (M-F); D97 to Gettysburg/Hanover at 4:30pm (M-F)(09) Pretty ride over Jack's Mtn/blue ridge. Some coal trains thru to the NS NBD. (NS*) Vardo YD is ~2MSW of DT. From DT I think you can take a 'Valley View Mall' bus from transit center on Washington St., under RRO, across from police STA—ask. If coming here on #991 commuter bus from Washinton, DC, bus will go to Col. Douglas Dr.,

just off SW side of cloverleaf INT of HWY 65 & I-70. If driver can do it, get dropped as bus comes off I-70 there at HWY 65. (otherwise, from CDD, you'll be walking ½M more). From underneath I-70 there on HWY 65, walk ½MN on 65 to INT with Oak Ridge Dr. Turn L(W), going 3000FT to HWY 632 (AKA Maryland Ave.). 200FT straight W is extreme S end of Vardo YD. IM trains may run-thru here, going either Harrisburg-Shenandoah or Harrisburg - Manassas but some do stop. To catch NBD: you are probably smart to just turn L(S) at INT of Oak Ridge & HWY 632, going ~1000FTS to be underneath Maryland Ave/HWY 632 overpass by main lines. The c-c is ~3MN of you here at RRU. NBDs go to Harrisburg or Enola (almost all from early PM to 3-4am), mornings are quiet), a few c'nue to other locations. IM #227 to Detroit (may run thru) around 1-3pm (Tu-Sa); #16T to Allentown 11am-1pm D; GM #12R to Binghamton 6-9pm D; #212 to New Jersey 1-4am (x M)(10). To catch SBD (to either Linwood, NC or Roanoke, VA): From INT of Oak Ridge & HWY 632, turn R(N), going 3000FTN on HWY 632 to point at road going to L (W) at S edge of large parking lot of Nichols Plaza Shop. Ctr. Walk 600FTW on road, continuing W off its edge there to RR. You need to go ~300FT further W, across first 5-6 YD trax, thru woods, to main lines. You are .3MN of c-c. SBD fleet in morning. GM #11R to Linwood (Spencer, NC). 9am-2pm D; #15T to Birmingham 1-3am D; Be on rear end to go thru...it works at Roanoke & Knoxville. (W&W#) Wincester & Western uses NS Vardo YD to interchange with NS. Turn comes in from Wincester, VA. Deps GEO NBD. Usually runs M-F, here late AM (10). Pocomoke City (NS# & BCR#) From INT of HWY 13 & Clarke Ave. DT, go 2000FT SW on Clarke to RRR. I think each side of RRR may be c-c. Two RRs interchange here. Bay Coast goes S to Cape Charles mid-day (M-F)? NS turn from Delmar here late evening (03). For SBD, you may want to be NW, across the Pocomoke River, to wait. Riverdale (CSX+) This is just outside of Washington DC. Some thru trains, mainly SBDs, may stop. From the Prince George's Plaza Metro STA, take the F4 New Carrollton bus to Queensbury and the RR trax.(B27 bus may work too). Then go S for ~¼M on the tracks. This is ½MS of College Park Metro STA, technically in Riverdale. Some thru SBDs, including IM, may stop to wait for clearance in this area. Beware of railfans, wait in trees on E side if they are around (mainly weekends). The Bowie vye has a 10mph speed limit on it, you might catch NS coal (e) drugs coming off the branch from Morgantown? Salisbury (NS#) YD is on SE side of DT, running N-S. S end is College Ave. RRR. Ocean HWY is PT/W of YD. Locust St. RRR at N end of YD. There is a wye just N of YD: Salisbury Blvd on W side, Brown St. runs NE from Baker thru wye. Union Bridge (MMID#) Maryland Midland runs a turn from their HQ here to CSX INT in Reistertown Tu+Th mornings (and W to Highfield WWF). From the Owing Mills STA take the #56 bus to Butler Rd, and walk 1/2ME. The INT siding is just N of the RRU. MMID also run a cve (M-F) stone train to Finksburg, get off the bus a block earlier and walk 4MW on Westminster Pike to INT with Emory Rd, and turn R(N) to go 1/2M to RRU at rock YD.

MASSACHUSETTS – Attleboro Note: Among other good local buses, the #24 runs w/ 1M of P&W's Valley Falls YD. (CSX#) Turns from Framingham (B725) and Middleboro (B726) meet here (wee hours)(12) "with a slightly complicated seesaw, stay on and stay down." Ayer (PAS/NS*) Hill YD is at former Devons Army Base, off to the S of the E-W mainline, running N-S. The wye is located just S of INT of Main St. and Park St. (aka Rte. 2A) just on SW side of DT. Ayer MBTA commuter train (from Boston) STA is right on N side of the wye. Follow S leg of wye 2000FTS to N YD throat. YD access poor during daylight—little cover and no decent road access. Maybe try to catch on fly somewhere N of YD and S of wye? PAS/NS IM/DS #23K D at noon-2pm (12) to Binghamton and Chicago. #205 is all autoracks WBD to Mechanicville and beyond (13). Trains BTN East Deerfield and Portland run thru w/o entering YD. Some EBD GMs may work leaving bulk of train on mains, maybe just W of the wye?

Boston (CSX#) Beacon Park YD closed in 2013. All area IMs now orig in Worcester (see listing). MBTA commuter train & Peter Pan buses go there but cost \$10! For WBD GMs see Worcester or Framingham. Two locals work in Boston area and go to Framingham. "After swapping out the produce terminals E of B'way in Everett in the eve, one returns passing MIT very slowly. The other starts S of the Readville MBTA STA at 8am." (PAR#) PAR mainline BTN Portland, ME and E. Deerfield bypasses Boston-PAR runs very little directly in/out of Boston. You're better off in Lowell or Ayer (see listings), both reachable by commuter train. YD 7 (two tracks) is in Somerville directly W of MBTA enginehouse. From Lechmere green line STA, walk NE across ST to trax. Go L(NW) on trax across trestle into DEP area. #LOSA, come in from Lowell, works then returns in the wee hours (Tu-Sa)(08). Cars go thru to East Deerfield. Turn to Salem leaves at noon-1pm (15) GEO SBD, look for toxic chemical tankers. 'BODO' to Dover, NH (empty gravel with NHN units) leaves after midnight (Tu-Th-Sa seasonal) and dep from area near North STA in Boston (05).

East Deerfield (PAS*) YD is 2MSE of Greenfield PO and PT East Deerfield RD. Mainline is on S side, next to DEP YD, E of the 'Railfan Bridge' which provides good overview of YD. IMs (see Ayer, MA for description) do not c-c here but most stop or go thru very slowly. WBD GMs orig here include: 'EDMO' to Mohawk YD (NS connection) at 3pm D and 'EDRJ' to Rotterdam Jet/Selkirk (CSX connection) D noon-5pm (15). Probably both built on one track each, no 2-back prior to DEP. NBD GM 'EDBE' to VT (NEC) at noon. SBD GM 'EDPL' to Springfield/Plainville, CT, 8am (3-5x/wk?), dep GEO WBD. EBD GM 'EDPO' to

Platte. There is a gas STA/store located ~750FT S of trucking lot on S side of tracks just E of Bell St. overpass BTN where lines diverge. Grand Island (NCR#) Nebraska Central runs 3x/wk N to Ord to ethanol plant. Should have grainers.

Lincoln Note: Shitty security-oriented town (two prisons), bad for hitchhiking, long walk to greydog STA, lousy bus system, bad coffee. (BNSF*) Hobson YD is 3MW of DT. Railcop, cameras, be low-profile. YD is PT/S of W. O St. and PT/N of W. A St. E end of YD is at 1st St. RRR. HWY 77 bridge passes over mid-YD. Trains departing GEO EBD take split right on 1st St. RRR—KC to the R (SE); Creston, IA/Chicago or Sioux City to L (NE). Another 25ME at Ashland is split for Creston/Chicago (to the R) and Sioux City (to the L). After Creston most go to Galesburg, IL. Some coal turns S at Burlington, heading to St. Louis. 90% of trains here are unit coal, with empties headed W and loads headed either E or S. Coal loads mostly have DPUs, most empties do not. Most coal loads come in on S side of YD. When stopped, head ends are underneath HWY 77. For all of the following, to access, go off S side of HWY 77 overpass, working your way W and only in dark. Don't ride DPU from here. Climb up in load 1-2 cars up, move back to DPU later. For EBD unit coal loads: These symbols are not exclusive but are the overall identity of the train (80-90% of cars). (Note ""likely to go to Chicago): CPCX, EDGX, PNJX, BNSF, GGPX, EXEX, OGSX, MPWX, VAPX*, FEPPX, MBKX*, GEMX, CEFX*, BWLX, BNBX, DEEX (Minn/St.Paul or Chicago), NSPX (Minn/St. Paul). If EBD to Chicago, bail in Creston, IA (see listing), ask or catch others. Most going as far as Galesburg, IL will have DPU removed there. For SBD unit coal loads: 80-90% go to KC: KPLX, RWSX, HYWX, TXUX, HJMX. Both TILX and UCIX likely to Burlington/St. Louis. RWSX & HYWX go to Memphis/Atlanta(?) and keep DPUs entire trip. TXUX may go to Gulf Coast (with DPUs?). Stay off LNTX. 'OM' only goes to Omaha. GEO EBD unit coal with 'IATAN' in red-orange goes to Weston, MO, has single loco on both front & rear. For WBD unit coal: You may have long wait as most WBD don't have DPUs. Go to INT of W. O St. & NW Roundhouse Dr. (by DQ). Walk 600FTSW under W side of overpass across street there to RR, turn R (W), and DPU may be anywhere along here when stopped. If you ride empty coal past Alliance, NB you'll likely end up at a coal mine. For GM DEP area: Many GMs are off to N side of YD, likely W of HWY 77 overpass but S of 1st two sets of thru trax N side that are often clogged w/coal trains. Access is tough and you are visible, especially daytime. If you must, 'I'd say 'taxi' it in on an arriving train...workers a mixed bag here. For EBD, NBD and SBD GMs, there are alternatives E of YD: For EBD/NBD GM (and coal) DEPs: Many will creep <5mph or stop on loop to NE on E side of 1st St. RRR. GMs on NE loop w/lots of empty lumber are probably going to Sioux City. GMs with lots of WC, CN, EJE, IHB, IC, CSX, NS cars are probably going to Galesburg, IL (see listing). Move ~800FTSW to go around junkyard (see below) for these. SBDs leaving YD GEO EBD and curving around loop to S just E of 1st St. RRR are likely moving 10+mph. You could try to bag KC-bound DPU on W side of bridge 1000FTW of 1st St. RRR. Generally pretty dead down there for another 1000FT or so and still only moving 5-7 mph or so. Beware occasional railfans parked at 1st St. RRR on S side! EBD (Chicago/Willow Springs) & WBD (Denver) IM/DS as well as SBD GMs (from Sioux City)/grain to KC: These bypass YD with c-c either at Amtrak or N of it a bit. Go 1BLS from M St. to L St., turn R (W), going 600FT on L St. to trees at back of parking lot by trax. Open access to trax there. Wait there in weeds at edge of old truck trailer.. Note: Official on platform watches IM/DS roll by, so STAY DOWN. EBD IM/DS ~4-7pm, either c-c here at Amtrak or on NE side of Lincoln at 33rd St. RRR. As it rolls by here at 5mph- or stops- get up on 53 and get down! (c-es I saw were 5-7 min.). WBD IM/DS to Denver ~5-8am, it will have already done c-c and be rolling by probably <5. GEO SBD. Get on it asap-- it will bypass YD and you should be fine to Denver. SBD thru GMs to KC: come by GEO SBD like Denver IM/DS, probably have also done c-c, rolling by 5-7mph, then likely to slow down...some stop for clearance. Maybe 3/day of these, but no schedule...perhaps late afternoon/early eve for one? Generally lots of grainier decks. Split for two lines is 1600FTS of trees at junkyard, right on J St. RRR..Denver to R, KC to L. (UP#) Turn from Valley and Wahoo(!) works industries btn airport and I-80 3x/wk (14). Unit grain too? McCook (BNSF*) Go to INT of Norris Ave. & West A, by Amtrak STA. This is c-c for all WBDs. EBDs may either stop here for c-c "if they don't have any work to do" or pull down further E, beyond HWY 83 overpass, so ask. If waiting ½MW of STA for EBDs, be mindful you are right by police STA on N side of trax there. D IM/DS to Chicago/Willow Springs arrives 1-4pm. D IM/DS to Denver comes thru 2-5pm(09). Norfolk (UP#) YD is S of DT, S of Omaha Ave. and E of 13th St. Local service W to Fremont on old 'Cowboy line.'

North Platte (UP*) Way out here in the cornfields, Bailey YD is the largest RR YD in North America, along the busiest rail line in the US, extending E-W PT/S of HWY 30, for nearly 6M. GMs break up here, be on DS if you want to ride thru. Keep low-profile in this YD. At times railcops check DS wells using a mirror on a stick mounted on their vehicle! This is sporadic but passing thru in wee hours is best if you can time it that way. Rodeo RD/HWY 30 is PT/N of YD. For WBD IM/DS: from INT of N. Jeffers St. & Rodeo RD/HWY 30 in town, go ~3MW on HWY 30, just past 'The Log Cabin' gas STA/store on S side. Go off behind 'The Log Cabin' to YD. Ass end of WBD DS trains should be down to your R(W) ~½M or so. Stick to the woods along here to avoid worker vehicles. Some WBD DS trains may, however, stop way out on the E end of the YD is a small block swapping YD area. I think you could access this area from the S. The YD area is the first set of 10 trax PT/N of the main lines, and PT/S of the main YD lead. For EBD IM/DS trains: C'nue from Log Cabin on HWY 30 another 3+MW to where mailbox is on S side of HWY (This point is ~2MW of large UP YO on S side of YD and is exactly 7ME of stoplight in DT Hershey from the W). Walk down gravel RD S ~.75M, passing solitary home on L ~750FT S) to RR. Cross over first 8-10 tracks and there, ~1000FT W of

MRL trackage rights. Workers best avoided. From DT, walk or take #2 bus to INT of Philips St. & Burns St. Walk 6BLN on Burns to S edge of YD. HF directly off Burns (13) to two mains there. WBD c-c ~500FTNW of hole at Burns. EBD c-c approx 3000FTSE of Burns (300FTSE of Scott overpass). You might try to cross to wait in string off mains (gon, grain hopper deck)(best at night!). Otherwise, try to find other waiting areas along mains on S side of YD here. But be discreet and do not wait further E of Scott (too exposed). MRL (blue units) runs 1D GM to Laurel, MT, dep ~6-8am. BNSF runs several GMS/unit trains thru here each way D. Sporadic IMs, mainly b/n Seattle/Taco and Denver. WBD GMs all go to Pasco, WA. WBD unit coal loads (with DPU, may be inspected here) go to Pasco and on to either Seattle/Taco or Portland, keeping DPU the whole way. EBDs go to Laurel, MT and then to various destinations. Expect 10min c-c for BNSF trains. Cop here, but not very active. **Rock Creek (BNSF+)** Many trains, EBD/WBD, stop at this siding outside W (GEO S) portal of Flathead Tunnel (MP 1272). This is 48ME of Libby. With adequate provisions, you may want to camp out 1-2 days...very pretty area with lots of wildlife. **Shelby (BNSF+)** Not a 'hi-line' c-c, but a few trains stop for meets, some work. 'GFRPAS' from Great Falls will work YD around 7pm D (13), go on to Whitefish/Pasco. WBD grain trains w/DPUs may be stopped 1000FTE of I-15 overpass, opposite 'Town Pump' gas STA/Conv. store and 'Subway.' But this is sporadic. Shelby is jct for lines N to Sweetgrass (Canada) and S to Great Falls/Laurel. **SBDs:** GM **SHMLAU to Great Falls/Laurel** (dep YD GEO EBD) ~2pm (~5x/wk)(14). "Wait at park at Main & Montana, across st from gas STA, where you can see jct of Hi-Line sub with Great Falls sub ~near Main St RRX. Train dep's YD does 2-back out of YD and has to slowly cross over mainline to get on Great Falls subdivision. Once train is together, it is pulled out of YD to clear mainline and RRX, so that rear end is just past Main St RRX. Train then sits for hanging fire, airtest and clearance. Takes ~4.5 hours to GRP. SBD coal (e) (some w/CP power, may or may not have dupes) and occasional unit grain as well. **NBDs to Sweetgrass/Canada border:** One D GM built in YD. It may wait at switch/signal 1½MW of YD before DIP (wait by gravel piles). Expect work on the way. Also 2-3 loaded coal and grain D. There is also a free bus from here to Sweetwater. YO tel: 406-265-0311 or 434-5573.

Sidney (BNSF#) While GM works DT, oil is loaded 3MS. Still a local from Glendive, most traffic goes N. **Silver Bow (UP* and BNSF#)** Go ~4MW of DT Butte to INT of I-90 & I-15, ~1½MW of 'Rocker' Casino and a large truck stop (last stop). Take I-15 ~1MS to "Exit 119, Silver Bow." Go ~½MW on German Gulch RD there to RRU. Small YD is just to N of this RRU. **SBD GM 'MSBPC' to Pocahontas,** dep M+W+H, 1-3pm (14)...scenic ride over Monida Pass. Workers cool here. BNSF local out of Butte will work here 10-11am and c'nue W to Garrison for int with MRL. **Sweetgrass (BNSF*)** RR is just on E side of I-15, winding off SE, PT/NE of 3rd Ave. SBD GM and 1-3 coal (e) D to Shelby. NBD GM and coal (f), occasional grain handed off to CP here, will go to Lethbridge/Calgary. **Twain Meadows (BNSF+)** Many trains, EBD/WBD, stop at this siding outside E (GEO N) portal of Flathead Tunnel (MP 1264). This is 45MW of Whitefish. With adequate provisions, you may want to camp out 1-2 days...very pretty area. **West Glacier (BNSF+)** aka 'Belton.' Common meet siding, esp for stopped WBDs. Mid-train ~over underpass leading into Glacier Park off HWY 2. WBD unit grain have DPU spotted ½ NE of STA (look for cairn of rocks on S side of mainline marking the spot). DPUs run as far W as Pasco. **Whitefish (BNSF*)** MP 1219. Small RR museum in restored GN depot here in this mountain RR town just W of Glacier Park. Busy w/tourists. Bull days 7am-4pm (14). BNSF office by Amtrak STA is c-c. In late 2014 the historic jungle catch out spot under the bridge along Whitefish River was being destroyed for a scum sucking condo development. A couple locals run out of here—turns to Kalispell and Eureka in morning (M-F), 2x/wk to Libby (01). EBD GMs include **M-PASNTW to Mpls, MN** and **M-PASBRC to Chicago**, both D (15). M-WHIMIN to Minot orig here (3-4x.wk). Will p/u in Havre. Some EBD DS add manned helpers here. When they do, they pull rear end up E of overpass near STA then add power. WBD unit trains, including oil tankers, have DPUs. Two WBD GMs H-NTWPAS (D) and H-DILPAS (4x/wk, MWSaSU from DIL) both to **Pasco**.

NEBRASKA -- Alliance (BNSF*) Go to INT of 2nd St. & Laramie Ave. Walk 2BLS on Laramie to YD's N side. EBDs pull up to point ~500FT W of HWY 2 overpass on SE edge of town. Mostly coal. Besides catching out from YD, you may walk ~2¼MS from W end of YD to catch (f) coaltrains (headed to Denver) or empties (headed W at Northport, to Wyoming). Both empties and loads will depart GEO SBD from mainline closest to HWY 385). Coal (f) coal has DPUs—busy here. Trains stop on N side of where signal block is by mainline. No office—crew comes out on train's ARV. UP units should head for North Platte.

