



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

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Editor: Louis Granato III

THE PILOT

May/June 2001

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On the Cover:

Top Photo: "The Pilot" of 4-6-2 #2417 Canadian Pacific at Steamtown in Scranton, PA. Lower photo: Q281, with CSX 8609 and HLCX (ex-BNSF) 7167 on the point, receives a medium clear indication at sunset on April 25, 2001. The location is CP-72 of CSX's ex-Conrail St. Louis Line in Terre Haute, IN.

-Top photo by Louis Granato III. Bottom photo by Dave Honan.



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 three 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!

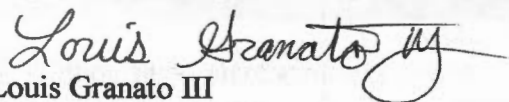
Well, it's almost summertime, and school is just about out! RAILFANNING TIME! I would like to host a convention out near me for some great railfanning this summer or fall, as I said before. If you would like to come out here to Illinois for a convention sometime, please let me know, either by email (centralregion@tamr.org), by phone (309-944-5961) or snail mail (the address is on the contents page). Thanks!

This past April 27 and 28, the bi-annual York, PA Train Collector's Association meet was held, and was a great success – about 20,000 attendees. In the next issue of the *Pilot* and/or *Hotbox*, look for a report of the trip which I made to York with my grandfather, Louis Sr. Also look for a story on my Steamtown visit a couple years ago that I just never bothered to write about till now. ☺

I would also like to inform you of the O Gauge Railroading On-Line Forum, which I help out as Assistant Webmaster. This site is one of the best sites on the internet to talk about trains. As you see it is about O Gauge, but I still invite all of you to visit it. The URL of the site is www.ogaugerr.com. Please click on "OGR Forum" and that will bring you to THE place to discuss trains! In the future I will be taking some posts off of the OGR Forum and putting the information here in the *Pilot* and/or *Hotbox*. Also note that the poem for this issue was taken off of the OGR On-Line Forum and was written for the TAMR by member JimR.

Hope to hear from some of you, and meet some of the people in this great group and the OSL National Convention this summer!

Happy Railroading!


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

The Moving of Spring Hill Tower

BY DAVE HONAN

Over the week of April 30 to May 04, 2001, Spring Hill Tower was relocated from its home in southern Terre Haute to the Wabash Valley Railroaders Museum, in northern Terre Haute. The Haley Tower Historical & Technical Society hired MCF Construction, Inc. (Newburgh, IN) and White Construction Co. (Clinton, IN) to affect the move, and received aid from Vigo County, the Vigo County Sheriffs Department, Cinergy, and Time Warner in completing the effort.

The five-day process of the move was preceded by two months of Saturday workdays to prepare the tower. Among the many things that had to be done: removal of the exterior stairs, removal of the chimney from the roof and second floor, removing the levers from the machine, etc, etc, etc. The only thing that wasn't accomplished was the complete removal of the chimney from the first floor, which proved to be a problem during the move.

Monday was pretty much uneventful. MCF arrived early, inspected the site, formulated their plan, and then began work. Their main efforts Monday were to separate the tower from its foundation and make most of the cuts separating the first and second floors and the roof.

On Tuesday, McDaniel Road (which the tower sat next to) was closed, and the major work began. Steel I beams were inserted between the tower and the last of the foundation, and the tower was attached to rollers that rode the beam. Using a crank-and-pulley system, the tower was slowly moved out along the beams until it was sitting in the road.



Next, the I beams were removed and the tower lowered using hydraulic jacks.



Above, preparing to move the north beam.

Below, removing the south beam.



Shortly after the south beam was removed, a horn was heard to the north; train break! The train was the southbound XL-118, returning from Fayette to Blackhawk (Farmersburg Mine) with empties.



Fittingly for the tower's heritage, the lead unit was Soo 6606.



Visible above is the foundation, at lower left. The blocks used in its construction apparently came from an old canal that used to pass through this site, and some are going

to be preserved by another local historical society.

On Wednesday morning, the crane from White Construction arrived; however, after putting I beams between the first and second floors (to support the second floor during the road move), it was discovered that the cables White had brought with them were too *long*; the operator's assistant returned to Clinton to get the proper cables, wasting nearly two hours. During the lull, I captured the crane sitting next to the tower.



After lunch, with the proper cables in place, the second floor was lifted off the first and placed on road bogies; the roof was then removed and placed on a trailer.

Unfortunately, I had an afternoon class that ran three hours and was not able to observe any of this; photos should eventually be available at <http://www.haleytower.org>.

