



*The official publication of the Teen Association of Model Railroaders'
Central Region*

January/February 2001

Issue Number 13



Visit our website at: www.tamr.org/CR

Editor: Louis Granato III

On the cover: 'The Pilot' of 4-6-2 #2417 Canadian Pacific at Steamtown in Scranton, PA.
The lower photo is of a UP train near the diamonds in Rochelle, IL.

-Photos by Louis Granato III

In This Issue:

Editorial/Message from the CR Rep.....	Page 3
LOASSB – Urban Renewal Series Part 4...Page 4	Page 4
Ohio Southern Finally Opened.....	Page 5
Trains Magazine's 60th Birthday.....	Page 6
Top 7/Trains Poem.....	Page 7

Contributions:

The Pilot depends mostly on its readers for material. All railroading and model railroading related articles, drawings, cartoons and photographs are welcome.

Feature Articles:

The Pilot needs feature articles the most. They should be between one and two pages long, typed (not in columns) and possibly accompanied by a drawing or photograph. Feature articles can be on any number of topics such as:

- Members' layouts
- Railroad news
- Railfan trips
- Modeling projects, etc.

Columns:

Columns are needed. Please contact the Editor to contribute your own column.

Photographs and Drawings:

Photographs of railroads and model railroads are needed! You can submit black & white and/or color prints, in any size. Drawings, cartoons and artwork should be well done, in black ink, and on white paper (no lines). Photographs and drawings will be returned to the submitter if he/she supplies a SASE.

Send All Articles To:

The Pilot
931 Robin Ct.
Geneseo, IL 61254

Or Email Articles To:

centralregion@tamr.org

Editorial

Message From the Central Region Rep.

Hello to Teen Model Railroaders, one and all!

You have probably noticed by now the slightly different design of *The Pilot*. The change has come about now that you have elected me as your new Central Region Rep! I am open to all help and suggestions that TAMR members have – and I hope there are some!

As CR Rep, I am going to try to set some goals. The main thing that I want to do while Rep is to work closely with Promo Manager Andrew and get some more members in the TAMR. I have found that the main problem is that not enough people know about us, thus they can't join! Please help me in this effort to get more members!

In conclusion, I would like to thank everyone for their time and effort in assisting me with the first *Pilot* and as Rep. I hope this continues, and that the TAMR grows!

Happy Railroading!



Louis Granato III
Central Region Rep. for the
Teen Association of Model Railroaders



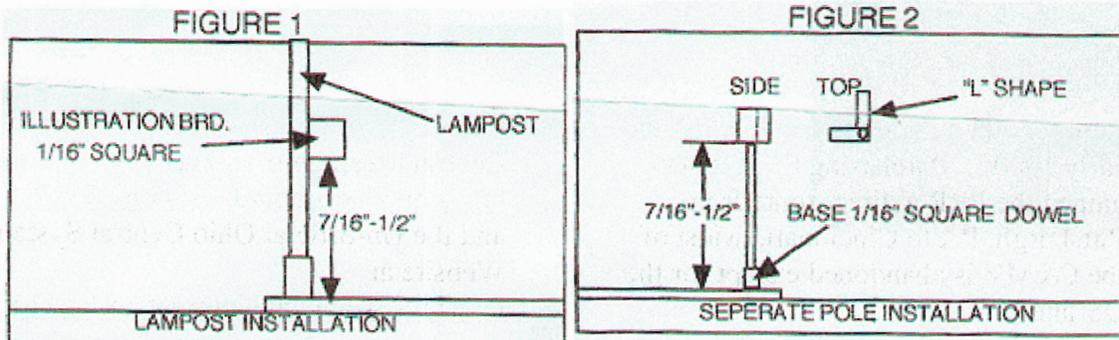
Conducted by: Peter Maurath
 Urban Renewal Series
 Issue#4 Crosswalk Signs (Yes, in N scale)

Welcome back to the Emmy award-winning LOASSB! This issue we'll be building crosswalk signals to compliment your pasta noodle traffic and streetlights in N scale. You heard right, N scale (though HO would only need some bulked-up sizes). They're the fairly common universal hand/walking figure signs posted at crosswalks around the globe. My design takes only scrap material and a double-shot of patience. If you can build noodle traffic lights, you can build these.