Chadron (NNW#) Nebraska Northwestern YD is right DT, at INT of 10th & Main. St. W end of YD is at Pine St. E end is at Ridgeview Rd. Goes to **Dakota Jct** for RCPE interchange, cars go thru to Rapid City and on W to Crawford, NB (BNSF interchange). (RCPE#) SBD from Rapid City works **Dakota Jct.**, ~4.3MNW of DT Chadron, (follow the tracks) and Crawford, further W of there, then returns N. **Fremont (BNSF#)** Trains BTN Lincoln & Sioux City often stop here before crossing UP main. (UP*) This is c-c for GMS, coal trains, and some IM/DS (most IMs run-thru). **For EBDs:** Go to INT of Broad & Jackson. Walk under Broad overpass. EBD c-c at Main St. UP office just S of INT of 1st and Main. If EBD GM doesn't stop, it is probably going to term in Omaha/Council Bluffs. EBD coal trains have DPUs. EBDs mostly go to R here on line thru Council Bluffs. **EBD GM 'MNPPR' to Chicago** (straight to Provisto, no work) arr 12min-3am D (1/14). ID ARMN (L), UTLX, TTGX auto (L), ETTX auto (e), TTZX lumber. **For WBDs:** The c-c is ~750FT E of UP office, at Union St. RRX. **Note** WBD GMs break up in North

Portland, ME ~sunrise. Local 'ED190' works to Fitchburg, MA (M-F) and local ED495 works from there to Ayer, including Gardner. Both run in daylight hours. (all 15). **Fitchburg (PAR#)** Go 2 MSE of DT, out Summer St. toward Leominster. YD is off to R. YO is just down slope drive across from 'Whalom' gas STA at INT of Summer & Whalom St. Walk down thru wooded area on S side of Summer to gain access to YD undetected. Some GMS work, on and off c-c point. 'Moran Square Diner' of Rte. 2A recommended. **Framingham (CSX#)** Two YDs. **Nevins YD** is ½MW of MBTA STA. **GM Q437 to Selkirk** D ~7pm (15). When built, it may sit so you can see fire on rear from Fountain St. overpass looking W. Go 2000FTSW on Waverly St. from Amtrak STA to INT with Fountain. Turn R (NW), going 800FT up overpass. Access tracks underneath on S side. **North YD** is ½MN of MBTA/Amtrak STA. Go to INT of Route 9 & Union Ave. Go S on Union Ave. 1½M to YD. YO is at S end of YD. Local **B724 to Clinton** OD 9am M+W+H. Big road local **B725 to Attleboro/Middleboro** on line SE of STA dep from North YD at 11pm (Su-Th)(15). B731 turn from Readville works here wee hours (M-F). **Gardner (P&W# & PAR#)** Increasingly busy INT point for two RRs. YD is ½MSE of CH. Follow Main St. E to RRX just before Chestnut St. Follow track S a half block to E end of YD. PAR GMs EDPO/POED may work. P&W will work this end of YD 5x/wk and then dep, taking track that curves S, off PAR mainline, across from you here. **Greenfield (PAR*)** See East Deerfield listing. **Lawrence (PAR#)** YD is SW of MBTA STA. Go to 'Al's Diner' on Broadway, go 1BLS to Groton St., turn L and walk E to dead end, through bushes to mainline and YD. Not a c-c for thru trains, some EBDs may p/u? Local turn 'ED495' from E. Deerfield may work here or a switcher from Nashua may work A/R, most days and will dep GEO WBD. **Lowell (PAR*)** Jack Kerouac's hometown—his grave is here. Otherwise, "a haggard town with annoying junkie foot traffic." MBTA commuter trains to/from Boston. Some PAR trains work or c-c on tracks stretching from the vicinity of the MBTA commuter STA to YD buildings and PAR/MBTA split ~½MSE of there. Tracks here run N-S, GEO SBDs are actually EBDs to Portland, ME; GEO NBDs go W to East Deerfield. Wait on E side of tracks ~500FT S of the YMCA Dr. and Lowell Connector overpasses, S of STA, to fenced in bushes with HF in it, to get trains either way. Closest stores further S. At times thru trains stop at siding ~2MNW of MBTA STA PT/S of Merrimack River and PT/N of Middlesex St. **Middleboro (CSX# and MC#)** Base for locals on CSX 'Cranberry Division.' YD is both to N & S of Grove St. YD loops off to SW S of Grove St. YD extends N to Centre St. RRU. Vine St. is PT/W of N section of YD. Exit off HWY 495 at '105/Main St.' to access YD. Local B726 is a turn to Attleboro, working Cotley OD10pm Su-Th. B727 runs life to Cotley grabs its freight then runs S to New Bedford MWF or Fall River TTh OD9am (M-F). The B729 runs N to Braintree OD9am M-F. Local B733 runs up the Dorchester branch into South Boston OD6pm Su-Th (07). Mass Coastal is new operator of line going E here out to Cape Cod. Sporadic service, mainly garbage? **Palmer 'Day & Night' Diner** (not actually open at night). Local buses from Springfield and S. Deerfield. (CSX#) A GM to Selkirk orig here at MCER/NEC interchange E of NEC tracks. (MCER#) Mass. Central runs IM/GM at 7am to Ware/Barre (02). It may sit on E-most track, N of CSX line. NEC in the middle. (NEC*) Don't confuse with CSX mainline, which runs E-W along S side of DT. CSX runs underneath a bridge ½ME of DT. NEC SBD line runs off from diamond crossover with CSX toward the SE. From DT, walk S on Bridge St. 200FT to RRO. Turn R on 1st 2 tracks and walk ¼M to YD area. Turn from Brattleboro will arrive late evening, switch, and return N after midnight (05). Wait ~¼MS of the NEC YO. For SBD: Turn L at RR overpass above Bridge St. and walk ~200FT beyond old RR STA to NEC's depot building and YD just beyond. SBD GM turn #608 to Willimantic/New London OD 2am (M-F, sporadic on Sa/Su) (12). **Pittsfield (CSX# & HRRC#)** CSX double track from E ends near Amtrak STA DT. Some trains, (more WBDs, some EBDs) get held for clearance. **North Adams Jct.** is 2ME of PO DT. East St. is PT/S of CSX mainline. From INT of First St. & Tyler St, go E, bearing off to L(NE) as this becomes Dalton Ave. (aka Route 9), 2¼M to overpass over RR. The junction is to the S. CSX and Housatonic RR interchange here. Housatonic goes M-F to Canaan, CT. CSX GM to West Springfield works here. HRRC trains depart GEO WBD then branch off CSX main in DT Pittsfield to head S. HRRC trains may stop 11MS of here in Lee, if so check out 'Joe's Diner' with root beer on tap. **Springfield 'Route 66' Diner** on Bay St (24hrs Th-Su). (CSX#+) **West Springfield YD** is ~1MW of CH, across the Connecticut River. River St. is at NW end of YD, Union St. runs under E end of YD. Not a c-c for thru trains, which run Worcester-Selkirk, but some orig and many work. "Fleet" of WBD IMs usually all work here, see Worcester listing for symbols/times and add a couple hours. Main ones are **Q119 to Syracuse/Indy/St.Louis** is first, ~10pm. Then the **Q017** from Worcester at 1am, and the fast **Q019** at 7am, both to Chicago/Bedford Park (15). Not sure about best access-maybe off of Bridge St at INT w/Memorial/Rte 147 on S side of YD you could get to rear end of stopped WBD? **GM Q425 to Selkirk** orig here around 10am (D? x Su?) (13). YO 785-4302. (CSO*) D(?) turn from Hartford comes in to CSX YD, works, and returns. Mid-day? (09). Wait just E of the Amtrak on loading docks of old warehouses on S side of tracks just past Chestnut St. underpass. Trains back E out of YD, cross river, and stop in front of you here. Avoid worker riding rear when backing up and while walking back to units along far (N) side of train. (PAS#) 1x/wk train BTN Plainville, CT and East Deerfield must back into and out of CSX YD for work. Catch in same area as for CSO above. Usually runs NBD on F, SBD on M only (05).

Worcester Many classic RR car diners. 'Broadview Diner' N of CSX YD on Shrewsbury, and a couple near P&W YD. (CSX+) MBTA commuter trains come here from Boston (\$10). YD is just E of Amtrak STA. With closing of Boston Beacon Park YD in early 2013, all area IM/DS traffic orig/terms here. From Amtrak STA go SW on McGrath Blvd to INT with Green St. Walk up McGrath ~250FT past here to cross over wall onto RR. First track is P&W, next 2 tracks on elevated embankment are

CSX. Or go ~150FT further W from INT of McGrath & Myrtle and there is a break in the fence. Or, take Green S under the tracks 1BL to Plymouth. Go R(W) 1BL to Washington. Turn R(N) to deadend at RRO. Go off to R and work your way up to a very discreet waiting spot. Homebums here at times. Orig IM/DS often 2-back before DEP. There is usually a 'fleet' of 3-4 WBD IM/DS in the evening: Q119 to E. St. Louis is first ~7-8pm (M-F) (15). Mainly cofc and single stacks. Drops block in Syracuse (most of which becomes Q113 to NWOH+CH/59th). L017 to Chicago dep 9pm (Sa+Su only!) Q017 to Chicago D ~11pm-12-mid (15). May have some UPS trailers. Q019 to Chicago/BP (Tu-Sa) dep at 4am (Tu-Sa) (15). All these trains also likely to work at Springfield, MA. GM/DS 'Q423 to Selkirk' orig here D (x Su) (13). May start out from P&W interchange and do a back-up move to go WBD. At times only light power though.

(PAR*) Exchanges D GMs with CSX 3MNE of DT at Barber at signal blocks "just N of track's curve" along P&W's Gardner line. "NBD the c-c is just S of New Bond St. RRX, SBD c-c just on other side of RRX." New Bond St. RRX is at point where Whitmarsh Ave. runs E off of Boylston St. This is ~2½MN of Lincoln Square in DT. 'SEPO' to Ayer/Portland, ME (CSX Q426) usually waits W of Union STA until a PAR crew is ready at midnight. [at the signals above the Madison St. RRJ] Walk W on the mains past the P&W overpass to wait. (15). WBD, CSX Q427 to Selkirk (POSE on PAR) comes 5-9am (15).

(P&W*) **Greenwood YD** is 1M SW of DT, S of CSX mainline and is basically a big wye. Go S on Southbridge St. to INT with Quinsigamond Ave., by (recommended) 'Ms. Worcester Diner.' Go S on Quinsigamond towards Cambridge St. Before Cambridge, just past the ballfields on your L, especially if Providence-bound, you might look for access off to your R. Otherwise, c'nue down to Cambridge St (stick to the R when RD goes up ramp). Turn R(W) on Cambridge and go under RRO. Take next R (N) and walk up a block. You can enter YD here, but be discreet. Turn from Providence will come in late eve (Su-Th)(10), work, and go back S. It may pull some strings off of tracks near you here but then go back to make up SBD train in lower YD area to the E (closer to Quinsigamond) so you may need to work your way over there. Turn from Plainfield/Groton will also come in and work same nights/time. I'm not sure where dep is from—near tracks here or the far NW leg of the wye? Groton line goes off to the SW. P&W also goes N to Gardner, MA, as needed, usually mid-afternoon M-F? Avoid workers if possible. P&W operates nearby **Wiser Ave.** IM YD. But all DS is just transferred over to CSX. YO: 508-755-4000. Watch for railcop driving police cruiser.

MICHIGAN -- Alpena (LSRC*) RR wye is ~1MN of PO DT. Follow Long Lake Ave. N to RRX at wye. Lake State RR #326 SBD stone to Bay City at 5pm (6x/wk) (05). **Ann Arbor** 'Fleetwood Diner' (24hrs.) DT recommended. (GLC# & AA#) Two RRs interchange at Osmer, a siding N of town. Take a '#1 Pontiac-Dhu Varren' bus from DT NBD on Pontiac Trail Rd. to Dhu Varren. Get off and walk ~1MN to Warren Rd. in DT. Turn L (W) ~1000FT to RRX and Osmer is just to the N of you there. Great Lake Central turn from Owasso/Durand should be here around 11am on days its running (09). SBD sand cars left here should go to Toledo on Ann Arbor RR. **Baldwin** (MQT*) Marquette Rail runs ex-CSX line thru here. From INT of HWY 37 and rail-to-trail (BTN 8th and 9th Sts.) walk ½MW toward concrete tippie you see. ~2000FTW from HWY 37, you see office off loops of track to S there. That office is c-c. All thru trains use only loop of track to W side of office, either going around loop to W to go to both Ludington & Manistee or going S to Grand Rapids/CSX Wyoming YD. SBD GM 'The Meteor' OD 6am on M+W+F, WBD GM 'The Blazer' to both Lud/Man. comes thru from S, reportedly heads N T-Th-Sa 'nights' (09). Long 30-60 min. c-cs here. **Battle Creek** (CN*) Go 2ME from DT on Capital Ave. to INT w/Emmett St. (at 'Walgreens'). Turn R (E) on Emmett and go ~½M to where Emmett goes over RR. Turn L on Maxwell before that overpass, then immediately R and into YD. Those 1st 2 tracks are mainline. WBDs (GEO SW) c-c ~1000FT to your L at RRX. EBDs (GEO NE) pull into YD further E for c-c. YO & tower is across on other side of YD from where you approached on Emmett. EBDs and WBDs are also assembled in YD. (NS#) **Hinman YD** runs in SW—SE loop on side of Kellogg plant. Porter St./ Electric Ave. is PT/N of loop. Raymond Rd. overpass runs over mid-YD. YD is 1MS of Emmett St. at CN YD. **Bay City** There's city buses between Midland, Saginaw and Bay City, the #1 out of Bay City runs through Pinconning. All action is N of the Saginaw River. (CMGN#) Central Michigan's **Wenona YD** is 1MNW of Bay City Mall. Both #1 and #5 (goes up to public beach before crossing N throat of YD) buses come very close to YD, which is BTN Wheeler and Euclid PT/NE of HWY13. #702 to Durand OD at 8am (x Su), usually built by 3am. Short Midland turn mostly tankers, backs S out of YD for 2 BL to a switch before heading W around 9pm. Saginaw local at 9am (09). (LSRC*) Lake State starts out at small **North YD**, 1ME of BC Mall. Wilder Rd. runs across S end of YD. Combined NBD #327/303 leaves YD GEO SBD and then swings thru+ may pick up at N end of CMGN's Wenona YD. #327 to Alpena (6x/wk, empty stone) and #303 to Grayling (2x/wk?) (was M+TH) split 15MN of here in Pinconning (09). **Cadillac** (GLC#) Old 'TSBY' now 'Great Lakes Central'. Avoid workers (unfriendly). Tough spot, good luck! YD for SBDs to Owosso is ~1½MNW of DT in **North Cadillac**. INT of Linden & Wright Sts. is at E end of YD. GEO EBDs are SBD. Watch from woods as loaded sand hoppers are SBDs. Tue morning ~8-9am likely. NBDs to Petoskey will probably pick up a few cars at small YD just on N side of 13th St. RRX (where 'Walgreens' and 'Fifth Third Bank' are located). This YD is PT/W of HWY 131, on N side of DT. Don't ask, just get on and hide. Train probably only 15-20 cars in length. F around 7-10am is likely NBD time (08). **Clare** (GLC#) Under TSBY GMs BTN

for WBDs. So you can just wait for one in that area and not risk being out in YD looking for WBDs. Same routine for inspection as EBDs (with or w/o cop), starting at rear of train at depot, moving W toward front end. Once at front, they'll do 180, returning to depot. Make your move. WBDs typically stopped for shorter period, but you should have 5-10 min. after they've driven back E. If passing thru in 10pm-6am period, and in a "deep well" 53, you may well be fine. But it might be safer to bail off and get back on after inspection. WBDs normally don't get held W of town the way some EBDs do. Safest move seems to be to get off as soon as you can, go S to HWY 2 and walk into town and then wait until dark hours and go to Ben Franklin location listed above and wait for something on that first track to air up. Many people do manage to just ride thru line though. Alternatively, WBD unit grain mostly going to Portland, several D, get DPU's here (may or may not be inspected) which run thru at least to Pasco, WA. You could also ride thru on GMs, some may end up being parked here for a few hours, a couple term. Grocery store just S of YD, ~¼MW of Amtrak STA.

Helena (MRL* & BNSF*) Most traffic is BNSF thru trains on MRL. WBD c-c at STA, 1MNE of CH. Going WBD, you can also try to go out to where helpers are put on W of city at a wye located near the Green Meadow Country Club, ~2½MW of STA. Helpers cut into mid-train. However, not all trains add helpers, you are probably best off in town. EBD c-c is ~1ME of STA, another 1/2E of 1-15 overpass, at Carter Drive RRX. However c-c for some will be at STA or just W of Montana Ave RRX. YO tel. 406-447-2355, -2357. Hap's Bar and Jam Cafe, next to tracks, recommended. **Laurel** (BNSF* & MRL*) (Note: For Yellowstone Park's NE entrance, hitch S from here on HWY 212 across Beartooth Pass). Large YD run by MRL and also used by BNSF which goes 5 directions from here: EBD to Forsyth (then either toward Glendive/Dilworth, MN or Aberdeen, SD and beyond), NBD to Great Falls, WBD to Spokane over MRL; SBD to Sheridan/Gillette, WY, and SBD to Greybull and Casper. Trains to Denver can go S either way, GMs are most likely to go via Greybull. YD is E of DT, PT/S of E. Main St. E. Main/HWY 10 crosses over E end of YD. Woods W of there on S side okay for camping. YD extends ~3M in length. For WBDs, a discreet spot to wait is ~¼ MW of Main St. overpass, in wooded area up above NW corner of INT of Seitz Ronan Rd. & E. Main St. You can watch BNSF WBDs come into YD and then make your move. Most WBD GMs will go to Pasco, WA. LAUPAS (D) HKCKPAS (D) and MLAUSPO (Su only) (15). Unit coal (h) will go to Pasco/Vancouver, WA. One MRL GM orig here in early morning (13) and goes to Missoula. IM/DS: Normally there are only a couple of erratic and slow DS on the MRL. 'TACDEN' DSs would arr GEO EBD. If at 1st Ave. RRO right DT (400FTN of 'Hardee's' and 'Taco John's'), the c-c for these should be 1500FTW of there, just on W side of 5th Ave. RRX. After c-c there, both would swing off to S on loop there to be SBD. 'TACDEN' goes Cheyenne—Denver. 'S-TACOMA' goes to Wendover, then SE on cutoff to Sterling, CO and on to Omaha. WBD S-OMATAC to Tacoma runs but less than D. At times BNSF reroutes other DS over MRL due to congestion on the hi-line. SBD GMs to Cheyenne/Denver: dep YD GEO WBD. Front ends of GEO WBD GMs are ~1.3ME of the 1st Ave. RRO right DT, just 500FTE of INT of Locust & Main St. They can be built, sitting on "any track here" (including what appear as mains closest to Main St. there). At least two GMs are SBD: 'LAUDEN' to Denver (ID lumber loads, some MRL, brick-red BNSF covered hoppers with decks, probably a lot of 'GATX', 'UTLX', and 'PROX' hazmat tanks. 'LAULUB' goes S to Lubbock, TX. Both D EBD (GEO WBD on dep, then SBD). 'PASKCK' to **Kansas City** will arr EBD from Missoula, go into YD, reverse ends, then coming back out GEO WBD. Watch as it arr and ID last car or two. Then walk back E to YD, observe big 6-axle locos couple on to what was last car. It is now first car. 'PASKCK' will go same route as to Denver until Wendover, then SE on cutoff to Sterling, CO, and on to Argentine YD/KCK. Alternatively, go to INT of Main St. & Colorado (right at 'Palace Bar/Bowling'). Using INT as alignment, walk straight S to trax. 3 trax there. I think all SBDs come along on middle track, then, 450FTW of here is a switch. SBDs must go to L to move to S-most track. Likely to be moving 3-10mph thru here and may even briefly stop. Otherwise, get on what looks like SBD at YD, make sure you're moving to L (S) at that switch. At Greybull you can ask workers as your train will likely sit 1-2 hours. The WBD counterpart of the PASKCK is the KCKSPO. I'm not sure whether or not it does a similar reserve move. SBD GMs to Gillette/Sheridan: dep GEO EBD, going thru Billings to Huntley (27ME of Laurel), then off to SE. I think GM 'PASGAL' will operate this way. GM to Great Falls: "M-DENGRE" dep D GEO EBD, then goes on looping track to L (N) ~250FTE of Main St. overpass at E end of YD, at **Mossmain** wye. Best to get in YD. As dep, look ahead to see it swing to L after overpass. If it does not do that, probably still slow/safe to bail. (Note: Mossmain has also been an on-off c-c point, esp for trns b/n Great Falls and Gillette that do not need to enter Laurel YD. With increased traffic to GF these days, this point may be back in use. SBDs stop with the enigmas in the wye, and NBD stop E of the 72nd St. RRX). EBD GM LAUNTW (symbol varies, sometimes just goes to Aberdeen or Willmar) to **Minneapolis**: D, time varies, often 8-10pm (12). ID Eastern RRs, open boxes. If at bluff/woods at above Seitz-Ronan Rd. stop, front end will likely be 8-10 tracks over, beyond YD bldg. Count tracks, then go down hill to Main St. Walk maybe 800-1000FTW, then cut S across strings to train. 'LAUNTW' can go via 'low line' thru Glendive/Mandan or via Aberdeen/Willmar to MN. Once you get to next c-c of Forsyth (116ME of here), there are lots of EBD coal trains with DPUs. In general, GM dep times and tracks vary widely. Rent-a-cop is out in vehicle at E end in evenings. Saw him midday, parked toward W end, on S side, facing N at tracks. Nearest store at E end of YD: follow Main St. SE, going over tracks, then 2000FTE to turn R (S), going under I-90, to truck stop. Most workers at YD here helpful. **Livingston** (MRL+ & BNSF+) Not a c-c but some WBDs may stop here to add helpers for Bozeman Pass. **Missoula** (MRL* & BNSF*) YD is 1MNW of DT and E end is ½MW of STA on N side of DT. Scott St. crosses over at E throat, by small YT on N side. MRL runs YD, BNSF is on