Thursday was the big day! A large turnout of photographers was on hand to record the move, which would follow the course of eight miles of road over two and a half hours at the hair-raising speed of four miles per hour!

The move progressed well, with escorts from the Vigo County Sheriffs Dept. closing roads ahead of the convoy. Only four relatively minor problems were encountered, remarkable for an operation of this scale.

The first problem was the chimney. Almost as soon as we were on the move, it started to shift and threatened to topple over. A twelve-foot extension ladder was tied to the chimney and the wall studs to prevent disaster; remarkably, it did the job.

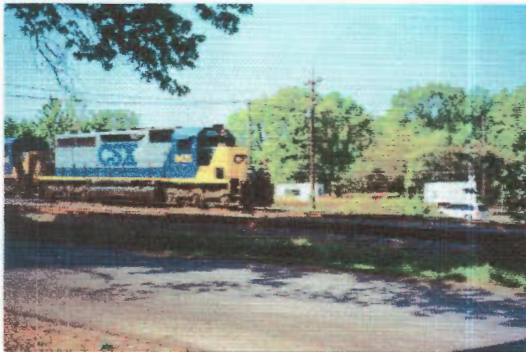
A low tree was discovered at one point, causing a ten-minute delay. Also, a few low telephone and cable TV wires were found when we reached the city, but Cinergy and Time Warner were already on-site to help us out.

The last problem was the second floor itself. Never designed to be a freestanding structure, it shifted a number of times during the road move, but thankfully remained structurally sound.

Presented below is a small gallery of my photos from Thursday.



The second floor.



The requisite photo of the last train to pass Spring Hill Tower while it was still at its namesake interlocking.



The roof on its trailer.



The first floor crossing the Peavey Grain Spur; the CP Latta Sub is at right.



Haley Tower Historical & Technical Society President Bill Foster had the honor of driving the truck, which pulled the trailer carrying the Armstrong lever machine.

I'll have a photo of Spring Hill Tower as it now stands in a future column.

This was truly an honor to have been able to participate in this historic event. I would like to thank Bill Foster and the entire HTH&TS for giving me this opportunity, and also thank everyone who helped me gather the information necessary to write this article. **TP**

Railfanning

BY ANDY INSERRA

WELCOME TO ANOTHER EDITION of *Railfanning*! Once again I'll be covering the hot spots of the Twin Cities and where to catch the best action.

This time I'll be covering one of our local treasures when it comes to railfanning, East Hoffman, also known as Dayton's Bluff or just plain old Hoffman. This scenic location in St. Paul is set up between cliffs and the Mississippi River. There are four tracks, Warner Road, and a parking lot all in this little area. The easiest railfanning spot is in that little lot made for trucks so they can get to the control shacks for the automatic switches and signals in the area.



SP AC44CW #407, a rare visitor for us up in the Upper Midwest. It is headed to the UP Saint Paul yards with a SD9043MAC in tow. 12-29-99, Hoffman.

This is public property and the railroads never mind railfans so long as they keep back from the tracks. Taking Child's Road, either direction, off Warner, you can easily get to this location. Just turn around on Child's, head west back to Warner and get off into the lot to your right. Once there you can see a virtually endless stream of trains. Almost of the railroads that serve the Twin Cities go through this location. Only the Wisconsin Central doesn't regularly pass through Hoffman. Amtrak's Empire Builder goes through about 8 am on the eastbound

train and sometime after dark on the westbound train. This is, of course, only if



Amtrak P40s #810 and 804 with F40#281 on the eastbound Empire Builder. Only 15 minutes late today, not bad! Hoffman, 2-18-2000.

they are on time. More likely the Chicago-bound Empire Builder will pass thru before 9 am and the night train will still be at night. The usual power is a pair of P42s or P40s with a F40 running as a trailing unit. If it is an especially long train then there may be three or more Genesis units, and if it is very bad weather or there are problems on the route you may find BNSF or Soo/CP units on the point. Their trains often have the same number of Superliners as express package boxcars and RoadRailers. The crews that work the morning train are often friendly; I've had conductors and chefs yell "Good Morning" out of the lower level windows, even in the bitter cold. This train often backs up traffic on all of the lines as the dispatchers will try and get them out of town as fast as possible. This results in a rush before and after as trains try to clear Hoffman in time.