Constructing them takes only scraps of illustration board (IB; about 1/16" square) and paint. We'll be building a pair to be mounted to a lamppost at right angles to each other. We start by adding a few drops of CA to the end of the IB we'll be using. At this small size, the IB layers tend to separate. The CA should hold them together. After the glue has set up, paint the section of IB black or other suitable crosswalk sign colors (yellow, silver, green). Once dried, cut out the squares that will make your signs and attach them to the corner lamppost (we'll describe the separate pole in a minute) with some white glue or CA. You'll want them just above your citizens' heads about 7-8 scale feet up the pole (Fig.

1). After the glue has dried, we add the appropriate indication to the crosswalk sign. Using white or orange paint, add a small dot to the street-side of the crosswalk sign. Don't worry about trying to paint a perfect little man or hand; the dot of paint is enough to give the impression in N scale (that's what I love about N).

If you don't have a corner lamppost, you'll need a support. Mine is made of a very thin scrap of styrene rod glued to a section of wood doweling (approx. 1/16" tall) to serve as a base (Fig. 2). The assembly measures 7/16" tall, and is painted silver with the crosswalk signs glued to the top in an "L" shape (Fig. 2). Once all is dry, place them on your city street corners, wherever you'd have traffic lights, as they usually go hand-in-hand. With a few dabs of paint, some scraps, and a whole lot of patience, you've made your layout pedestrians a little safer - as long as that disgruntled cab driver was fired. That wraps up the Urban Renewal Series. You've got the sidewalks and street corners detailed, now all you need is some sign of life. We'll start filling the streets with a new series on vehicles next issue.



Ohio Southern Finally Opened

By Chris Burchett

On Monday December 11th, 2000, the Ohio Central operated the first loaded coal train over the recently rehabilitated Ohio Southern. A GP38, two GP40's, and a leased TDIX GP30M led the 43 cars from Glouster, Ohio (mine load out along NS's West Virginia Secondary) to the Conesville power plant in East Central Ohio along the Ohio Central (ex-Conrail Panhandle route). This was the first revenue train operated over the OS since the early 1990's, when the Ohio Central sold the line to the state of Ohio due to a lack of on-line business.

The Ohio Central didn't foot the entire rehab bill however. The Ohio Rail Commission paid more than half of the cost, with the OC paying the rest. A line, originally scheduled to open when the mine in Glouster opened back in June 2000, was ultimately opened on the 11th of December. RJ Corman supplied the MOW force, taking nearly an entire year to complete. Two steel bridges were completely replaced with concrete. The Ohio Southern was purchased from the state of Ohio in '99 as part of the rehab agreement.

The OS operates over the former Pennsy route from Zanesville to Cincinnati, Ohio. A rock tunnel dating from the late 1800's is located along the line. The Pennsy purchased the Cincinnati & Muskingum Valley Railroad, the builder of the line, in the early 1900's. Purchasing the C&MV gained the PRR a direct route from Pittsburgh, PA to Cincinnati. Most of the C&MV is abandoned except for the OS line.

The former Panhandle out of

Pittsburgh is mostly abandoned, with some parts still intact as a rail-trail all the way to Ohio. The OC picks up the Panhandle from the Ohio River at Mingo Junction to Newark, Ohio, with trackage rights over CSXT from Newark into Columbus. The Ohio Southern connects with the Ohio Central in Zanesville. The Glouster coal train operates over NS, the OS tracks, then on to Zanesville, connecting with the old N&W trackage now owned by Ohio Central (the parallel C&MV north out of Zanesville is also abandoned, but the OC is trying to acquire that line in favor of the N&W tracks). From Zanesville, the coal train operates over the N&W until it finally reaches the PRR Panhandle just south of the Conesville plant.