Coal trains running BTN Gillette, WY and Fargo (and points E) bypass Billings, turning the corner and doing c-c at **Huntley** (13ME of here). **Bozeman** (MRL+) Some WBD GMs get helpers put on E of YD, out by Kelly Canyon Rd. & Frontage Rd. just past the "E Bozeman" sign on the little shack beside the tracks. If on 1-90, this is ~1/2MNW of 'Bozeman Trail Road' exit. RR is PT/NE of 1-90. 'BTR' exit is 5MSE of DT. **Butte** (BNSF#) YD is 1MNE of INT of Main St. and 2nd St. DT. Shields Ave. runs in a NW-SE loop around W side of YD. Wye is 1/4MNW of INT of E. 2nd and Shields. Local to Silver Bow and Garrison dep 8-9am. See 'Silver Bow' for UP. **Dillon** (UP*) C-C right DT opposite "Mellan Hotel" on RR Ave. **SBD GM 'MSBPC' to Pocatello** ~5-6pm M-W-F. **NBD 'MPCSB' to Silver Bow** 5-6 am M-W-F (1/14). **Essex** (BNSF+) In front of 'Izaak Walton Inn' on edge of Glacier Park, along HWY 2, is where some heavier EBDs should still stop to get helpers. Most unit grain trains now have DPUs, reducing the number of trains stopping here. But some heavier GM and DS trains may still stop for a push. Helpers will then be cut-off on the fly. **Forsyth** (BNSF*) EBD c-c is at YO DT across from 'Hotel Howdy'. WBDs tend to pull thru and stop with head end W of HWY 12 overpass. EBDs can go via either Hettinger/Aberdeen on the old Milw Road route or via Glendive/Mandan on the ex-Northern Pacific 'low line' (lines split 85 ME of here at Terry). **Note:** Empty coal will turn S at Huntley, 13ME of Billings. Yellowstone River is on N side of town here, you can swim/camp along the banks. YO tel 406-356-3250. -3271. Roving railcop based here. Mostly coal. EBD **GM 'LAUNTW' to Minneapolis** at night, usually goes via Aberdeen, SD. WBD **GM 'NTWSPQ' to Laurel, MT** and on to Spokane (13). **Fort Benton** (BNSF#) YD & depot 1MN of DT on HWY 87. **Garrison** (BNSF# & MRI#) Local turn from Butte turns back mid-day. Other thru GMs may work. **Glasgow** 'Montana Bar' recommended. (BNSF*) C-C is at STA at NW corner of INT of 4th St. S. and 1st Ave. S., 1BLN of PO. Very quick stops are normal. WBD on IM/DS here, read Havre listing/warning. Havre is 3-6 hours W of here, you might want to change trains here to try to go thru Havre in dark hours or on GM. WBD GMs-**NTWPAS to Pasco, WA.** **NTWHA V just to Havre.** **Glendive** (BNSF*) YD is DT. Merrill Ave. is PT/W of YD and Sargent Ave. is PT/E of YD. EBD (GEO NE) c-c is at STA on W side, opposite INT of Benham St. & Merrill Ave. Mostly coal, on and off pair of GMs b/n Mpls and Laurel, MT. EBD coal loads have DPUs at rear, only some WBDs do. EBD coal DPU will stop opposite gravel turnout off E side of Merrill at point 1/4MS of STA. **Note:** All EBD coal get helper added at rear of DPU. Crew likely to inspect DPU. You might want to wait to board until train starts to pull (better in dark). Helper cut off enroute to Dickinson, ND. Unit stone (I) goes to Dickenson. WBDs (GEO SW) seem to pull down S into YD for c-c at point 1500FTS of STA (by ped tunnel to E under YD at INT of Power St. & Merrill). Local to Sydney depts GEO SBD. **Great Falls** (BNSF*) YD is 1/4MW of PO and S of Central Ave. YT is at E end of YD near 6th St underpass and is c-c for SBDs. Rear should be N of Central ave overpass. NBD c-c is just S of INT of Vaughn Rd and 21st St NW, rear in vicinity of 10th - 13th St SW. Easy access, mainline on N side of YD. **SBD 'SHMLAU' to Laurel** late evening (~5x/wk)(14). **NBD GM 'MGFRPAS' to Shelby/Pasco** early PM 4-5x/wk (ex-MWF)(varies)(14). NBD Unit coal (I) 1-2x/D go N to Edmonton, then W to Prince Rupert. SBD (e) 2-3 D each way (may have DPU), WBD unit grain (I) sporadic (14). Line to Helena is o/s. YO tel. 406-791-3371, -3355. Great Northern Bar is N of YD. **Havre** (BNSF*) W of MP 430; E of MP 965. YD extends E-W along N side of DT. Trains stop for 30-60 minutes for 1000 mile inspection. Railcop, driving blk Dodge Durango or white Ford Explorer (12), may inspect IM/DS—mainly days but varies. Some riders had received harsh (5 - 10 day) jail time. This now (14) seems to have eased off but be low-pro here—riding thru and when on the ground looking for a ride. Daytime, if you wanna play it safe, you might bail off asap and get off RR property for the inspection or wait for a train in the dark hours (see below). Don't try to ride DPUs thru here—likely inspected. Watch for cameras. To wait until inspections/1,000-mile checks are completed for either EBD or WBD IM/DSs, a location is at point ~1/4MW of the Amtrak station, by 'Ben Franklin Arts & Prints' store, facing N onto HWY 2 (AKA 1st Street). You can walk N along W side of BF ~200FT to wait in trees along main lines there. Best at night. First track as you face N is "#1", the next is "A". **For EBDs:** Train will pull by, stopping at Amtrak STA for c-c. Unless it is on Track A (only Track 1 and Track A have run thru fueling pads) units must be removed to do refueling. At trees behind BF, you'll be at point ~2/3 down train's length. Worker (at times with railcop) will inspect, starting at front of train to E, moving W toward rear end. Cop may be on one side; worker, on golf cart ATV, is on other side. Another worker follows, doing 1000M inspection. They'll c'nue to rear end, turn around and drive back E toward depot. You've then got ~15-30+ minutes to get ride. **2-3 thru EBD GMs: H-PASBRC to Chicago** (doesn't work) and then **H-PASNTW** to Mpls (may work?) M-WHIMIN 3-4x/wk will work (15). GM can orig here, W to Spokane/Pasco, E to Mpls a/r, less than D. **Alternatively for EBDs:** Coming in to town, if you really want to play it safe and need supplies anyway, get off as the train slows down to hopping off speed (or stops) ~1MW of YD (near MP 964?) at the County Road 801 RRX. Look for the Walmart off to your R. (If you get off further E, just walk back to that RRX). Walk S on 801 about 800ft to HWY 2 and take a L(E). Walk all the way thru town, getting supplies (and maybe waiting until dark hours). C'nue E past DT to 22nd Ave. This is about 3.5ME of the Walmart. Take a L on 22nd and go ~800FT to RRX. Cross tracks and then walk E on N side of tracks down a ways and find some trees/cover to wait in. Maybe 3-4 trains D will stop out here after c-c (to wait for an incoming WBD). Many blow thru here but a few should stop. Normally the rear end will be stopped E of the 22nd Ave RRX here, the head end is up at the 38th St. RRX. Time stopped varies depending on the WBD. If it is an oil train and it has an unlocked DPU, you might just get on and ride it as far as Glasgow and switch there. Avoid unit grain unless you know dest. **WBD IM/DSs:** If on 1st two tracks, it will pull up to depot way to E, for refueling/c-c there. It will then pull forward, going past you, stopping such that front end is ~750-1000FTW of you at BF location. **Note:** The first track (track 1) seems to be used exclusively

Cadillac and Owosso swapped crews here, maybe on W side of DT at the W. 5th St. RRX. W of Maple St. NW/S loop of track? Now? May only operate 1-2x/wk.

Detroit Area: **Delray Tower** is at Dearborn Rd. & Woodmere, just N of 1-75 in West Detroit. Trains of various RRs pass by, often slowly. Might work for CP WBDs, NS/CSX SBDs/EBDs (after leaving Livernois or other CSAO YDs) or CN transfers out to Flat Rock. Wait out of view of tower operator. **NOTE:** Most area traffic is autos and autoparts.

(CSAO# + CSX*+NS*) 'Conrail Shared Assets' does local switching and builds road trains for CSX and NS. **Livernois YD** is in **West Detroit**. GM area and also builds IM/DS. YD is PT/S of John Kronk St. and W of Livernois Ave. WBD GM NS local towards Ann Arbor and Jackson orig here. To get that and any other GM take John Kronk W to Central Ave. Just SE of here there is access to the GM area. The IM area is at SE end of YD. Most IM traffic pulls out of the SE end slowly where the YD lead track curves S to join the mainline at **CP Junction**. Take Vernor Ave. W to INT w/Livernois Ave. (bus?). C'nue W 2BL to Casgrain, right before RRO. Go up the embankment on SW corner of INT. Facing NW, the first set of tracks in front of you are mainlines. Beyond that is track coming out of IM YD. SBD/EBD trains will come out on that track curving to the S. NS **21N (-5-7pm (M-F) to Chicago/Cicero** will s/o much of train in Toledo for EBD connections (15). Other NS traffic now is just taken on a transfer to Oakwood for trns built there (15). **CSX Q131 to Mexico City(I)** via Indy and Salem (UP 'ZDTMX' hand-off), mainly blue Pacer stacks, dep at 8pm (x Su)(12). Q151 to NWoH (15). **Sterling YD** is N of Detroit in **Sterling Heights**, BTN Mound RD on W, Van Dyke Rd. on E. From INT of Woodward & Larned in DT Detroit, get a "#510 Van Dyke" bus (7days/wk). It will go N on Van Dyke all the way to the INT of Van Dyke Ave. & Metropolitan Parkway in Sterling Hgts. Go ~1500FTW on Metro Pkwy, then go off on exit ramp to R another 1000FTW to S end of YD. CSAO may still build some NS GMs as well. Most trains are autoparts/racks, rides are few. **River Rouge YD** is 1/4MS of Delray Tower and PT/W of Jefferson Ave. Schaefer RD crosses under N throat of YD. Some NS trains may work/orig here.

(CP*) Runs ~3 trains each way D BTN Canada and Chicago. All go via Elkhart, IN on NS. The c-c is on US side, maybe at NS's Oakwood YD? You might be able to get a WBD as it passes slowly by Delray Tower area? (see above).

(CSX*) **Rougere YD** is in eastern **Dearborn** just E of huge Ford River Rouge complex and PT/W of Dearborn Ave. Take bus from DT Detroit W on Michigan Ave. Get off at INT of Wyoming & Michigan. Turn L(S) on Wyoming and go 1M to INT of Wyoming & Eagle. Turn R(W) on Eagle and go ~300FT up road to L of RRO into YD. You should be near head-end of dep trains here. All CSX trains dep Rougere GEO NBD to Plymouth (see listing), where they then can go N, S, or W. Two CSX IM trains orig at CSAO Livernois YD (see listing above).

(CN* & I&O*) Ex-Detroit Toledo & Ironton **Flat Rock YD** is 1/4MNE of DT **Flat Rock**, S of Detroit. From DT Detroit, get a #125 bus. It will get you to transfer to a #160 bus. (x Su). #160 will go to INT of West Rd. & Grange St. in Trenton, MI. From there, you'll need to go 2 1/2MW on West Rd. to HWY 24. Then go ~2MS to Vreeland Rd. Turn L (E) on Vreeland, going 1/2M to RRX. That is S end of YD there to N side. CN origs D NBDs to Flint, Battle Creek, and 2 that go EBD to Toronto plus one SBD to Toledo. Indiana & Ohio RR operates ex-DT&I line to Springfield/Cincinnati. A local turn from Delta, OH works in the AM and returns. CN also operates **Moterm YD** for IM in **Ferndale** (a "shitty yuppie suburb") just S of 9 Mile RD. Afternoon IM #533 goes to Durand for mainline connection. CN also has an ex-GTW YD in **Pontiac**, N of Detroit, mainly for locals. I think #752 bus gets to NW end. Go to INT of Cesar Chavez & Saginaw St. Go 1MNW out Cesar Chavez to SE end of YD at Johnson St. RRX. CC Ave. is PT/NE of YD. YD extends 1 1/4MNW with Pershing Ave. at NW end.

(NS*) Main GM YD is **Oakwood YD** in the suburb of **Melvindale** just W of Detroit. The INT of Allen RD & W. Outer Drive is just under NS overpass at W end of YD providing access. Schaeffer RD crosses under near E throat, you could try to climb up and look for freds to the W? EBD trains to Toledo/Bellevue, Ohio now can leave YD GEO EBD. WBDs to Fort Wayne and St. Louis dep GEO WBD. Line from here to St. Louis is the former route of the "Wabash Cannonball." GM #194 to **Roanoke** at 2am D (01). Others to Chicago, St. Louis, etc. NS also operates a small YD in **Wayne**, just W of the CSX crossing, PT/N of Annapolis. Treadwell St. may provide access? **IMs use two YDs:** NS **Delray YD** is E of Delray Tower. Springwell may cross under YD S of Fort St. One IMs uses CSAO Livernois IM YD (see listing above).

Durand (HESR#) 1-2 D Huron and Eastern NBDs to Saginaw back S out of CN YD. (CN# & GLC#) Two RRs cross here. YD is NW of DT and diamond, on GLC line. Not a c-c for CN, some freights work. Local to Flint. Great Lake Central trains running BTN Owosso and Ann Arbor (Osmer) works interchange with CN on line running NW-SE. SBD around 9am, NBD around 2pm but maybe less than D (09). **Escanaba** (CN#) YD is on NE side of DT. Washington St. runs E to the YD. D ore train on ex-CNW line from Ishpeming to Green Bay. Docks might be a good place to catch a ride N or S. **Flint** (CN#) YD is 3MSW of DT. YD PT/SE of I-69, and Van Slyke Rd. is at NE end. (CSX*) **McGrew YD** is N of DT. YD is 4 1/2MN of CH and runs N-S. From DT

take #6 bus up Horton. YD is PT and 2BL E of I-475 and N to Coldwater Rd. overpass. Carpenter Rd. RRX is S end. GM Q321 goes to Toledo at 8pm. (09). Also grain, chemical and coal extras. S part of YD, around Carpenter Rd., was for autoracks but very quiet these days... Empty coal goes to Chicago via Grand Rapids. (SBS/LSRC#) Saginaw Bay Southern/LSRC turn from Saginaw works CSX YD mid-afternoon (M-F), a bit earlier on Su. **Gladstone** (CN*) YD is W of DT across Highway 2 from Lake Michigan. YO phone: 906-428-3454/-9318. EBD D to Sault St. Marie 5-9am (95). **Grand Rapids** (CSX*) **Wyoming YD** is ~3MSW of DT. From DT, take #8 'Grandville-Rivertown' bus to INT of Burlingame & Chicago. Go ½MN on Burlingame, passing thru gravel lot, to main lines. Nightly EBD GM Q334 to **Stanley YD** outside of Toledo ~midnight. To catch Q334, turn R (E) and go 800FT to just past siding track that leads into lumber company. The 3rd vertical fence post (post that's bent) has HF. You can wait in shed of lumber co. (be discreet). Front of #334 just beyond main lines there opposite you at that HF. EBD Q326 to **Detroit** around 11am, it may just c-c and go. WBD GM Q327 to Chicago/Barr YD D ~11pm to Chicago, may work on N side of YD, to W of you here. WBD GM Q335 from Toledo goes on to Chicago/Clearing YD. EBD loaded coal goes to Plymouth then takes wye N to Flint, then Essexville. WBD coal (e) goes to Chicago, EBD (e) to Toledo. (GER#) Grand Elk operates ex-NS line to Kalamazoo and Elkhart. **Hughart YD** is S of DT, PT/E of HWY 131 BTN Hall and Burton. Not sure how frequently it runs S. (MM/GRE#) Mid-Michigan/Grand Rapids Eastern uses ex-GTW YD. YD is ~2MNW of DT. YD is on W side of river. YD is PT/SW of Ann St. Alpine Ave. runs N-S at RRO at NW end. Turner Ave. RRX is SE end of YD. EBDs end to Durand to interchange with CN main line? (MQT#) Marquette Rail runs out of CSX Wyoming YD on ex-CSX branch N to Baldwin and Ludington/Manistee. **Grayling** (LSRC#) Local to Piconning OD early PM(?) 3x/wk (09), is probably assembled SE of I-75.

Holland (CSX# & MMRR#) YD is ½MI NE of Amtrak STA.. **Ishpeming** (CN#) (LS&I#) Main YD and operating HQ for Lake Superior and Ishpeming is at **Eagle Mills**. This is ~5ME of DT on HWY 492. Loaded ore trains to docks at Marquette during shipping season. Loaded ore trains to Escanaba will depart from the Empire Mine at **Tilden/Palmer** (S of Ishpeming on HWY 35), 1 per day. LS&I also orig. ore trains here at Palmer to Eagle Mills and on to Marquette. (MR#) New Mineral Range RR will be operating in Fall, 2014, ore trns (15-20 cars, 3x wk) to/from Humboldt Mine, near **Champion**. Covered cons. INT here to CN. **Jackson** (NS#) **East YD** is 1ME of DT. YD runs NW-SE SE of the INT of Page and Elm. Local service W to Detroit, E towards Kalamazoo and N to Lansing. **Kalamazoo** (CN#) **Kilgore YD** is SE of DT. Morning turn to Battle Creek (05). (GER# & NS#) **Botsford YD** is E of DT, across Kalamazoo River. Take E. Michigan Ave. E across river to RRO. NW end of YD is ~1000FT SE of RRO. Grand Elk RR now operates ex-NS line S to Elkhart (6x/wk at 1am) and N to Grand Rapids (3x/wk at 1pm) using the NS YD. NS still operates on 'Amtrak' line E to Jackson, local service only. **Lansing** (CN#) **Mill YD** is SW of DT, take the #11 bus to the INT of Lansing RD and Waverly, walk ½M further SW on Lansing. (CSX#) **Ensel YD** is N of DT, the #14bus runs on Grand River PT/SW of YD, get off in the vicinity of Spikes St. (NS#) Turn BTN here and Jackson may work at **Cavanaugh YD**, along W side of Hawk Island Park S of DT. **Ludington** (MQT#) Ex-CSX YD is SE of DT. From INT of HWY 10 and S. Washington Ave., go 7BLS to RR, turn L (E), and the YD extends to the E there in front of you. 'Chessie' rail ferries once crossed the lake to WI but are long gone. **Manistee** (MQT#) YD is on E side of DT, E of HWY 31. INT of Jones St. and Lake St. is at N end of YD. SBDs leave GEO NBD, crossing Manistee River. **Marquette** (LS&I#) **West YD** is located ~2MN of DT, E of HWY 550 and W of the Presque Isle ore dock. Empty ore trains will go W to Eagle Mills during shipping season. **Muskegon** (MMRR#) **North Muskegon YD** is N of DT. Giddings Ave. RRX crosses S end, E. Western Ave. is PT/E of YD. N end is 750FTW of INT of E. Western Ave. & Bayou Ave. Turn to Holland, MI OD 8pm (x Sa), turn to Fremont 8am (M-F)(07). **Owosso** (GLC#) YD is SE of DT. I think sand cars would be parked on siding either at small YD E of Washington St., N of Corunna Ave. and W of Gould St. or, at small YD PT/S of Corunna Ave.; Cornell St. runs PT/SW of YD, and Aiken Rd. crosses under RR. Under former owner TSBY there was nightly turn S to Durand/Ann Arbor. Sand cars thru to Ann Arbor (on to Toledo). Day turn N to Cadillac, met SBD at Clare to swap crews (05). **Petoskey** (GLC#) I suspect you need to be ~1MS of DT, near the INT of Emmet (Standish) and Clarion Aves.. **Pinconning** (LSRC#) Crew OD at 6am (M-F?) for SBD turn to Bay City. Upon return spots Grayling block on siding S of 5th St. on (ex-MC) set of tracks that run thru the center of town. It then take the Alpena block up the set of (ex-D&M) tracks ½ME under the powerlines, also just S of 5th St. NBD to Alpena then OD at 6pm (09).