As for traffic the rest of the day, it is steady but will often pick up around the afternoon rush hour time. The trains that pass through range from BNSF's and CP's hottest intermodal trains to little Soo switch runs, Minnesota Commercial (MNNR) cross

town transfers and Twin Cities and Western (TC&W) deliveries. Other trains include



BN SD70MACs #9655, 9799 on auto rack/intermodal duty. This is usually a C44, SD40-2 assignment in this area; SD70MACs are not nearly as common as in the Central Plains region. This is the day after a huge Chicago blizzard and this train shows all of the signs of going through it, iced over doors, icicles on the trucks, cars and containers pack with snow and snow filled stairwells on the trailing unit. 2-19-2000, Hoffman.

UP freights bound for the nearby South St Paul yard. Sometimes these include Southern Pacific power. This yard is switched by whatever power is handy; I've seen a brand new AC44CW trying to be a switcher pulling a cut through Hoffman. Much of this traffic can be heard on a scanner as it approaches Hoffman but some can easily sneak up on you. Examples are very long cuts of cars being switched in Soo/CP's Pig's Eye yard just west of Hoffman. Sometimes these trains have to pull out onto the main to allow for clearance of the other switches in the yard. Other examples include light power moves that don't always identify themselves on the radio. Any type of locomotive can be seen here on any given day. Most are from the seven railroads that use these tracks: BNSF, CP/Soo, UP/CNW, MNNR, TC&W, Amtrak, and I&MRL. As you may know, these seven railroads alone can provide a show with their own fleets. From the latest EMD and GE products to MP15ACs, SD9s,

F45s, SD45s, a U36C (in the form of a SF30C), an Aussie GE, big six-axle Alcos and MLWs, and Generation II locomotives powered by Cat engines, these seven lines have some of the most eclectic rosters in the country. Throw in locos from CSX, NS, CN, and any lease fleet and you have a great variety that can be found almost nowhere else!

This area also has three yards. One is BNSF's Dayton's Bluff yard, now used primarily for loading autoracks. Another is the previously mentioned South St Paul yard owned by UP. It is often quite full and is the destination or origin of most of the UP's trains that head through Hoffman. But by far the biggest yard is Soo/CP's Pig's Eye yard. Officially it is called St Paul yard but it is almost always referred to as Pig's Eye. This is home to CP's biggest locomotive shop complex in the Midwest and also to their main yard for them in the Twin Cities. If you take Warner Road to Child's Road you can get a good view of their shops. Follow Child's Road back towards the shop, the road is a public one up to the fork and you can often get good shots of Soo power that is parked right by the road from this point. They stable the latest GE power here; this is the home shop for much of the fleet. Also, many Soo locomotives can still be found in their pre-CP paint, from SW1500s to SD60s. Many units even carry Milwaukee Road colors to this day. Some MP15ACs still have Milwaukee Road spelled out on their hoods! This is the place to be if you are a Soo fan with a big variety of power in all types of paint schemes!

This wraps it up for another edition of Railfanning; I hope you enjoyed it. If you have comments or questions about the trains in the Twin Cities or will be in the area and want more information on the best places to railfan, please feel free to email me at:

Andy_Insera@tamr.org

Or snail mail me at:

Andy Insera

4940 Xylon Ave N

New Hope MN 55428

Till next time, see you trackside! **TP**

-- L_{ayout} O_n A_s h_{oe} S_{tring} B_{udget} --

Conducted by: Peter Maurath
Improving Vehicles
Part 2.0

FRESH SQUEEZED DAILY, it's LOASSB! This issue we continue the improving vehicle series with some work to a vehicle set offered by Model Power.

CANARY BENZ'S

You'll find these sets (in N scale) stocked at most hobby shops for about \$8-10. They feature 10 Mercedes Benz sedans along with miscellaneous detail pieces such as fire hydrants and park benches. While nice looking, these little luxury cars do have several problems. First, colors aren't what you would find on most prototypes. Second, wheels and hubcaps are cast in silver colored plastic. Third, (and the most important) these cars have no windows. All of these problems can be easily corrected, and will have your little yuppie citizens running around in no time.

PAINT AND SUCH

You'll want to start working on these cars the same way you did in last issue's column. First, separate the chassis' from the car-bodies. Then paint the car-bodies more normal colors. While they dry, paint the tires (on the chassis') black adding a silver hubcap to each (drop of silver paint). Once your car-bodies are dry add painted details as before including head/taillights, chrome trim, etc. Let dry.


GLUWINDOWS

Normally, this would have been where we stop, but, these cars are a little too airy, we need some windows. Take a car body, and lay it upside-down on its roof. Next, using Elmer's or white glue add a few small drops to the inside of the car filling the

window area. The surface tension should hold the glue inside the window openings. If not, simply wipe away the excess, and reapply as necessary. Repeat this process with the other car-bodies. Don't worry if you get a couple that leak on you.