Since the first run, the coal train has had some motive power changes. It is now powered by a couple of GP40's and an ex-CP SD40-2. In addition, some additional track work in Zanesville has forced a temporary closure of the Ohio Southern. The coal train now has to move over NS to Columbus, and backtrack across the Ohio Central to Conesville. I hope to get the photos I took of the first train developed soon. Once developed, I will send them in for inclusion in The Pilot.

If you'd like more information about the Ohio Southern and the Ohio Central in general and you have access to the Internet, visit the Un-official Ohio Central Message Board at <http://members.boardhost.com/WLETS> and the Un-official Ohio Central System Website at <http://www.alleganyinternet.net/coc1501>.

Trains Magazine's 60th Anniversary Birthday Party

- Rochelle, Illinois - By Louis Granato III -

This past October, I was able to attend Trains Magazine's 60th Anniversary Party at Rochelle, Illinois with my dad. This was my 5th visit to the railroad park, which is about an hour from my house. For those of you not familiar with Rochelle, I will give you a little background.

A few years ago, the Mayor of Rochelle saw that there were many Railfans coming to the Rochelle railroad diamonds just to see the trains go by. After several meetings with the City Board, the town decided to start work on the Rochelle Railroad Park. A pavilion was erected after many tons of cement blocks were brought to the site to build up banks for the shelter to be built on. A house on the site of the railroad park was transformed into a hobby/railroad shop. The Mayor/City Board is now thinking about putting four cameras on top the water tower nearby. Each camera would point to a different set of tracks. Four TV monitors would be placed in the pavilion so that



Top right: CN&W and UP motive power head this train as it starts after picking up lunch from the birthday party. Above: A UP train is about to cross the diamonds. Right: BNSF train barrels under the signals as it rolls along.



railfans would be able to see the trains approaching.

There are 4 sets of tracks coming into Rochelle. Two of the parallel tracks are BNSF owned, and the other two parallel tracks are owned by the UP. It is really cool when a UP and BNSF train meet and one has to stop. You can get a good picture of the two trains when this happens!

After the lunch of hotdogs, courtesy of Trains Magazine, we celebrated with cake and ice cream. The party ended when the crew of ex-CN&W #8603 stopped their train to pick up a dinner of hot dogs and cake – to go!

On this page are some of my favorite pictures that my dad and I took at the Rochelle Trains Party. You can visit the Trains Magazine's Website at www.trainmag.com. They have several webcams, with one stationed at Rochelle.



"From the Home Office in Cleveland, Ohio, it's Tonight's Top Seven List!"

Top Seven Rules Found in a Penn Central Timetable

Picked up for 25 cents at a garage sale by Peter Maurath

- #7. 1043-A4 "Upon entering yard, make sure to disconnect at least one-half of train and place wherever you want, and be sure to question 'What train?'"
- #6. 1167-B1 "Light Jade green is to be applied to no less than...everything except engines."
- #5. 2309-W2 "Upon receiving paycheck for completed work, wait no less than one full business week before cashing."
- #4. 1845-H6 "In the event the Chairman of the Board is incapacitated, and the President is unable to fill the Chairman's position, then a chimpanzee from the Philadelphia Zoo will be brought in till other arrangements can be made."
- #3. 2231-A1 "To prevent standing derailments, all cars, locomotives and speeders are to be left no more than 5 minutes in any one location on any part of the Penn Central System."
- #2. 7634-D3 "Any employee caught washing a locomotive will be flogged."
- #1. 1416-A3 "In the event of financial meltdown, call Uncle Sam."

When you think of Trains...

By Louis Granato III

See the distant flashing lights,
Hear the rumble of the diesel,
The chug of the steam,
Freight trains,
Passenger trains,
Mixed trains,
Fast, slow,
Signals changing,
Climbing grades,
Deafening whistle,
Waving to the engineer,
Zipping by the crossing,
Through the night,
Through the day,
Bringing goods,
Going, going, going...



THE PILOT

c/o Louis Granato III
931 Robin Ct.
Geneseo, IL 61254