Plymouth (CSX+) 15MNW of Detroit. (Semia bus-rush hours only). Not a c-c, but Detroit-Grand Rapids and Flint-Toledo lines cross here, some trns work or are held for clearance. Junction is on NE side of DT. INT of Adams & Junction Ave. is 500FT SW of dia. **Port Huron** (CN* & CSX#) RRs share **Tunnel YD**. YD is W of DT, PT/S of Griswold Rd., BTN 24th St. on E end and Michigan Rd. on W end. The little white building at W end of YD is good place for info. At least 6-8 CN WBDs to Chicago D. EBDs to Toronto and beyond, including DS. EBDs will enter tunnel crossing under river into Canada just E of YD. **Saginaw** (SBS# & HESR#) Saginaw Bay Southern (part of LSRC) runs ex-CSX YD. YD is 1MNE of PO, BTN Norman St. and Wadsworth Ave. YD is one large wye. SBS runs GM to Flint, early PM (x Su)(09). Coal loads for Essexville/Bay City leave GEO WBD and turn N right before river. Huron Eastern runs E out of same YD. **Sault St. Marie** (CN*) **Soo YD** is 1MW of DT. From INT of Ashmun and Easterday on S side of DT, go 1MW on Easterday, and YD is across to your R (N) there. SWBD GM A411 to **Green Bay, WI**, dep ~10pm (14). May go thru to Chicago. DPU's. YO tel: 906-635-4265 or -4270. **Tawas City** (LSRC#) NBD &

Springfield/Tulsa. You can wait safely in woods along N side here at split. (Note: railcop office is just off N side to E there, across creek and Wellington running underneath). Many orig trains either direction will 2-back here (likely more than once). Regardless of trn dest, all 2-back moves are done on Springfield/Tulsa lines. You won't know which way train is going until it finally leaves (if you're already on and staying low, back in YD). With some luck, if it is going wrong way, you'll be able to look up ahead and still bail if it's still moving slowly. Note: This only works for orig trains, thru trains will not 2-back. Most DEPs go to Memphis, some towards Springfield. Memphis trains may also well be going slow enough to board as they roll out past the split here. If you want to access dep YD, the #16 bus crosses Arsenal St. RRU over mid-YD. No fence and access near RRU. GMs here include: Q-**STLCLO** to Clovis, NM, **M-STLTUL** to Tulsa, OK, and **Q-GALTUL** to Tulsa. Taconite train (ID BNSF 600,000#-series hoppers, DPU on rear) will go S to Memphis/Birmingham. An alternative for NBD GMs to Galesburg, IL DT: Take "#57 Manchester" from Civic Center STA DT on 10-min. ride, getting off at INT of Chouteau ("show-toe") & Spring. Walk ~500FTW on Chouteau, just past 39th St., onto overpass. First trax below you there are BNSF main lines. Almost all GEO NEBD trains stop for signals ~½MNE of this overpass (just around curve). You can go 200FT further W, then across to S side, going down circling descending street, and into YD area to wait. Trns to Galesburg can either go up W side (rarely) of Miss. River (via W. Quincy, MO) or, more commonly, across Miss. here into IL, then N through Beardstown/Centralia to Gburg. Look for BNSF GM with big, 6-axle "road" locos (others may be transfers). EBD UP trains can also stop in this same area. At overpass, if you look off to your L from BNSF curving off to NE, that is UP line converging into area just around same curve. Some UP unit trns may also stop here. **Note:** For a sure shot to W. Quincy, there's small YD PT/E of NS' Luther YD, with YO at Humboldt Av that sends one N nightly.

(NS*) From DT on E side of Civic Center, take '#40-Broadway' bus NBD on 14th St. on ~15-min. ride to INT of Broadway & Carrie Ave. (just 500FTN of 'big 'Mobil' gas STA). For EBDs to Louisville/Chattanooga and NEBDs to Decatur/Fl. Wayne: get off, walk 2000FTNE on Carrie, going past 1st RRX, to 2nd RRX at S throat of Luther YD. EBDs (GEO SEBD) come out, then often stop and sit for 5-10 min--such that front end is just on or to S of Carrie RRX. It may be better to turn L (NW) at McKissock Ave., ~400FT before Carrie RRX, then walk ½MNW on McKissock, look for access point to YD on your R up around loop. 3 EBD IMs: 285 to Jax and the 223 to ATL, both via Louisville; the 20T goes up to Decatur (2back at sunrise). (15). Some GMs work, GM 318 to Decatur is built here. For WBDs to Kansas City: on same bus, c'nue just over 1M further N from Carrie on Broadway, to point 1/3MS of INT of Broadway and Humboldt at Calvary (across from cemetery). Calvary is first street on R (E) right after 'Estes Trucking Lot.' Walk 600FTNE on Calvary to N end of YD. Most WBDs (GEO NWBD) should 2-back. IM 224 from ATL to KC, will s/o.

(UP*) For WBDs to KC: Take #80 bus from DT to INT of Gratiot St. & 18th, just S of Union STA mall. Go 200FT N on 18th, then walk down steep E side of 18th St. overpass into 23rd St. YD. There are ~1-2 WBDs to KC D. Many WBDs stop for BNSF X-ing, 1.5MW of the 18th St RRU, w/rear of train near or W of RRU. To go SBD to Poplar Bluff/Dexter: Ex-MoPac YD is S of DT along Miss. River. Take #40 bus from DT to INT of 7th & Barton. Walk 1/3ME on Barton to where it deadends at RR (by Schaeffer's Lubricants"). That is S end of YD. "Be careful of locals on other side of floodwall and check out graffiti while waiting." See also E. St. Louis, IL UP listing for other destinations. See also BNSF above.

Springfield Heart of the old 'Frisco' RR. Casper's Diner is highly recommended. (BNSF*) Busy YD is 2.5MNW of DT, PT/N of Division St. The few that come thru across on the N side tend to stop for a long time, most trains c-c head to fired on the S-most 3 tracks. EBDs (+WBD DPUs) stop 400FT E of the Rt.13 RRU and WBDs (+EBD DPUs) stop 600FT E of where Div. St jogs under tracks. The #26 bus turns R(E) off West onto Division. Get off at any of the next 3 stops, and work your way N behind one of the businesses to midYD. EBD IMs and coal (l) tend to go to Memphis (and B'ham+ATL). EBD oil+sand (e) goes thru St.Louis. WBD IM (most to Clovis+LA), oil+sand (l) goes thru Tulsa whereas WBD coal (e) goes thru KC. GMs are pretty evenly split. Morning local to Monett is handed off to A&M and c'nues to Springdale, AR. **Thayer** (BNSF*) The c-c is at S end of DT, just 1BLE of Front St. YO: 417-264-4700. **West Quincy** (BNSF*) YD is 2¼MSW of DT Quincy, IL. Take HWY 24 bridge across Miss. River, then HWY 24 crosses RR tracks 3000 FT beyond river's W bank. YD is ½MS at this point. Most traffic is unit trains, esp. coal. Routing is very flexible along both lines bordering the Mississippi River. YO on E side is NBD c-c. Most NBDs cross river and go to Galesburg, a few go N thru Ft. Madison to Burlington and beyond. GM 'WOMDMO' to Des Moines, IA usually dep mid-afternoon D (08). It is the only GM to go N to Burlington, along with plenty of empty coal and grain. SBDs pull into YD to recrew. This can include GMs NTWMEM and GAlMEM to Memphis and GALTUL to Tulsa. (these trains are at times routed via Beardstown, bypassing W.Quincy). SBD sand loads are very likely to go to Tulsa. Yardmaster: 573-393-4020, -4015.

MONTANA - **Note:** Free/cheap buses in western MT: check out http://www.toolecountymt.gov/pdf/Bus_Service.pdf, <http://flathead.mt.gov/eagle/>, and <http://www.ncmtransit.org/index.html>. Also <http://www.saltlakeexpress.com/> is for-profit in Helena area. **Billings** (BNSF*) Most trains run thru to/from Laurel YD, 15MW of here (see listing). A few may work YD here?

goes Parsons/Little Rock/Pine Bluff. 'MKCAS' D to St. Louis at 1-4pm, GEO EBD. ID EJE, IHB, CSX plus MWCX, 'LCEX', & 'KYLE'. 'MKCFW' to Ft. Worth dep 6-9pm D (14). ID ADMX, LCEX, DOWX, CCBX, ECUX. D 'MKCVP' to Shakopee (Valley Park), MN dep GEO WBD 1am-4am. ID ADMX, RFXM, WWUX, CMO, CKIX, CNW, UP. D 'MKCCB' to Council Bluffs dep 8-11pm. ID ADMX, NDYX, GNTX, TTGX autorack (L). Dep GEO WBD. 'MKCSS' to St. Paul, MN at 3-7am D dep GEO WBD, goes via Omaha (14). ID CP/SOO and CN 3-hole grainers, DOWX, OLGX, CCBX, DWC. **Note:** One Portland-bound orig WBD IM/DS, can also be caught in this area. WBD IM/DS 'ZKCBR' to Portland, dep 10pm-1am (Tu-Sa), ID as only IM/DS at this time at this YD, probably lots of K-Line, has DPU. At Choteau you will be near the rear end of this train before dep, it should be on one of the tracks right on N side here. Inspectors drive along even right before dep—stay down or maybe line-up your car and wait across a string until it is ready to pull. ZKCBR will go Marysville, KS - N. Platte - Cheyenne, etc. The furthest 2 tracks of the ARV YD are often used for DEPs, esp. the morning MN&A run to Carthage. Its engines, and those of EBD thru trains spot 700ft W of the Choteau RRU, S of the prominent YT. The 3 tracks to the S are mainlines. Step around the beginning of the fence on the Choteau RRU, and follow the perimeter of the construction YD to the S under the telephones to W thru trees to middle of EBDs. WBD thru trains c-c almost 3MW of here, at point 500ft E of I-35 RRU, near INT of Guinotte (aka 1st) and Shelly (aka Nicholson). The middle to rear of WBDs will be under the Chestnut Trafficway, 1/2MN of the bridge where the #30 goes over Chestnut, the rear of EBDs will be a bit further E of the RRU. You can go on city streets—from Chouteau walk 1MW on Gardner to Monroe. Turn L(S) and go 2BL to Nicholson field. IM YD throat and W end of GM YD is just to the E. Chestnut overpass is another 2000FT down to your R(W). I think you want to be just E of Chestnut and along mains on S side there to wait for WBD thru trains. Do not get confused by other trax here: you need to work your way ~1500FTS to the mains, crossing thru/over two sub-YDs. As you approach mains, watch for infrequent vehicles on road PT/S of mains. WBD IM/DS 'IDULB' to Long Beach (LA), (9am-1pm D) (works so probably here 1-2 hrs); WBD IM/DS 'IDUSE' to Seattle, at 7-11am (Th-Su). ID Maersk, K-Line, Hanjin, CSX; EBD IM/DS 'LADU' to Dupo (E. St. Louis, IL) D (x Tu) 9am-2pm, ID CSX, K-Line, APL...s/o, here for 2 hrs; EBD IM/DS 'KOAMN' to Marion, AR (Memphis) (, 7-11pm)(Th-M)(varies, often later)...may s/o off ass end here (13). Note: Some WBDs will pass right thru KCMO and c-c in KCK (see Kansas City, KS, Sunshine RD listing). This includes 'KMNOA' to Oakland. Expect railcop to spotlight dep'ng EBDs from R(S) side. Some thru SBDs bypass Neff YD and c-c on N-S UP mains at dwarf signals near E end of KCS/CP Knoche YD by the 'Twin Bridges' wye. Take #30 bus (M-F) to INT of Front & Topping. Walk E on Front past I-35 and 'Flying J's' truckstop. From truckstop, go 500FTE on Front to RRO. Walk up to RR. MDMFW to Ft. Worth does this in 8am-2pm. ID mostly (I) CRYX reefers, AOKX, ADMX, DWC, CN, TILX. Also, the MDMHO to Houston D (15). Lots of unit trains. Best waiting spot is ~1/4MN of c-c. ALSO, some UP trains stop/slow/c-c in West Bottoms area, a major bottleneck in basic Union Ave., Hickory St., Mulberry St., St. Louis Ave. area.

Mexico (KCS*) C-C is at STA just on N side of INT of Jefferson & High DT. NS & KCS both run thru here—NS runs on 2 tracks on S side and KCS on 2 tracks on N side. Moberly (NS*) YD is NW of DT. E end of YD is 1BLN of INT of Coates & Williams. Emerson St. RRO is at W end of YD. YD is aligned NW-SE. Mains are on SW side. EBDs can go either E to Hannibal/Decatur, IL or S to St. Louis. WBDs go to KC (IMs only go to Voltz IM Facility E of KC...probably smart to get a GM to go to KC). EBD c-c is at dirt road loop at point ~600FTN of INT of Franklin St. & Johnson St. (~500FTNW of signal arm over mains). WBD c-c seems to be ~200FTNW of the Emerson St. RRO at NW end of YD. ID many 'Staley' or 'ADM' cars to be EBD to Decatur. EBD GM #111 to St. Louis/Louisville/Knoxville, TN D ~3am (13). EBD IM/DS '223' to Atlanta ARV M-F 8-10pm, Sa 4-6pm. EBD IM/DS '20T to St. Louis/Pittsburgh/Harrisburg ARV M-F 9pm-12mid, Sa-Su 4-6pm. Smart to avoid contact with workers. Monett (A&M+ and BNSF+) YD is just to E of INT of Front & 3rd DT. From that INT, look S across RR to where track curves off to SW. That is Arkansas & Missouri line S to Springdale, AR. BNSF turn from Springfield. YO is across from 4th St. BNSF Monett turn from Springfield meets A&M turn from Springdale, AR ~11am (M-F)(14). A&M takes the wye slowly in-out. Neosho (KCS+) SBD unit grain, coal, and ash trains stop here to add helpers, just on N side of the diamond with BNSF, which is 1/4MN of CH DT. Poplar Bluff (UP#) YD is S of DT, 1/4MSW of PO and S of Park Ave. The c-c for mainline Little Rock to Illinois trains is in Dexter, not here. Some GMs may work. ~50% of all NBDs on line thru Bismarck to/from St. Louis stop here for c-c. The c-c is at STA. IM/DS run thru. The only regular SBD, the MASNL, works YD D (GEO WBD). When SBD stopped for c-c, mid-train is ~at STA. Roodhouse (KCS#) GMs MVNKC to Kansas City & MKCVN to St. Louis run on Tu & F, both work Roodhouse (10). A local runs M-F in the mornings, 2x/wk to Mexico, Mo. 3x/wk to Jacksonville, IL. On W runs to Springfield a/r.

St. Louis (For UP, CSX, KCS, CN also see East St. Louis, IL listing)

(BNSF*) Lindenwood YD is in suburb of same name, ~7MW of DT. Note two cameras in YD, both halfway up the light towers, one at S throat, another mid-YD, by the employee entrance. For WBDs/SBDs go to W end of YD. From DT, take Metrolink WBD 'Shrewsbury' 1-44" train to terminus at "Shrewsbury/1-44" STA. Walk out of STA, going across parking lot of STA on W side to NW corner of lot. Walk off lot up to RR. That is line S to Memphis. You can walk ~1/4MNE here, along this track, to get to split of mains. As you walk NE along this track, you'll come to other mains to your L (N), running off straight W. Those are lines to

SBD #326 & #327 swap crews here at Aulerich Rd. RRX. This RRX is 6ME of DT. Trains meet late night (09). RRX is 1/4MN of INT of Aulerich Rd. & HWY 23. This INT is 4MNE of DT. This is very near to county airport. Traverse City (GLC#) Turn from Cadillac should work branches sporadically. Usually seen midday 4x/wk, Returns S on track behind library. Yuma (GLC#) Sand cars are picked up by turn from Cadillac—less than D. My guess is from siding on S side, ~1/4MS of DT. From INT of HWY 37 & W 26 RD, go 1000FT E to RR. Turn R(S) and go 1/4MS to N end of siding.

MINNESOTA -- Austin (CP#) Daily unit grain/local N to Owatonna/Waseca and S to Mason City (07). May go sporadically W to Albert Lea. Union-busting Hormel's "SPAM" Museum is here. Babbitt (NM*) Loaded 150 car ore trains leave the mine outside of Babbitt 2-3x/D headed to Silver Bay on Lake Superior. Breckenridge (BNSF# & RRW&W*) W end of YD is right DT, E of old passenger STA. Not a c-c for BN but 2-3 trains orig or work D. RRW&W runs (mainly) unit grain trains on several lines into ND. Cass Lake (BNSF*) This is c-c BTN Superior, WI and E. Grand Forks, ND. Follow Aspen Ave. S from DT to RRX. C-C is done at each side of that RRX. 3-4x/wk GM each way, plus occasional unit grain Coleraine (CN#) I think most operations are from Bovey, YD is 1/4MNE of town. HWY 169 RRO is just on E side of small YD. Dilworth (BNSF*) YD is 3ME of Moorhead PT/S of HWY 10. 34th St. S crosses over W end of YD, this area is a good place to access rear of EBD. #3 or #4 MAT bus comes out to 34th St. (days, x Su). WBDs can go via either Minot/Havre on the ex-Great Northern 'hi-line' or Jamestown/Billings on the ex-Northern Pacific 'lowline'. Most IM/DS/GM take the hi-line. Empty coal and 1-2/day GM take lowline. Unit grain either way. Split is 22MW of Fargo, 3 1/2MW of Casselton. Stay low-profile in/around YD, there is a railcop. WBD GM M-NTWPAS to Pasco arv ~11pm-3am D (14). WBD GM M-DILLAU to Laurel, MT, takes ex-NP line thru Mandan/Glendive, ND. Maybe less than D? EBD GM to Willmar, MN backs up out of Dilworth into Moorhead. It will (briefly!) stop just W of junction near Main & 17th while a switch is thrown and then it heads S. So be a little W of there, around 14th St. 1-2 D, late afternoon is common (05). Some other trains may go slow thru this junction, especially if they are switching from ex-GN to the ex-NP tracks. See also Fargo, ND listing.

Duluth RR museum in depot right DT, costs \$6. Also see Superior, WI (local bus from DT Duluth) for BNSF, CP, CN, & UP.

(BNSF*) Taconite (iron ore) loads are staged at Steelton YD ~6MS in Gary. Take '2 Far West' bus S from DT on Grand Ave. becoming SBD on Commonwealth Ave. Ask to get off at Becks Rd., ~500FTS of RRO on Comm. Ave. Walk back N to RRO, go up to RR, turn R (E), and follow RR as it winds off to your R (S) for ~1500FT. All SBD taconite trains have DPUs—sitting pre-DEP I'd guess it would be right ~at N throat of YD, before curve? Sporadic...no schedules, but "several a week"...maybe 2/day, then 0/day...etc. If no DPU it's probably just going to Superior. Those symbolized 'U-SEMBIR' (ID BNSF 600,000#-series 'clean-looking coal-hopper' style) go to Birmingham, AL (2 days) via Mpls/Galesburg/St. Louis/Memphis. If symbolized 'U-KEEMAD' (fewer) ID smaller, 'tub'-style ore 'wagons' will just go to E. St. Louis (Granite City, IL, take bus into St. L.). Right after dep, trains swing E over river into Oliver, WI. New MGFX trains of ore dust to Reynolds, IN via Chicago probably also use this YD. Looks casual/laidback here, woods by YD.