The great thing about white glue is it's easy to clean up, and start over if you have to. It may take a little practice, but the end justifies the means.

BRING IT TOGETHER

Once your glue is dry, flip over and reattach the car body to its chassis. You should now have an elegant luxury vehicle all ready to go to the N scale county club, for hobnobbing. That's all for this issue. Join me next time when we'll spruce-up the highways with some specialty vehicles. 

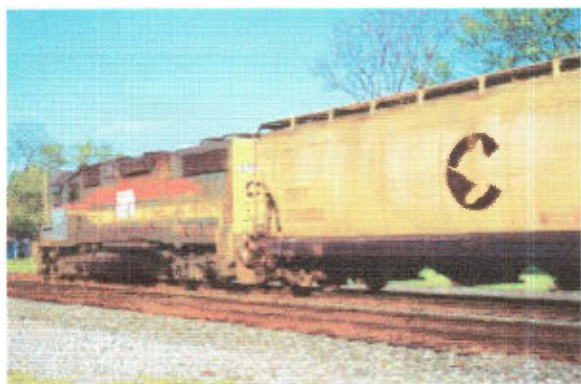
Railroading in the Haute

BY DAVE HONAN

It's springtime, and here in Terre Haute that means only one thing: The Haley Tower Historical & Technical Society is working its collective rear end off to get Spring Hill Tower ready to move! Having said that, I'm going to talk about something else, and I'll get back to Spring Hill later. Isn't anticlimax fun?

Receiving some inspiration from Andy's column last issue, I'm going to toss some photos in here somewhere. And speaking of last issue... our intrepid editor somehow forgot to add his prize columnist (or is it prize chump? I can never remember) to the Central Region membership list. Seeing as how I've rescinded my NER membership, it seems that I now exist in the Twilight Zone. Or if not I, then CSX...

April 18, 2001, was a beautifully sunny day in Terre Haute, and I couldn't resist the lure of taking my homework down to Haley Tower. Sure enough, just after I arrived, local J721 rolled eastbound past the tower at 1646. Power was CSX 2715, its current paint scheme inspired by our own Pete Maruth -- namely, the distinct lack of a full repaint even though the Family Lines have been dead & gone for well over a decade. Note also Chessie on the covered hopper...



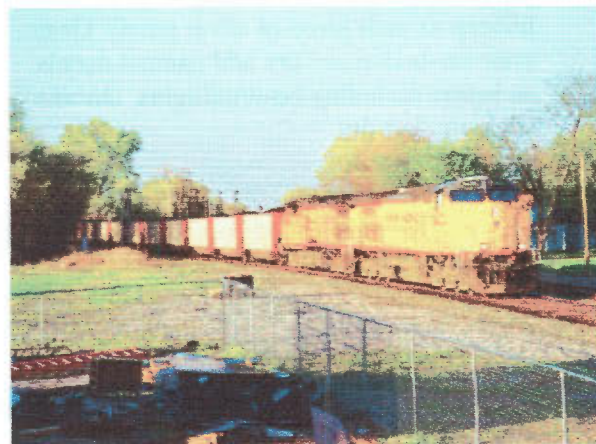
The next train was eastbound Q234 at 1706 with three UP units and a CEFX SD40-2R on long-term lease to UP and thus in UP paint. If this gets printed in color, notice the tress behind the train -- fall foliage in April!



It was after Q234 passed that *The Twilight Zone* kicked in. While Q234 was still visible at CP-68 (at the horizon in the above photo), a train with 276 axles passed over the Burnett defector at MP64, on Track 2 -- but there were no eastbounds before the short J721 and the next westbound didn't appear until forty minutes after Q234 had passed. Hmmm....

J721 finally rolled over the defector around 1725, and westbound Q379 with 478 axles hit the defector just after 1730 -- but Q234 never set it off! Strange goings-on....

Maintaining the wacky spirit of the afternoon, southbound Z459 rolled past Haley at 1828 on the CE&D Sub with Power River coal bound for interchange with Canadian Pacific at Spring Hill; CP would then hand the train over to the Indiana Railroad at Dugger, IN, from where it would head west and cross *back* over the CE&D on its way to Newton, IL. Go figure.



As you might have guessed by now, not much has been happening in Terre Haute lately. Other than that little incident Q379 had at Haley on April 4th. At 2038, while passing through CP West Haley, the train lost its air. Other than the fact there were four westbounds following the train, it was no real big headache for the railroad.

Except that the rear of the train was fouling West Haley, which meant that no trains could run on the CE&D Sub. Oops.