(CN*) Ex-Duluth, Missabe, & Iron Range RR main YD for taconite trains is 6MSW of Duluth CH in Proctor. '23' bus goes to INT of 3rd St. & 9th Ave. Go 1BLW to Ugstad Rd, then turn R (N), going 1/4MN into YD. YD is PT/SW of HWY #2. St. Louis River RD crosses over YD on N side and provides good view of YD. Almost all NBDs are unit iron ore/taconite (e) going to Mountain Iron, Forbes, or Virginia, MN. Limestone (f) train, operating D in season, goes N to Mountain Iron. You could maybe catch this down in Duluth by the docks, ride up the hill to Proctor, and on N. In Duluth, go SW on W. Superior St. Just past N 32nd Ave. W is a RRO. Limestone cars may be spotted there on interchange track, common in the morning? SBD, most loaded taconite goes to the docks in Duluth but some get interchanged for long distance rail shipment. You can ride loads in good weather fairly easily. One GM, the "MRE" departs 2X weekly, usually on M & Th, going to Two Harbors via the Mesabi Range. The train returns the next day (Tu & F). There are also transfer runs to Superior/South Iasca and BN/CP's Rice Point YD in Duluth, usually 2x/wk (Su & W) (96). Crew Caller at Proctor tel. 218-834-8157.

Forbes (CN*) Unit ore (f), several D, to Duluth (Proctor). From INT of HWY 37 & HWY 7 (at 'Spur Crossroads' gas STA), go ~1/4MS on HWY 7 to Keenan RD. Turn R and go ~1MW and, crossing 2 tracks, there's the YD. Glenwood (CP*) MP 120. The c-c is at STA almost 2MN of DT on HWY 29 just N of HWY 55. YD is 1/4ME of DT, YO is 1/4ME of INT of HWYs 28 and 55. WBDs to either Thief River Falls/Winnipeg (25%) or Enderlin/Calgary (75%) so ask. Line splits 1/4MN of YO. WBD autorack/DS #199 to Calgary thru here D ~10pm-3am. ID autoracks front, EMP, China Shipping DS on rear, goes Enderlin-Portal, ND. "Thief River trains crawl thru split." Hibbing (BNSF#) YD is NW of DT, 1/2MW of PO. Unit taconite (f) goes to Superior or sometimes S to Minneapolis and beyond. International Falls (CN*) YD is at Ranier. Go 3ME from DT Int'l Falls on

HWY 11 to 'Welcome to Ranier' sign at HWY junction. Go ¼ME on HWY 11 to RRU. YD is at that point. SBDs likely to be parked here or just S of HWY 11 there. Avoid workers if you can. 5-7 SBDs D to Superior. NBDs go into Canada—but will re-enter US on the way to Winnipeg (see Fort Francis, ON listing). **Keewatin** (BNSF#) Taconite trains load at mine here. **La Crescent** (CP+) Not a c-c, this is where line to Davenport/KC diverges from mainline to Portage/Chicago. The wye known as **River Junction** is at W end of CP bridge across Miss. River from **La Crosse, WI**. Tiny YD is just S of junction, BTN river and HWY 61. NBD GM to St. Paul (mid-day/early PM D) may stop for clearance (13). SBD GM (late afternoon/early evening?) stops for p/u (05). **Mankato** (UP+) Main YD is ~2MN of DT in **North Mankato**. Go N on 3rd Ave., passing under HWY 14 overpass. YD runs N-S and is off to your R (E), behind factories there. Maybe you can take Summit Rd. R (W), and c'nue past where it dead ends to YD. SBD GM **MVPNP** to **North Platte** works extensively here around mid-day/early afternoon (04). NBD GM **"MCBVP"** to **Valley Park/Shakopee** arv 11pm-3am D (13). Usually a big p/u here. (CP+) GMs on ex-DM&E line typically roll slow or may work at UP YD. GEO NBD is EBD to Waseca, GEO SBD is WBD to Tracey, MN. Also, another smaller UP YD for local/switching traffic is located right DT along river. Thru trains may sporadically (and briefly!) stop here, but you're probably better off at other YD.

Minneapolis-St. Paul (BNSF*) For EBD/WBD IM/DS: Quite a few thru trains (UP and CP too) get held for clearance on the 'NP' line running E-W near **Union Jet**. on N side of **Midway Ballpark** and **Energy Park Dr** (EPD). BNSF also runs on the parallel old 'GN' line thru **Midway YD** on S side of EPD, in the same area, going to/from Chicago. Some work YD, some run-thru, a few orig. Due to continued congestion on BNSF, scheduling of trns working Midway YD is, however, very unreliable with some reporting long waits (12/14). At present, it seems to make more sense to focus on the NP line for EBD & WBD BNSF IM/DS. From DT Minneapolis at 4th St. & Nicollet, take #3A Como bus EBD to INT of Como/Cleveland/ Raymond. Walk .25MS on Raymond to INT with EPD. Also, LRT Green Line BTN Minn & StP will get you to INT of University Ave. & Raymond. Then walk 1MN on Raymond (it winds around) to same INT. Noting Raymond RRU 400FTS of INT (good access underneath, esp. for front end of WBDs doing 2back move), go .75ME on EPD to point at E side of "Minnesota Wire" biz and W of ballpark. Turn L (N) into parking lot area and walk to NW corner and HF and to NP lines. Wait by trees at hole. BNSF (and CP, sometimes UP) have stopped EBDs and WBDs such that ~midtrain for WBDs and ~rear for EBDs. Likely 5-10+min stops both directions. ID BNSF locos and AVOID other trns here (except as noted). AVOID BNSF WBD GMs as they will very likely get broken up in Northtown YD. **Exceptions:** If you see any EBD CP IM/DS stop (#198 D, maybe in 12n-8pm range), that's good ride to Chicago (Bensenville). Probably faster than BNSF. All EBD CP IM/DS and almost all EBD BNSF IM/DS (the odd one can go via Galesburg to Joliet/Logistics Park) on NP line is headed to Chicago (Bensenville and Clyde YD in Cicero respectively). WBD CP IM/DS (#199 D to Calgary, ~4pm-10pm), can get you to Minot to get BNSF WBD. Best to avoid unit oil tank trns and coal trns and WBD unit grain. EBD BNSF unit grain should go to Chicago. EBD BNSF taconite trns (open-top hoppers with small purple pellets) are headed to La Crosse/Galesburg/St. Louis or beyond to Bessemer, AL. WBD BNSF tac trns (E) are headed N to NE MN. UP GMs will come by (e.g. D 'MSSCN' to **Superior, WI** 7pm-1am) too, but far better to be at S. St. Paul YD to get these. **Note** both BNSF and CP GMs may not be headed to Chicago: BNSF GMs more often go to Galesburg, IL (bail in La Crosse to get IM/DS to Chicago). CP GMs may term at Pig's Eye E of DT St. Paul (see CP listing). While at hole, also watch across EPD to S to maybe see ARV WBD BNSF IMs at **Midway YD**. Thru BNSF IMs will stop and work for 45-60+min giving you time to get a ride. **Note:** Besides Raymond RRU access, there's obvious HF on S side of EPD: 150FT S of crosswalk and up embankment across from 'Minnesota Wire', and also HF at E side of base of power tower 750FTE of 'Minnesota Wire' (across from ballpark). IM/DSs 'Q-CHCSSE' to Seattle and 'Q-CHCPTL' to Portland are D and may work here. A WBD IM is built deep in the YD and deps 8pm-mid D. On M+Tu it only goes to Spokane (Z-STPSPO) (change trns in Whitefish if you don't want to term in Spokane), on W-Sa it c'nues to South Seattle as the Z-STPSSE (12/14). Note any 6-axle road BNSF locos ARV GEO EBD at Raymond RRU w/o train. These are probably locos for orig IM/DS at Midway. **One EBD IM/DS orig at Midway:** The 'STPCHC' dep 10pm-1am(?) on Tu+Th+F? (12/14). If trying for 'STPCHC', best to wait ~1500FTE of Snelling RRU to get rear loco at front as it sits out here when dep imm. (few/no rideables). A sporadic **S-STPFTM** to Ft. Madison/Logistics Park may run as well.

For GM DEPs and the c-c point for thru IM/DS: **Northtown YD** is in NE Mpls, stretching N into **Fridley**. YD is well-patrolled, well-lit and has multiple DEP areas and c-c points. Most arv GMs break up. For **GM DEP YD:** Take #18C bus to INT of St. Anthony & Columbia Ave. NE. Walk 500FT W on St. Anthony to INT with Marshall. Turn R(N) on Marshall/E. River RD and go N ¼M, passing Sharkx Bar at 37th St. Just before stoplight for 42/44th NE St. (bridge to R over YD) there is a small park/kiosk area off to the W across from YD where you can wait but be low-profile. Several entry points either across or to the N or S of you here. Workers hit or miss. Railcoops check bridge and patrol along bullrun. Two mainline tracks (yet a 3rd mainline branches off just N of the bridge), then DEP tracks 1-6. Three more DEP tracks (#7-9) are on far side of YD, on the other side of hump. **NOTE:** WBD/NBD (GEO NBD) GMs orig here get a roll-by inspection at N throat of YD, just S of I-694 RRO. So they leave YD going 10mph or less. Take #10-Central bus N on University to INT of Univ. & 57th St. (just N of I-694). Walk 1000FTW on 57th to be at Shop. Ctr. lot. Walk off to L toward 'Home Depot'. Go along S side of HD to note big billboards overhead at SW corner next to RRO over I-694. Facing trax at billboards, turn L to note HF up slope. Probably good wait spot (see guard comes thru back area at

(BNSF*) **Ex-BN's Murray YD in North Kansas City** is mainly used for unit grain and coal. GMs and IMs use Argentine YD in Kansas City, KS (see listing). Murray YD runs N-S. No stores out here. **Note:** EBDs to Brookfield and Galesburg can be caught on wye at S end of YD, esp those crossing Missouri River. For N end of YD, take #142 - North Oak bus NBD on Grand. Get off at INT of 32nd St. & N. Oak Trfwy in N KC. Walk ~750FTW on 32nd, passing "Kansas City Water Works" on your R, to loop and INT w/Burlington. At this INT, you see "Jack Miller Auto Plaza" across in front of you. Walk 400FTW on Burlington to note trees on S side just past W end of JM Auto. Cut 500FTW thru trees, angling off to L(S), to pass along N side of industry bldg to embankment up to N end of YD. The c-c for WBDs is ~400FTN of you and c-c for SBD/EBDs ~1.3MS. GEO SBD unit coal (loads) can go S toward Gulf Coast/Houston or SE toward Memphis/Atlanta (see 'Lincoln, NE' listing on ID. "KPLX" term here. All SEBDs have DPU's which should be directly W of you here, across toward W side of YD. For WBDs (GEO NBD), WBD coal (e) probably have DPU's, but it's busy toward S end and YO is adjacent to 14th St. Probably better to get a grain train. Most WBDs go to Lincoln, some go N thru Ashland, NE beyond Sioux City, and a few go to Omaha, including the M-KCMOMA (ORIG)+KCS grain (e).

(CP* & KCS*) **Knoche YD** is shared by both RRs. YD is ~4MNE of CH DT. Take #30 bus (#173 "Casino" bus (runs 24/7) is also possible) from DT KC to INT of Front & Chouteau. Walk S down underneath Chouteau overpass. There are large YD areas both E and W of Chouteau Trafficway overpass. All KCS and CP deps are GEO EBD. From INT of Front St. & Chouteau, walk ~800FTS under Chouteau to cross several trax to be on far (S) side. DEPs are built on those last S trax. CP runs 1-2 GMs D + unit trains out of here to Davenport, IA then either St. Paul or Chicago). ID units and get on asap. GM #475 to St. Paul, MN. You might be able to get these trains at the 'Twin Bridges' wye E of YD (see UP section). **KCS DEPs:** Most go SBD to Shreveport and 2x/wk GM to St. Louis (Tu+F am)(15). Rear ends of DEPs, when built, will be just to W of Chouteau overpass. ~1¼ME of here is split in mains: most KCS will go to R to go SBD. IM/DS to St. Louis will go L to go EBD. EBDs will swing around loop at divergence, going ~1000FT to pass under I-435. SBD 'Q-KCNL' to Shreveport/Nuevo Laredo dep ~6-8am D (15). Mid to rear of this train should be under overpass on one of the S-most trax. It will p/u IM (behind the DPU) at Grandview. There is also a GM **M-KCSH** to Shreveport, LA. Workers OK: "no bull 3rd trick but look out for tower." SBD coal should all have rear DPU's, other trns may also have mid/rear DPU's. **Note:** Riding SBD coal see Blanchard, LA listing. KCS and CP at times operate run-thru GMs BTN Shreveport, LA and Davenport, IA. When running, the c-c is out on N-S main at E end of Knoche YD, just S of 'Twin Bridges.' KCS also has a small IM YD in **Grandview**, 15MS of DT KC at 3301 E. 147th St. The #28X bus will take you 12M into Grandview, then it's another 4MS to the IM YD (N throat is 1.5MW of exit 177 on I-49 at the Mo.150 RRX). Along with the Q-KCNL (doing p/u mid-morning), the I-KCVN goes thru to Marion, Oh D. "You might be able to catch it on the fly just SE of the twin bridges as it turns the corner from S to E around the water treatment plant.

(M&NA#) Missouri and Northern Arkansas uses UP's Neff YD. One EBD GM to Carthage and ~1 coal D running length of the line to Newark, AR. GM deps (~9am-noon x Su?)(10) from the tracks S of the YT at Neff. Coal reworks on the mains nearby (see UP Neff listing).

(NS*) YD is in **North Kansas City**, just E of S end of BNSF's Murray YD. From bus STA DT at INT of 10th & Main, take #173 'Casino' bus (7 days/wk but not 24 hrs) to 'Harrah's Casino' on Riverboat Dr. Walk to parking lot in front of hotel. Go 500 FTW on ascending RD, walk up around gate, then walk 300FT further to crest of hill and RD overlooking YD. Go down embankment off L(S) side, walking ~250 FTW to opening of fenced area around billboard sign. Walk thru hole, walking over pallets 75FT to siding. Turn R, going 200 FT to Warren St. Turn L(S), going ½M to INT of Warren & E. 15th Ave. Turn R(W), going almost ½M beyond Taney St. to Bedford Ave. Cross Bedford, then 2 siding tracks. 100FT further is YD. DEPs are GEO NEBD, most are built on 1st two tracks. GM#111 to Knoxville dep 8-11pm D - maybe now via Frankfort, IN (15). ID CORX grainers. #122 to **Detroit** dep mid-day (12), may pick up at Voltz on way out of town. #398 goes to **Moberly**. Night best, daytime possible. **Voltz YD** (IM/Autos) is 12ME of KC, N of Mo River. Take #173 'Casino Cruiser' to its last stop on HWY 210, near Ameristar Casino. From there c'nue 3M further E to Birmingham Levee RD (a gated gravel RD). Turn L(N) and go 1¼M to E YD throat. Wait in woods off to R (E) there. Dep'ing EBDs should 2-back, maybe several times and sit out in this area E of YD for 5-10 min. before dep. EBD IM/DS include: #285 to **Jacksonville** (usually first out), then #20T to **Conway/Harrisburg, PA** dep ~7-8pm (D?) and then #223 to **Atlanta** later in eve (15). All will work Luther YD in St. Louis.

(UP*) **Note:** GMs using Neff YD use 'KC' prefix; GMs using 18th St. YD in KCK use 'KS'. In general, UP ops in KC area vary with thru trns alternating c-c points between Neff YD in KCMO and Armourdale YD in KCK. **Neff YD** is ~4MNE of DT KCMO. YD is PT/S of CP/KCS Knoche YD. Mains on S side; GM (mostly) YD on N side. For both, approach YD from N side. For **DEP YD:** From DT at INT of 10th & Main, take #30 bus out St. Johns and up Chouteau to INT of Gardner & Chouteau (locals say "SHOW-toe") Trafficway. **Note:** Nearest store is 'Valero' Gas STA (w/ recommended 'Tortas Ahogadas' inside) 1¼M further N on Chouteau. Walk S on Chouteau to clearing and siding track. Just across siding track is main DEP YD—the next 9 trax or so. You're ~midtrain here under Chouteau for GEO WBDs and EBDs. Workers generally OK here so ask. Following are some **GM DEPs:** (Note: **All NBDs** DEP GEO WBD for directional trackage up to S.Omah) **"MKCPB", D to Pine Bluff** ~3-5PM, GEO EBD,

half goes to Jackson. **Hattiesburg** (CN# & KCS#) Go ~IMS of CH (+NS crossing) to INT of Manning Ave. & Edwards St. Go 2BLE on Manning to N end of CN YD. NBDs to Jackson and SBDs to Mobile/CN or Gulfport/KCS work. (NS#) YD is N of CN crossing/Amtrak STA DT. **Jackson** Cool AI's is recommended. (KCS*) Busy **High Oak YD** (look for its giant oak tree, 2nd oldest in the state, near YO) is ~3MSE of DT Jackson in **Pearl**. HWY 49 crosses over W throat. For mid-YD: DT, S.Jefferson ends at Old Brandon Rd. bridge. Go 2ME to INT with Childre/Flowood and S another 1.5M, past Sam's Club, to YD. Not a c-c but most/all thru trains stop. Q-JATL goes to Toluca, Mex via Laredo, TX D. Train to Monroe, LA at 3am (07). To catch KCS DT: From INT of Capitol St. & Monument St. (1MNW of DT) go 2BL NE on Monument to RRO. Walk up and wait along S side. 4-5 each way are held along here. RRO is ~midtrain for EBDs and toward rear of WBDs. WBD IM/DS likely to stop here ~6-8pm. CN hands off some trains heading for Mexico here, mainly unit grain. 3x/wk run to Gulfport splits onto CN just S of STA. (CN*) From Amtrak STA DT, walk ~1MN on Mill St. to S end of **North Jackson YD**, under Fortification Ave. RRU, Ask at YD shack (to W) under pedestrian bridge ½M further N. All road trains to/from Memphis, recrew+work. IM Q194 to NOLA, s/o some IM, p/u GM and heads S, noon-4pm. M302 to Baton Rouge, works McComb A420 to Geismar, LA. A448 to Mobile, late pm. Empty autos E294 take wye at N end of YD to head to Nissan plant N of Canton. Many coal, oil and grain extras. NBD unit trains and Q195's IM to Chicago roll thru Memphis. L562 to GP plant at Ferguson (near Vanilla, MS), works Brookhaven. **McComb** (CN#) Former IC c-c b/n NOLA and Jackson, MS. **South YD** is 2MS of DT, walk trax or B'way/HWY 51 to, yup, South Yard Rd and E into mid-YD. GM **M302 to Baton Rouge** works late-am/early-pm, some may side. **Meridian** Bihne's soul food café recommended. (KCS#, MB# & MDS#) Old KCS YDs' NE throat is under 26th Av. 6BLSW of Amtrak STA. Meridian Southern DEP GEO SW A/R thru Quitman to Waynesboro. Meridian+Bigbee runs E, past their shops, toward Montgomery, AL. KCS to Artesia works. (KCS* & NS*) Old NS YD is ~1MW of DT. Go SW on 5th St. to one of 39th-47th Av.s and go ~3BLS to mid YD for WBDs on KCS to Shreveport or NEBD on NS to Birmingham. 4 IMs run BTN Atlanta/NS + either Dallas/KCS or LA/UP. Mid-pm is busy. SBDs to New Orleans usually pull down YD's far SW end- c'nue another ½M to HWY 19. Turn L(S) and go 1MS to near I-20/59... "Railcop here, but daytime only." **Natchez** (NRY*) Natchez Rwy runs to Brookhaven A/R from the port, 2.5MSW of DT. **Vicksburg** (KCS+) 10mph limit on bridge over Ol' Muddy 3MS of DT, some take siding before it. Local backs S out of YD onto siding to return to Jackson. **Vanilla** (CN#) YD is ~2ME of JCT at GP mill. A turn from the IP mill at Bogalusa, LA comes in the night. Loads go to Jackson. **Waynesboro** (MDS#) MDS works A/R at industrial park 2MSE of DT, returns to Meridian.

MISSOURI – Brookfield (BNSF#) Reportedly, 2 D GMs each way c-c here, right DT at INT of Boston and Main. EBD to Galesburg, WBD to Argentine, KCK. **Carthage** (MNA*) YD is ¾ ME of DT, go E on Central, 2BL past RRX of BNSF branch from Springfield (there's a local). Missouri and Northern Arkansas RR goes N to Kansas City and S to Cotter, AR on ex-MP trax. **Chaffee** (BNSF* & UP+) C-C is at the STA 1BLE of INT of Yoakum & Main DT. N to St. Louis, S to Memphis. NBDs block RRX during c-c and thus make brief stops (mine for only 2 min.). Many mainline UP trains stop before DIA 2MN of DT, at N end of YD. UP GEO EBD is NBD. Good spot to switch lines. **Dexter** (UP*) C-C is ~3MNE of DT. No stores up here. To reach c-c, find INT of HWYs 60 & 25 on NE side of Dexter. From there, go almost 1ME on HWY 60 to RRU. Walk down under bridge, turn L(N) and c-c is 1½MN. New office facility with well-lit parking area. Sporadic railcop. NBD/EBD trains can go to E. St. Louis, Salem/Chicago, or Indianapolis. NBD GM **QNLCH to Chicago/Clearing** ID empty CN/GTW/IC/WC boxcars; EJE, IHB. For SBDs you need to be on the far side of that crew building (as you approach from the HWY 60 overpass walking N). You can choose to go off to L(W) thru woods past front of office or to R(E) behind parking lot—woods are safer. I'm guessing all SBD IM/DSs here do fast c-c, so move yer butt! Most SBDs go to Pine Bluff (NBDs come via N Little Rock). An exception is the GM MASNL will recrew, then run against the grain SW thru Poplar Bluff (works) to NLR. Some WBDs, including IM/DS 'KMNOA' run-thru here? Unit grain BTN St. Louis and Memphis should c-c here. **Jefferson City** (UP*) C-C is at NE end of Monroe St. at the STA, very near the State Capitol. This is a good place to switch trains to find one going thru KC or St. Louis. While most WBD GMs term in KC, usually 2 go thru to North Platte, and most of the coal (the rest of the coal goes W on the KP to Denver, ID those with bottom-dumpers). One WBD IM goes to Long Beach, one to Oakland, and another to Seattle. Most EBD Autos+GMs term in E.St.Louis, but one GM works both the A&S YD and CSX's Rose Lake before going to Indy, another goes thru to Selkirk, NY (both often with a lot of reefers). EBD coal is a mixed bag a few go thru to (or near) Paducah, KY. Grain can go Memphis. **Joplin** (BNSF# & MN&A#) The MN&A YD is 1.5MSW of DT, behind Price Cutter at W.20th St+S.Maiden lane. MN&A local from Carthage works. INT w/BNSF local from Tulsa, via Columbus, KS. (KCS+) KCS has a siding that is the E side of DT, under 2nd St bridge.

Kansas City See Kansas City, KS listing, esp. for KCS, BNSF, UP. Doc's Caboose* store at INT of Union Ave. & Hickory St.

HD). **'H-NTWPAS' to Pasco, WA** dep D (x W), usually in 1-6pm range (13). ID reefers up front, many boxcars. **'H-NTWSUP' to Superior, WI** dep 3-7pm D, almost always after the Pasco train (13). ID CN/CP cars. Both in 3-7mph range, may even stop. **'NTWSUP'** always on 1st track there on E side. NTWPAS further across. If WBD unit oil tankcar tm roll by/stop, you can take DPU (if unlocked) as far as Minot. Other WBDs include **M-NTWMAN to Mandan, ND**; **M-NTWGF to Grand Forks**, and **M-NTWMIN to Minot, ND**. **GEO SBD trains are either EBD to La Crosse or WBD to Willmar**. GM **'NTWGAL'** goes to Galesburg. GM **'NTWMEM'** to Memphis. **'NTWBRC'** to Chicago/Clearing YD. **'NTWWLM'** to Willmar, often in morning (7-10am?) (12) will be on or getting on the W-most of the 4 main tracks passing under University Ave. overpass N of 27th Ave. GEO SBD, often comes out at ~5mph...but will soon speed up. It must be on W-most main line as it comes by point 500FTE of INT of University Ave. NE & 27th Ave. NE. You can walk 500FTE from that INT to RR, turn R(S), and you'll see HF 100FTS. You can wait discreetly there. If there are railfans around you might wait further S, just on S side of Lowry RRO. GM **'NTWSPO'** to **Laurel, MT/Spokane** via Willmer/Aberdeen should do a similar move (13). For IM/DS, you are likely best off at Midway YD/Ballpark in St. Paul (see above). IM/DS do c-c along mains in Northtown. EBD c-c in vicinity of 44th St. overpass. WBDs can be there or further N. Most IM/DS, including the Midway trains, will be on tracks along W side of YD (along E. River Road). A few are on other side of YD, N of 44th St. overpass, W of Main St., behind grain elevators and the big trucking company. Use caution both places as there are bull runs on both sides—best at night! **Alternatively** you can try **Lowry Signal Bridge** in NE Mpls for WBD/NBD IM/DS and some unit trains. A few WBDs may randomly c-c here as well. See CP section for directions. Don't get on BNSF GM here-train will likely break up in Northtown. BNSF IM/DS stopped here will then pull into YD for c-c/inspection then go. ~~Many people have frustrating waits—you are probably better off at Midway or, at night, up at Northtown.~~

(CN*) Runs GM #L516 E to Stevens Point, WI (should stop in Chippewa Falls for work). CN pulls transfers out from various YDs in the afternoon and puts tm together at its small YD in **New Brighton**. Take a #4G bus (weekdays/daytime) N from DT Mpls to INT of Old HWY 8 and 1st St. NW, just beyond RRO. Walk back S to RRO. Prior to DEP EBD should be sitting along this E-W mainline track. Parking lot of 'Remmelle Engineering' on W side of Old HWY 8 provides access to tracks. Head end by CN YO ~1/3ME of here. YD runs N-S, N off of mainline by YO. The YD crew may then bring the tm further E to **Withrow** to wait for outbound crew. Deps late eve for Chippewa Falls/Stevens Point (14). UP hands off coal trains (w/DPUs) to CN at New Brighton, running E to Tomahawk or Green Bay. YO 651-633-3771.

(CP*) Main GM YD is **St. Paul YD** (aka 'Pig's Eye'), 2ME of DT St. Paul. Thru trns c-c here, others orig. Take #70 bus from DT St. Paul to INT of Burns and HWY 61 (nearest store back 1BLW of here on Burns). Walk S along HWY 61 past Warner RD. As HWY curves to the L(E) you will see YD off to your R. EBD and WBD c-c for thru trains is just E of Childs/Warner RD overpass at W end of YD (you can reach that area by taking Warner RD W from INT with HWY 61 to where it crosses over tracks). For **WBDs and most EBDs** (those that orig or work here), c'nue along HWY 61 and drop down to bike path on S side of HWY. ~1MSE from Warner RD the bike path turns L and goes under HWY in a tunnel. You should be at midpoint of dep WBDs here. First tracks are leads into BNSF autorack YD, then BNSF mains (high speed trains) then CP mains. DEP tracks 1-4, EBD & WBD, are beyond mains. A few thru trains may use tracks on far side of YD too. WBD GM #293 to **Calgary** orig here, dep ~7:30am; #299 to **Winnipeg** ~10am; #497 to **Portal/Calgary** at 12mid-1am. #491 to Noyes/Winnipeg A/R. Many unit trns as well. NBD GM #493 to **Superior** (dep GEO WBD) A/R. May be 2-3x/wk? (all 1/15). Was OD 7pm (M & Th)(11). ID empty CN & MDW cars. For thru WBDs, you might want to be 2000FT W of here (see EBD directions below). For **EBDs** (orig or that worked YD), walk off to R and back up NW 2000 FT along YD and find a discreet place to wait along woods and pond there. Watch for worker on ATV coming by to place a 'fred' on rear of string and go get on—you should have 60+ min. GM #280 to **Chicago/NS Calumet** ~6:30am D; GM #484 to **Chicago** ~9-10pm (1/15); GM #474 to **Davenport, IA/KC** dep ~3-4pm D. May have CP or DME/ICE power. ID KCS cars? It will split off Chicago main at 'River Jct.' across from La Crosse, WI (1/15). **Local to La Crosse** ~1am D.

For thru EBDs doing c-c here; the c-c is usually 1/2MW of Warner Rd at signal bridge at **Dayton's Bluff**. From Mpls, take LRT 'Green Line' to 'Central' STA 1n DT St. Paul. Walk 500 FT to INT of 5th & Minnesota. Get #61 bus (x Su) going NE on 5th (or just walk it—IM NW over to 7th, then NE on Central). Get off #61 right after it passes over RR at INT of 7th St. & Payne, 6-7min ride. Cross SE over 7th to descend to bike trail and walk ~1/4MSE to Kellogg overpass. Wait in this area or even back up under the freeway. Various HF's including right under I-94. Busy along here, stay low-profile. **IM #198 to Chicago**, time varies-likely afternoon/eve D. **GM #298 to Chicago/BRC**, likely mid-day, varies? (1/15). Plus unit grain/oil. YO tel: 651-778-3671 or -3651. **Note:** If you are already on an arr EBD and wanting to c'nue to Chicago, if it comes in on either of the 1st two tracks closest to the Bluffs (i.e., furthest from Miss. River, as it approaches Warner Rd. RRU, it should be thru tm to Chicago just doing c-c. Otherwise, it will probably term at Pig's Eye YD.

CP's ex-Soo Line **Shoreham IM YD** is in NE Minneapolis. EBD **IM #198 to Chicago**, coming from Canada, may p/u IM cars along W side of YD. Time varies widely. **WBD IM/autorack #199 to Calgary**, after c-c at Pig's Eye, usually does p/u at W side of Shoreham, stopping along mains PTE of Shoreham YD. Go to INT of Univ & St. Anthony. Pick-ups should be there just S of you. Wait in trees/bushes just S of you, BTN University and 4th St. NE, just S of the 32nd Ave. RRX. #199 will come thru, usually 4-

10pm (14), then back down to make a p/u. For CP WBD GMs, you can get them in Mpls, many stop at the **Lowry signal bridge** while waiting to get off BNSF rails and back onto CP. **Note:** A major re-routing of CP trains thru this area is in the works and may take place later in 2015. Once/if this happens, CP GMs will not come thru this area or thru Shoreham, they will take a connector track W of town and bypass this whole area. IMs working Shoreham and the GMs to/from Superior, WI will still come thru this area. Until that happens: Take #17 "27th & Washington" bus from DT to INT of Washington and 22nd Ave. NE. Walk E 1 BL on 22nd under RRO. Take path to your L (N) into wooded area here into the jungle/home bum camp area. CP trains will usually be stopped on first track here. Check units as BNSF trains stop here too. Railcops sometimes check this area, stay back off RR property, field here back from tracks is *not* RR property, don't let railcop bullshit you. Politely refuse to be ID'd and walk away.

(UP*) Main YD is **South St. Paul YD**. From INT of 6th & Robert in DT St. Paul, take #71 bus SBD to INT of Concord St. & Bryant Ave. (by 'Bugg's Bar') (On Su take #68 to Thompson & 12th Ave. Walk 2BLE to 10th Ave. Then turn L, winding to Concord St.). Best to avoid workers here if possible. Walk E on Bryant over YD to E (river) side. For SBDs: Rear ends will often be just S of Bryant overpass. Walk 1/3MS on bike path to point where you see '1/2' milepost marker on fence. You can go thru hole ~3-4 FT before '1/2'. (Otherwise, fence ends a bit further S, but you're on higher ground and more visible from S where UP office is). The SBD c-c, and point where units of originating SBD trains are spotted, is up at fuel pad/GMS near YO (Tel. 651-552-3907) on W side. 2-3 SBD GMs plus unit coal/occasional grain: GM 'MSSNP' to N. **Platte** dep GEO SBD 11pm-1am D (2/14). ID ASHX, ARMN reefer (L & E), WWUX, GNLX, TILX, GATX. D SBD GM 'MITDM' comes from Superior and goes to Des Moines. Look for CN cars. 6-9am common (12). There are new unit sand (I) trains as well, coming from Wisconsin, going to Texas. NBDs: D NBD GM 'MSSCN' to Superior, WI (CN Pokegama YD) dep 7 to 12mid (1/13). From Bryant, go ~150FT S on path to 17th fence post where there is HF. ID lots of empty lumber racks, CN and related (IC/PLCX/DWC) grainers and other cars. Also WC, NOKL, TILX. Before dep, it may pull up much further N, with hind end N of 'bike path' bridge that is located ~½MN of Bryant overpass. Arriving Superior, try to bail at 'Saunders' unless you want to be out at CN's Pokegama YD (see listing). EBDs: For Chicago trains: 'MSSPR' to Chicago departs early/mid eve (12) GEO NBD. It "gets built on the riverside main line then gets pushed right to the S end of YD, then pulls N (5mph or less) back thru YD and takes E split at N end under bike bridge" (04). Another Chicago GM, the MVPPR (the 'Viper') starts at Valley Park and then does c-c at Western Avenue, a small YD in St. Paul, often mid/late evening (12). From swing bridge (see below), follow UP tracks back NE, thru 'tunnel' under Shepard RD to W end of small YD. 24+ hrs to Chicago. IM "roadrailer" 'ZEMCH' to Chicago from East Minneapolis YD, PT/S of Kasota Ave just W of the 280 overpass. Dep around 4pm (M-W-F). No rides, you would have to nab 2nd unit.

For a SWBD trains to **Souix City/North Platte** on old 'Omaha Route' go to **Valley Park YD**, ~12MSW of DT Mpls, S of Minnesota River BTN Savage and Shakopee off of HWY 101. To get there by rail, go to the swing bridge across Mississippi River SW of DT St. Paul. From DT, get either a '74' or '54' bus SWBD on 7th St. W. (AKA 'Fort Road'), get off at INT of 7th St. & Randolph Ave. (by the 'Subway'). Walk 1/3ME on Randolph to INT with Shepard Rd. Walk 300FT further E on Randolph to RRU. Turn L (N) and you see RR going into tunnel. Train you want to get to Valley Park will arv GEO SBD, coming out of tunnel. To catch here, you probably want to go down to trax, then a few hundred FT to come out opposite portal. Wait along there. Maybe 2-3 D, random times, make sure it has UP (not CP) units! Trains stops for clearance or otherwise comes by very slowly. Otherwise, bus access is tough—the 35V & R go from DT Mpls 2-4x D in PM rush hour (M-F). Take it to end of line in Savage. Then walk W 1.2M on HWY 13 to intersection with HWY 101 (some 35R buses may go this far). C'nue 3MW on HWY 101 passing under HWY 169 overpass. Take a L at the first spotlight after passing under HWY 169 overpass. This is Stagecoach RD which swings back E to parallel HWY 101. Turn off Stagecoach RD right away walking cross-country due S, staying to the R(W) of the fenced off "Conagra" facility. Head for grove of pine trees. YD is beyond these trees. YD and YO are to the L(E). Tel. 952-445-5057. D WBD GM 'MVPNP' to **Sioux City/North Platte** dep 10am-1pm (13). ID ARMN (reefer loads), GATX, GATX, TILX, ADMX. You'll get to Fremont, NE (see listing) ~2-4pm next day and may want to switch there rather than going in to North Platte. On and off GM to Mason City out of here as well.

(TC&W#) Small YD in **Hopkins**, several miles SW of DT Mpls. Runs to Glencoe, with connections there to Renville and Milbank, SD. 2-3x per week (seasonally) TCW runs COFC train out of Shoreham to Glencoe but no easy rides.

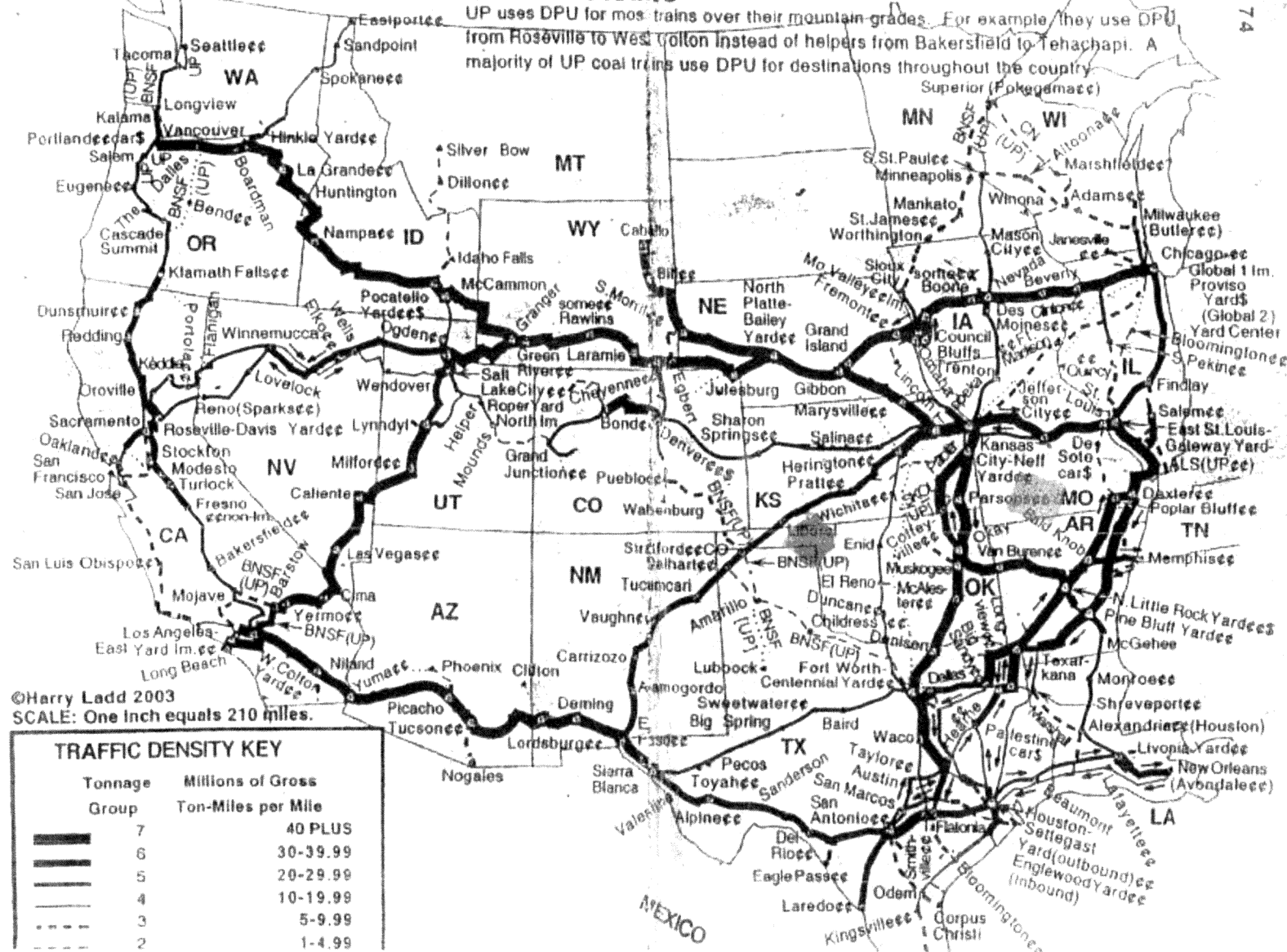
Moorhead (BNSF*) See Dilworth listing. **Mountain Iron (CN#)** This is just 3MNW of Virginia. Go to RRO on Main St., on N side of town. Follow trax N towards mine load out. Loaded taconite trains from 'Mintage.' Most to Two Harbors. Empty limestone train goes to Proctor. **Noyes** This is only 2ME of Pembina, (the main US customs point along I-29) but is at least a 5M walk as you must go S to Hwy 171 then go E to cross Red River, and go back N on HWY 75 to YD at Noyes. There is a separate crossing right in Noyes on HWY 75, daytime only. No stores or services in Noyes. CP and BNSF share tracks across border then they split going S. (BNSF#) Small YD is along HWY 75 just S of US customs. One GM train D to Grand Forks, departs early PM? (02). YO tel. 823-6443. (CP*) Shares YO with BN. CP tel. 823-6575. Tracks curve off to the E. SBDs cross border then stop for c-c where they are often closely inspected. **Rochester (CP#)** YD just NW of DT. From INT of 11th Ave. NW & 5th St

NW., go N on 5th to RRX and turn R into small YD area. GMs EBD to Winona (Tu,Th,Sa) and WBD to Waseca (M,W,F) work here???. **St. James (UP*)** YD is right DT. c-c for NBDs (GEO EBD) to St. Paul and SBDs (GEO WBD) to Sioux City/ North Platte should be on each side of Armstrong Blvd. (aka Route 4) RRX. D SBD GM 'MVPNP' to North Platte 4-8 pm. (11) D NBD GM 'MCBVP' to St. Paul (Shakopee/Valley Park), 6-10pm.(11). Also coal trains. **Silver Bay (NM#)** Empty taconite trains (1-2 D?) go back to mine near Babbitt, MN. **Thief River Falls (CP*)** YD is 2BLE of Horace Ave., N of 3rd St. 1-2 GMs D each way, most will work here. YO tel.:218-681-7211/-4123. (MNN#) Runs N to Warroad, S to Crookston. (NPR#) Runs W into North Dakota. **Tracy (CP* & RCP&E*)** YD is ~500FT S of 'Tracy' water tower. This is where CP now hands off/receives trains #470/471 trains with RCP&E. WBDs do c-c ½ME of YD, just E of RRX. I'm guessing EBDs do c-c in YD. **Two Harbors (CN*)** YD is SW of DT, ½MW of CH. From DT go out to HWY 61 then go S, under RRO. Then take first L(E) into parking lots of small businesses there. Go behind them and c'nue past construction truck area back to tracks. DEP tracks are right in front of you. Taconite trains to Mountain Iron plus GM 'MRF' (few rides) to Proctor (Tu. & F) departing 9-11am to Proctor via Virginia(05). Train Ops. 834-8105. YD Master: 218-834-8181. **Virginia (CN#)** YD is 1MS of CH. 2nd Ave. W. Bridge crosses over YD. One D ore train from Minorca/Inland Steel. See also Mountain Iron listing. **Warroad (MNN#)** YD is W of DT, BTN town and HWY11. **Waseca (CP*)** Go to INT of 5th Ave. SW & S. State St. in DT, ~250FT N of 'Waseca' water tower. YO is just on N side of RR there. Both WBDs & EBDs stop ~½MW of YO to do work in YD. WBD GM goes to Huron, SD. May be built before noon and pulled 3MW out of the YD and parked for the day. DEP about 4pm (14). EBD to Winona/Chicago. Unit grain extras. A local runs S to Owatonna/Mason City. YO is 507-835-4185. **Wells (CP#)** From library DT go 4 BL E on 1st St. to YD. #L950 turn to Jackson OD 8PM (Su-Th). Local to Mason City on F. Turn L948 to Albert Lea/Austin OD 7am (09). **Willmar (BNSF*)** YO is 1BLN of INT of Benson Ave. & 4th St. DT. Take overpass and come in from the N side of YD. YO is WBD c-c. EBD c-c is ~½ME of YO, just N of INT of HWY 12 & Litchfield Ave. SE. Rear end of EBDs stop near STA. WBDs can go to Breckenridge/Dilworth (1-2/day, one may go thru to Grand Forks); Sioux City (and on to Lincoln or KC—1-2/day) or take the Aberdeen, SD line (split is at Benson, 30MW of Willmar). Usually 1-2 GMs a day, including NTWSDO to Laurel/Spokane (13). Sioux City split is ~½MW of STA, just beyond 10th St. RRX. Trains may go very slow (5mph) thru wy, including some to/from Fargo. 'M-WLABE' to Aberdeen may orig. Other times it is thru tm from Northtown (M-NTWABE). One or the other should operate most days (13). 1-3 EBD GMs to Mpls: 'H-GFDBRC' to Chicago, often 8-10am (09). 'M-WLMNTW' to Mpls/Northtown (10). Coal too. YO: 320-231-5570. Usually laid back here. **Winona (CP*)** On CP mainline, a local runs BTN St. Paul and La Crosse and will work the grain elevators here, often in area just S of Amtrak STA. On E-W line, Chicago-Tracy, MN (for RCP&E hand-off on to Huron/Rapid City, SD) GMs are again running thru here (2/15). This is a bit back and forth, sometimes they go via Mason City and bypass Winona, WBD will be split across the 41st St RRX in Goodview (3MW of DT Winona) for the afternoon waiting for a crew ~8pm, i would guess that's where others would work too. The 'Green West' bus will take you right her. CP YO tel. 507-452-5342. (UP#) YD is NW of HWY 43 bridge, off of 2nd St. along the river. 'LT042' GM to Adams, WI usually goes 2x/wk (Tu, F) around 5pm (12). It backs out of the UP YD to CP main ~1MN of Amtrak STA. Wait along golf course for brief stop. You might be able to ride unmanned caboose. Switch is thrown and then it goes E (GEO SBD here) on CP past La Crosse where it then gets on UP rails. UP YO: 507-452-7743. See East Winona, WI listing for on CN and BNSF.

MISSISSIPPI – Amory Dry county-b.y.o.b.! Amory Café, near YD and park, reported hobo friendly. (AGR#&BNSF*) YD is right DT. AGR turns back to Aliceville, AL late most nights on line to Magnolia and Pensacola (13). Many BNSF trains run thru, some GMs c-c (quickly) or work. GM to Memphis orig her, dep ~6pm D. Local to Tupelo? (03). **Artesia (ABS#& KCS*)** YD is on E side of small town 15MSW of Columbus, split to C'bus is on E side of YD. D KCS N to Corinth, in eve. (x Su) & S to Shreveport mid morning(11). ABS to Reform+ B'ham, AL turns at night. **Brookhaven (CN+ & NRY#)** Small YD is ½MN of DT. CN L562 runs E to Ferguson. The NRY runs W to Natchez A/R, look for oil tankers. **Columbus (ABS+)** Passes WBD, then EBD at night, may work near S.11th St? (AGR#, BNSF+, CAGY* & KCS+) Expect changes as both AGR+CAGY are owned by G&W. AGR YD is 2MNE of DT. From Military Rd. go E on N.14th Av. to trax. AGR Aliceville, AL to Amory turn works N at night, then S erring into daylight. Turns from Artesia/KCS, Amory/BNSF, and Aliceville/AGR work in the mid-pm. CAGY turns out to West Point via Artesia, late night? and NE to GP mill at Belk, AL. Other locals run to steel and pulp mills **Corinth (KCS#)** YDs are S of INT of Tate+ Fillmore. Runs to Artesia (xSu). (NS# & WTNN#) WTNN arrives from Jackson, TN nightly to NS interchange but doesn't always make it to KCS YD "another M or 2 down the trax." **Greenville (CAGY#)** YD is .5MSW of CH, S of Percy St, next to the river. **Greenwood (CAGY* & CN+)** Some CN trains work YD S of Amtrak STA. CAGY office is 2MW of DT on exCAGY trax. Runs to Greenville, generally 3x/wk ~10am, from YD 3.5MSW of STA, off CN trax?. **Grenada (GR*)** YO is 4BLE of CH. May still be a NBD 3x/wk to Memphis/CN but this line is in danger of going o/s. **Gulfport (KCS#)** YD is PT/W of HWY 49, N of 33rd St. (2MN of Beach Blvd, take the #37 bus). NBD GM MWF at 9 AM, works Hattiesburg, rear

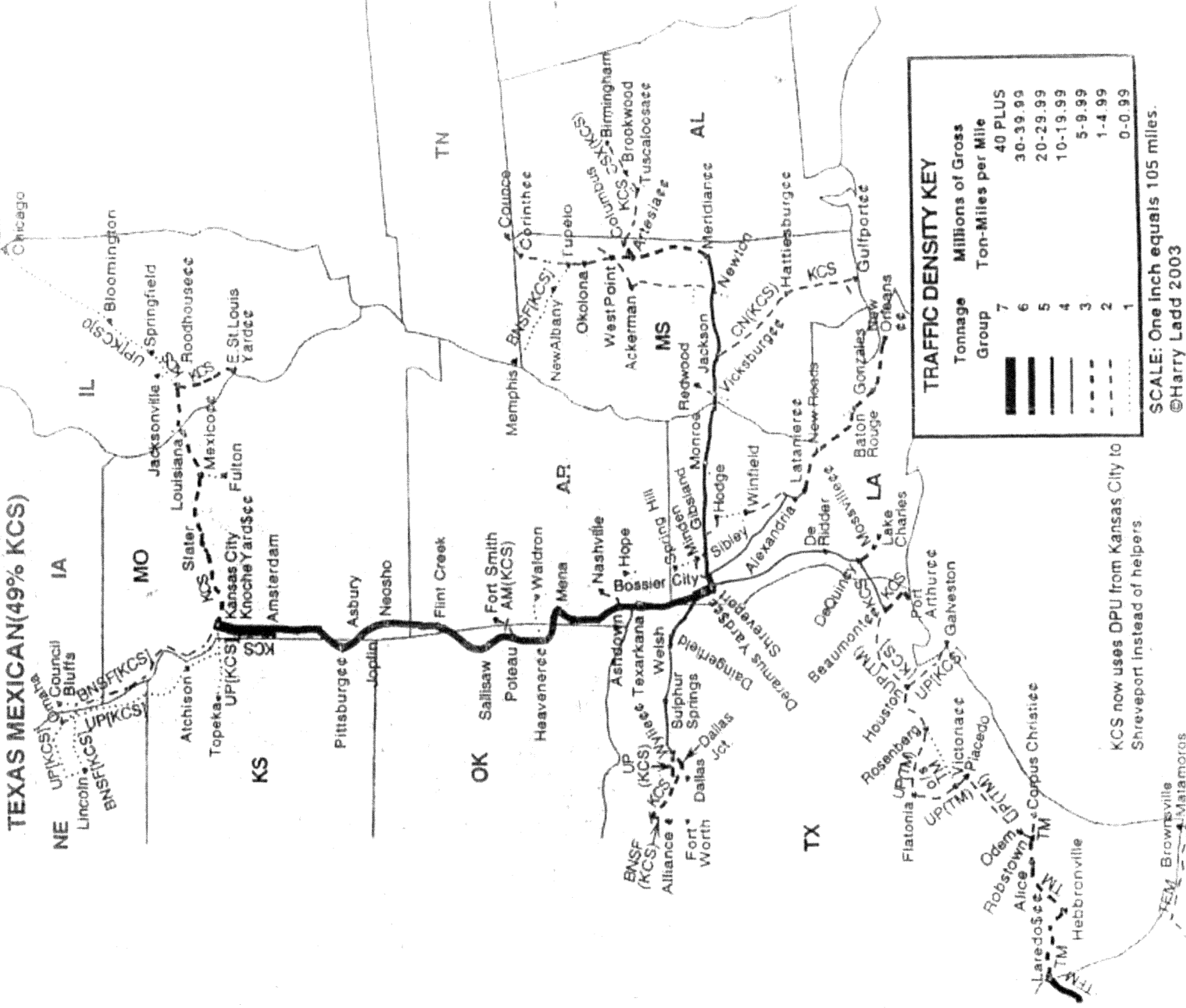
UNION PACIFIC

UP uses DPU for most trains over their mountain grades. For example they use DPU from Roseville to West Colton instead of helpers from Bakersfield to Tehachapi. A majority of UP coal trains use DPU for destinations throughout the country.



KANSAS CITY SOUTHERN TEXAS MEXICAN(49% KCS)

KCS wants to acquire all of T&M and T&W to become NAFTA Rail.



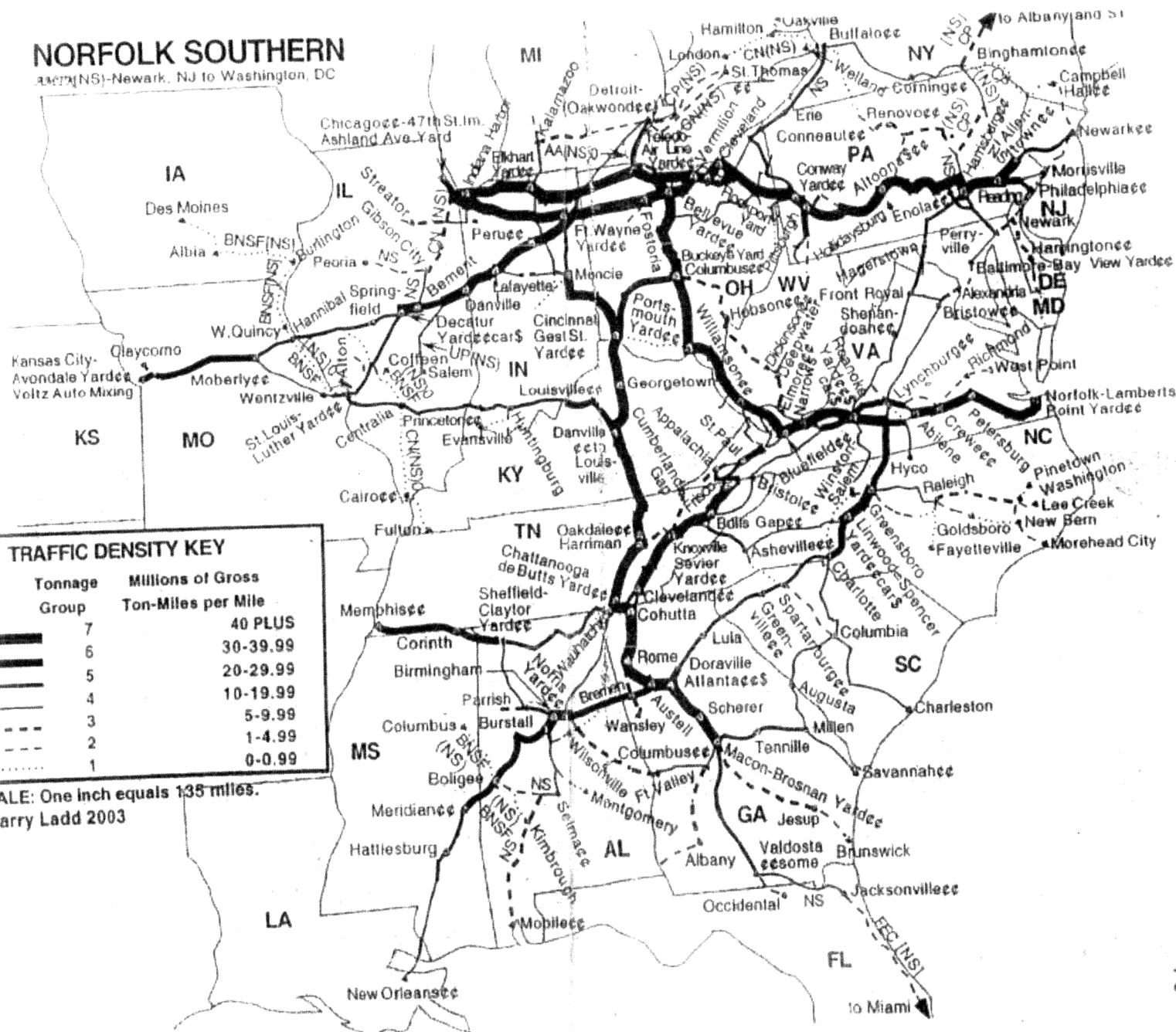
NORFOLK SOUTHERN

avert (NS) - Newark, NJ to Washington, DC

TRAFFIC DENSITY KEY		
Tonnage Group	Millions of Gross Ton-Miles per Mile	
	7	40 PLUS
	6	30-39.99
	5	20-29.99
	4	10-19.99
	3	5-9.99
	2	1-4.99
	1	0-0.99

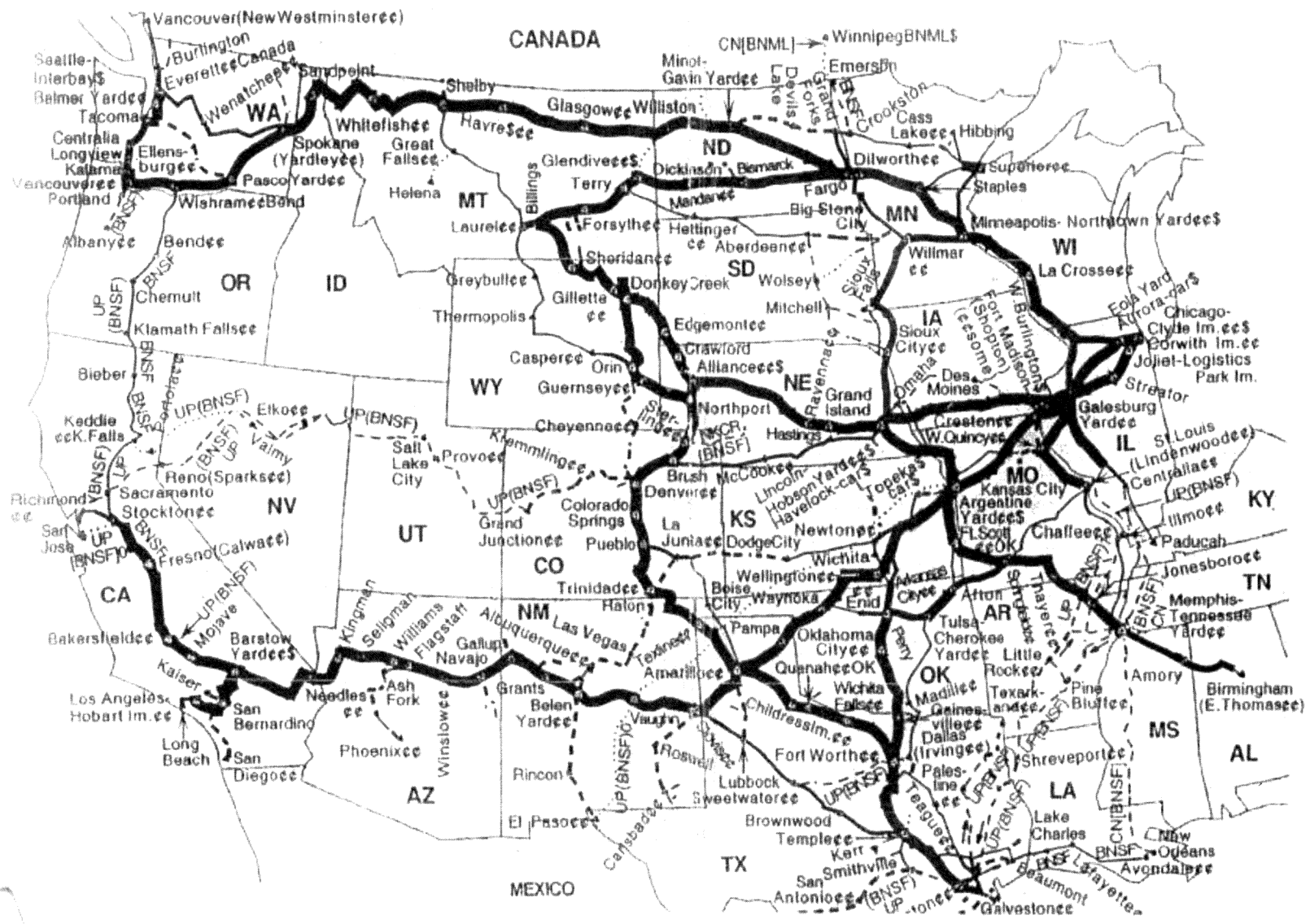
SCALE: One inch equals 135 miles.

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BURLINGTON NORTHERN & SANTA FE BURLINGTON NORTHERN (MANITOBA) LIMITED

54



CALIFORNIA

OR

14



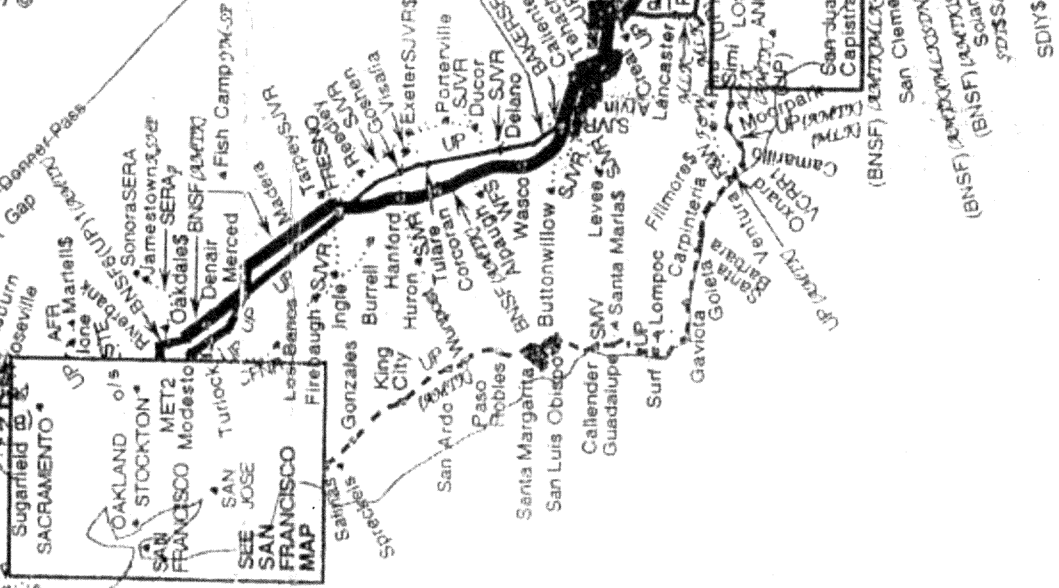
TRAFFIC DENSITY KEY

Tonnage Group	Millions of Gross Ton-Miles per Mile
7	40 PLUS
6	30-39.99
5	20-29.99
4	10-19.99
3	5-9.99
2	1-4.99
1	0-0.99

SCALE: One inch equals 68 miles.

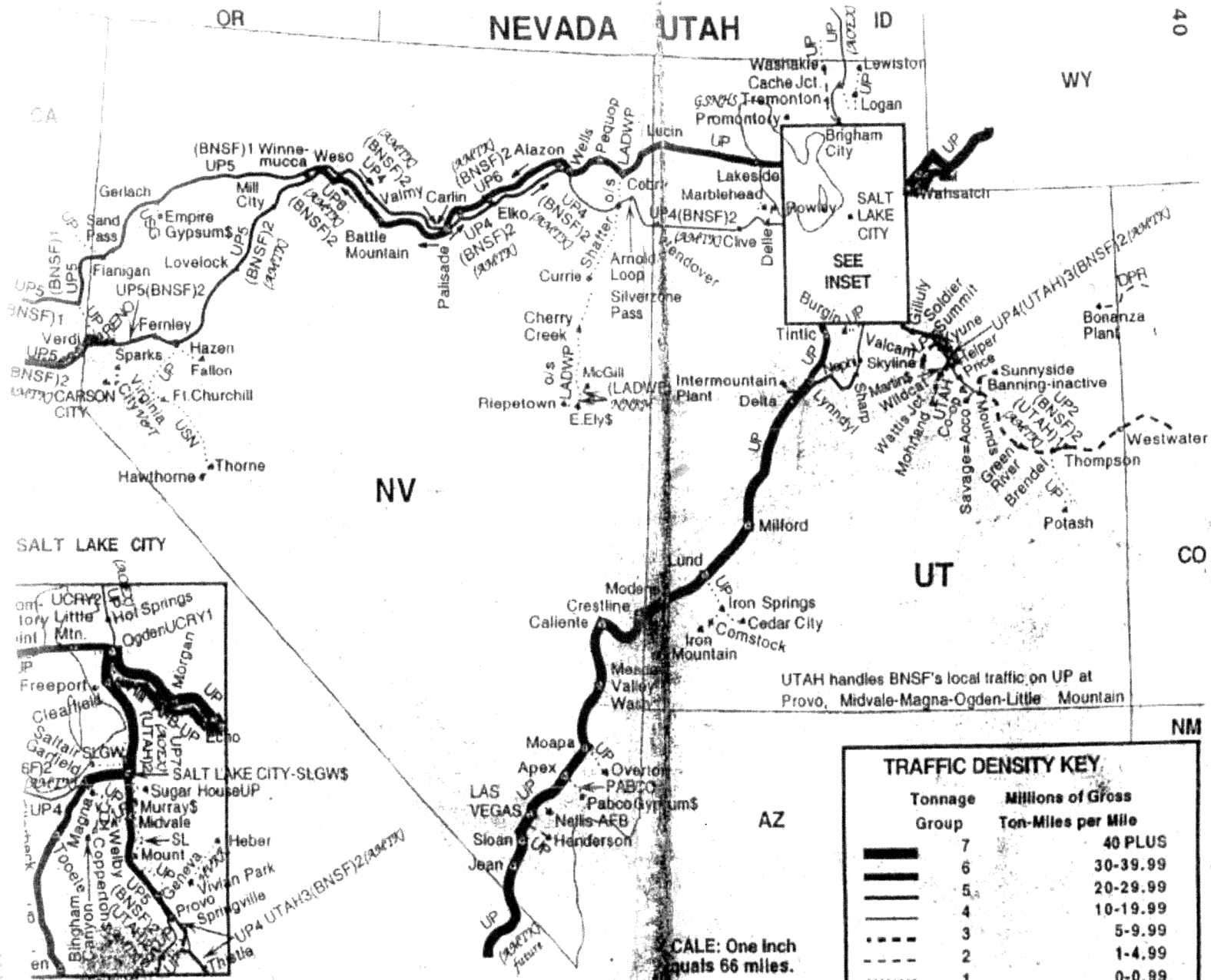
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NV



SEE LOS ANGELES MAP

SEE LOS ANGELES MAP



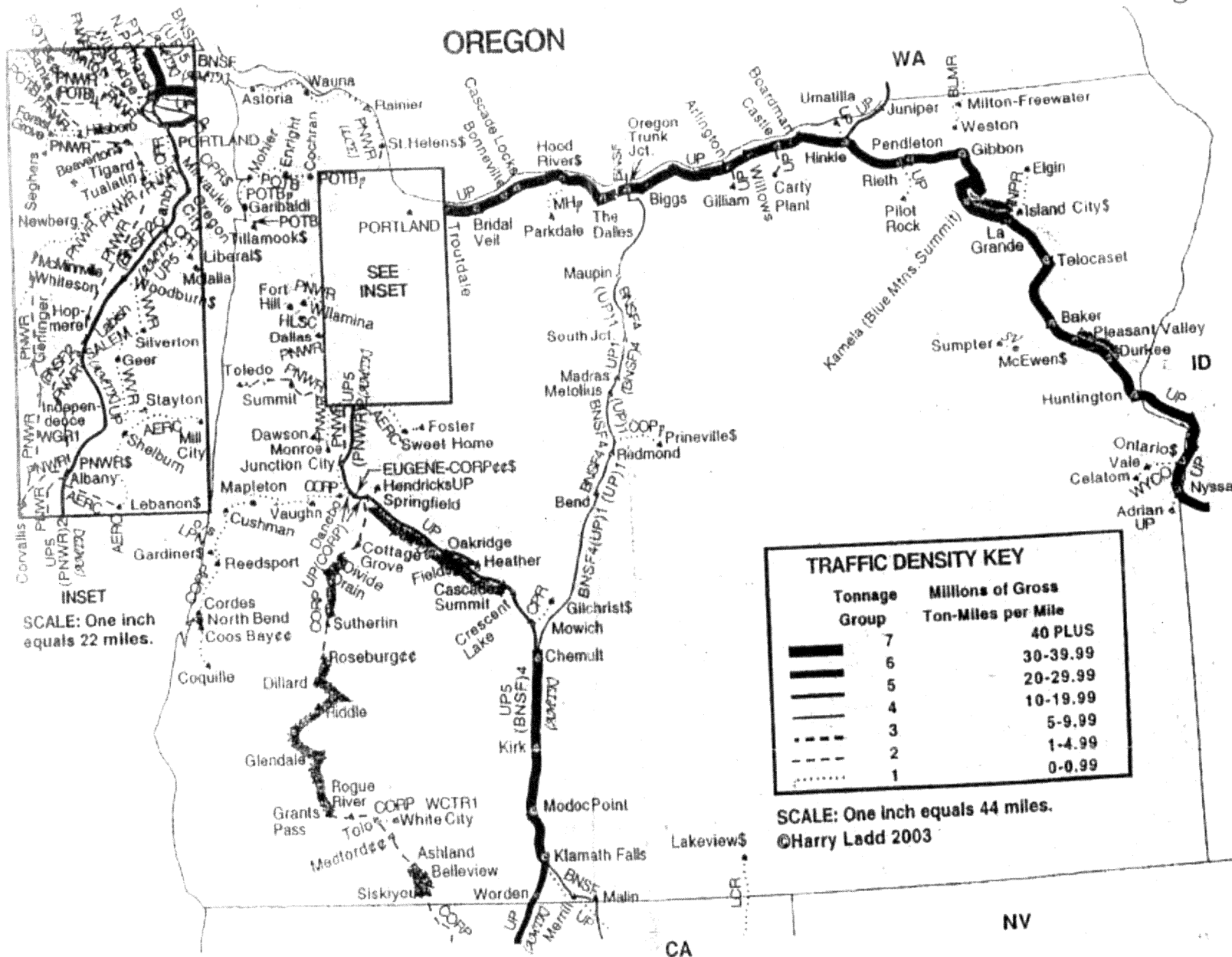
SALT LAKE CITY



UTAH handles BNSF's local traffic on UP at Provo, Midvale-Magna-Ogden-Little Mountain

TRAFFIC DENSITY KEY	
Tonnage Group	Millions of Gross Ton-Miles per Mile
7	40 PLUS
6	30-39.99
5	20-29.99
4	10-19.99
3	5-9.99
2	1-4.99
1	0-0.99

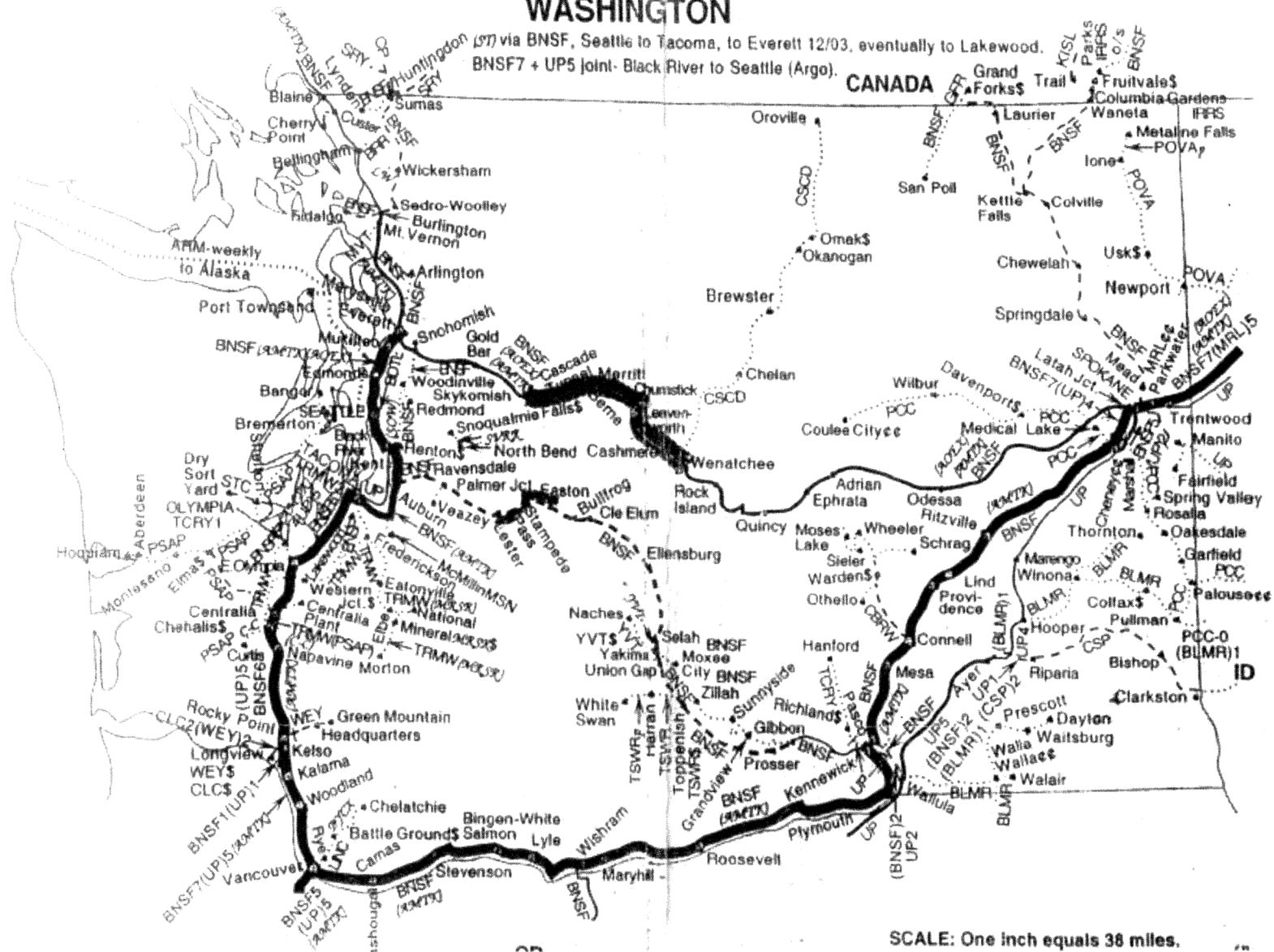
SCALE: One inch equals 66 miles.
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WASHINGTON

(57) via BNSF, Seattle to Tacoma, to Everett 12/03, eventually to Lakewood.
BNSF7 + UP5 joint- Black River to Seattle (Argo). CANADA Grand

CANADA



SCALE: One inch equals 38 miles.

2015 CREW-CHANGE EDITS

These are listed by page number and location. You can make your own notations.

14 - "Phoenix": the A&C GM to Cadiz can also be IDed by lots of empty lumber.

28 - "Denver/BNSF 38th St.": note HF at extreme SW corner of "Stock Show" lot off N edge of I-70 overpass to wait/camp low-profile behind equipment. Security will evict you at Denver Coliseum lot.

34 - "Pensacola": from INT of Palafox & HWY 295, go ~ 1000FTNE to RRU at S end of YD. CSX GEO NBDs are either WBD to New Orleans or possibly NBD to Montgomery; GEO SBDs are EBD toward Baldwin and Wacross X EBD IM 'Q180' to Jacksonville. 'Q180' may have UP units and arv maybe 12mid-5am 6day/wk (X ? W? don't know). 'Q180' is transfer as UP's 'ZLAJX' from Los Angeles, so arv time is rough approximate. The 'Q520' listed (maybe X F?) is likely still dep in ~ 3-5pm range.

39 - "Champaign": NBD IM/DS '#195' to Chicago/GIT arv ~ 3-4AM D. SBD IM/DS '#194' to Memphis/New Orleans arv ~ 8-10PM D. Note: p. 128 for Memphis/Pidgeon IM Facility warning on #194.

41 - "Cicero/Clyde YD": when at the described fire hydrant HF, it will look pretty risky to cross to the tracks. It really is not bad based on my experiences. I've gone back and forth across that 75FT lot about 18 times and had no issue at all. You do need to time it, making sure that there's no gleam of headlights there on ramp to your R (E), and then hustle.

49 - "BNSF/Galesburg/Cameron Wye": recommend just bag ride in rear unit of CHIDEN at front. several reliable reports that no crew visit and no problem all the way to Denver.

49 - "Joliet/Gaylord Rd.": from INT of Caton Farm & Gaylord, you probably want to walk .75ME on CF to RRU. This RRU is ~IMSE of described c-c for NBD CN. You can also walk ~.7MN on Gaylord to be at described RRX.

55 - "Creston": see "Galesburg" reference on p. 49.

82 - "Kansas City UP": I think the listed "MDMHO" is actually the "MDMEW" to Houston. ID lots of highwalls (CHVX, FPAX, etc.). MDMEW arv ~ 8pm-12mid D (? think so). c-c for SBDs here is .5MS of the Front St. RRO. In fact, if you aren't familiar with what c-c looks like, go to <maps.google.com>, type in "Corrington Ave. & Front St., Kansas City, MO". Then go ~ 300FTE on Front to RRO. Then, as satellite shot, note SBD sitting on RRO and note that, ~750FTE of I-435, is front end, with white crew van and crew out on ground (hatch of van open). If it's a rainy night, you might want to be in that area to bag rear unit from E side, yes? Now you know the look and you may note this as c-c in other such satellite shots.

103 - "Cleveland/Collinwood": CSX EBDs: I was seeing what I think was 'Q020' in ~ 7am-12n range. Also ID lots of Schneider, Swift, Alliance. Traced as headed to Worcester. BTW, camping in/under that big shed/bldg by tracks is very good: no cops, no issues.

106 - "Willard": CSX EBD GM "Q352" remark "entire 352 will be s/o..." means that portions will be s/o at various locations, with p/us too, such that the 352 is an entirely different trn by the time it terminates in Cumberland. I think the smart move with this is to only ride it to New Castle and then switch to an IM. Expect s/o at Akron.

112 - "La Grande": 'ISEG4' arv Sa ~6-8pm.

115 - "Portland"... end of 'Champ Siding' listing at top p. 115: for NBDs (GEO WBD) to Tacoma/Seattle, it may currently (2-15) be better to wait at **Farragut Park** area as many NBDs are now doing c-c way back E of Champ Siding at Troutdale and rolling thru Champ. For Farragut Park, take '#75-St. John's' bus to INT of Lombard St. & Kerby Ave. (3BLE of I-5 overpass). Walk 1500FTN on Kerby to NW corner of Farragut Park at RR. Appears fine to wait/camp under eaves of abandoned bldgs there at S side of trax off NW corner of park. ~ 3 trns D held here such that you're ~ at rear. If held, typical 10-15min stop. Expect 'UGLSE' trash trn to Seattle/Argo YD ~ 10pm-2am D (x Su,? reliably reported also on Su), with DPUs (unlocked) in this area. Also 'IG4SE' to

Seattle/Argo arv ~ 10am-4pm (most days?). Expect IG4SE to s/o most at Tacoma.

132 - "Denton": take that #5 bus as close to I-35 as you can. Then, you'll be walking ~2.5MNW on HWY 77 to W side of I-35 (at Barthold Road), go ~1MW on Barthold to RRX. Turn R (N) on track and go 1.75M to described "Metro Jct." wye. Note: there's a "TA Truckstop" and also think Greyhound stop for Denton is here at HWY 77 & I-35 interchange. (maybe best to hitch or bus to here?).

135 - "Houston/Englewood YD": going through HF at Kashmere St. and walking 1000FTS on E side of fence, the GMs will be departing GEO WBD from YD to your L (E).

135 - "Houston/Settegast YD": when arv at described 5-track RRX, this IM facility will look pretty intimidating (similar to the Clyde YD matter on p. 41). This is also no big deal. I walked in and around that loop a couple of times along the IHODU string and there's just no one around (this was ~ 1-2AM). The described truck trailer (many trailers open) lot is a really good campout. I was there 3-4 overnights and the only issue at all was some man who was showing the trailers to some guy one day (rental? purchase?). Anyway, that was only 1 time and he saw me getting my gear and leaving and made it plain he didn't care that I was camping out there.

139 - "Salt Lake City/Roper YD": The "MROR V" does usually go on the old WP/Wendover/Arnold Loop route. This ride is highly recommended.

145 - "Pasco": the described "PASNTW" goes to Minneapolis.

147 - "Tacoma/Fife YD": from described "descending track over Puyallup River" at beginning of listing, note that .5ME of that track is the RR bridge over Puyallup River (~600FTE of I-5 overpass) over which UP's GM 'MFIHK' will depart GEO WBD. I walked E to that bridge, then walked over it to wait in woods along SE side of RR on opposite (N) side of river. My MFIHK pulled out and sat with front just over bridge for ~10min (setting/testing fred?). My hunch is that stop is typical there.

153 - "Cheyenne/Speer": 'ZLADV' arv W+F+Su. "MGRDV" arv Tu+Th+Sa.

I think most folks understand these matters, but maybe not (I keep meeting exceptions):

It probably has more relevance when in the dark and walking along btn rows of cars: if wondering if the grain hoppers are loads or empties, I find it helpful to just toss rock ballast at the side. If you hear a "clack!" "solid" sound, it's a load. If you hear a hollow, reverberating metallic echo, it's an empty. This, of course, can also be done with rock ballast with coal or sand hoppers: toss a rock over the top and if you hear no noise, it's a load. If you hear it land in the hopper's bottom, it's empty. Tossing a rock at a closed boxcar can usually determine whether it's a load or an empty too (before trying to roll a door open). Tossing rocks at oil tankcar trains accomplishes the same thing. Before doing any of this, it's smart to squat down and scan around for any light of any worker on the ground or on an ATV. I've very often done these rock-tosses as it can help greatly about knowing which train you're walking along or what its destination probably is.

Also, regarding riding on intermodal trains, try to position yourself at the end which does NOT have doors. If a railcop is scanning to check that doors are sealed, then the railcop's focus is NOT on where you're riding. I've watched railcops watching and their eyes are already on the next car's containers and have already literally overlooked you in the adjacent 53 slot. This should not be a big deal as the cop probably is intently focused on the doors and wouldn't even see you in that slot below anyway, but it helps to be away from the doors. There are occasions when you can even observe this spotlighting on the doors directly across from you as you're riding.

In situations where you are scanning along the cars of a trn that is due to dep within the next hour or so, and wish to ride in an open boxcar, try to find 2-3 open boxes together (there are commonly a few together). Then, if it turns out later that you're in a really bouncy boxcar, it will be easy to move 50-60ft to the next one when the trn stops for even a very brief 3-4min period.