And that the power stopped across First Street and the mile-plus train blocked over a half-dozen crossings, cutting Terre Haute in half. Oops.

After coming to a screeching halt at CP-68, Q373 was crossed over to Track 1 and moved into town alongside Q379 to try to help find the problem. Q379's conductor quickly determined the problem, though: the air hose on the head end of the 39th head car had gotten snagged on a crossing and had torn. No big deal, there was a spare hose on Q373.

But for one small problem - To quote the engineer of Q373 when told by the IB Dispatcher to head west and Q281 would assist Q379: "Eh, well, ok...But I don't think, uh, either one of 'em will...We couldn't do any good, uh, with him, but the air hose is on there so tight that it will not come off. You're gonna have to get a blow torch or somethin' to... or set it out." Oops.

The conductor of Q379 suggested to the engineer of Q281 that a "band-aid" might work, but that there wasn't one on either Q379 or Q373. Q281's engineer said, "Ah [heck], we ain't got one... Will duct tape help ya?" And it did; the car held its air until Farrington (CP-78), where it was set out. (Oddly enough, Q281 lost its air going through the Haleys on April 24th!)

I think I mentioned a Spring Hill workday at the beginning of this column. I'll take this opportunity to introduce some of the guys, use a photo to help you visualize the layout of the interlocking, and show you what Spring Hill looks like now, with less than two weeks to go before the move.

Seen here in this first photo are Jim Rhodes (at left) and Bill Foster. Jim is the HTH&TS Treasurer, while Bill is Co-Founder, President, Mr. Fix-It, and everything else you can think of.

In fact, it was Bill who suggested to Jim to get the photo of Q514 from this unique perspective.



(Actually, they're looking back towards Spring Hill Tower, and will try to get a shot of the train passing the tower.)

Taking a break from working are, from left to right, Ralph Bell, Jim, Chris Willis, Bob Mount, and Bill. These guys have been among the driving force behind moving Spring Hill; getting dirty every weekend to get the old structure ready.



And here it is, Spring Hill Tower. As you can see, a strip of aluminum siding has been removed; it is along this line that the structure will be cut. Also, the roof will be removed to facilitate clearing overhead obstacles. Bill, Jim, & Chris are getting shots of southbound coal train V502 (empties) passing by the tower.



The following photo (also of V502, taken just before the previous photo) can be used to orient yourself with the Spring Hill interlocking; the train is moving due south.



The train is moving off Baker Siding and onto the CE&D main. The track to the right of the train is the Riley Spur; it used to serve a coal mine east of Riley, but the mine no longer ships by rail. Canadian Pacific trains to access the Latta Sub use a short stretch of this trackage, known as the Spring Hill Yard Limit.

Curving off from the CE&D main at the left edge of the photo is the Peavey Grain Spur, which serves Peavey Grain in Terre Haute. The PG and Riley Spurs used to be one line, owned by a New York Central subsidiary.

The gap in the trees behind the left signal mast is the CP Latta Sub, as pictured below. CP has jurisdiction over all movements through the interlocking.



This photo was taken from the second-story window on the north face of Spring Hill Tower. Southbound XL-118 is heading south to Farmersburg Mine with empties from the Wabash River Generating Station at Fayette, northwest of Terre Haute. The XL had been stopped at Springhill Road (in the background) while waiting for a northbound CP train to move onto the CE&D for the trip to Chicago, thus the large clouds of blue smoke.

And that's it for this month. Please look on page 4 of this issue of *The Pilot* for the full story on the moving of Spring Hill Tower.

Please don't hesitate to contact me with any questions or comments:

David.Honan@rose-hulman.edu or 518-482-2405 or Dave Honan, 47 Peyster St., Albany, NY 12208 (summer address). As always, photos of many of the locations and events I described can be found on my website at <http://davehonan.50megs.com>. Until next time: "Think safety. Detector out." TP

Top Seven T.A.M.R. Travel Tips

Cleared through a gauntlet of lawyers by: PETER MAURATH

- #7. Remember, figure in pants: men's room, figure in dress: ladies room.
 - #6. Always pack at least two cardigan sweaters.
 - #5. Before leaving, set VCR to record episodes of *Dawson's Creek* you'll miss.
 - #4. Don't check into hotel unless crayons are available in suite.
 - #3. Hugging the conductor is a great way to show you care.
 - #2. In case restaurants are out, always bring your own peanut butter.
 - #1. Lots of polka music.
-

INTERESTED IN TRAINS?

BY JIM RICHARDSON, OFF THE *O.G.R. ON-LINE FORUM*

If you're interested in trains, here's what I suggest,
Design a layout, it needn't be the best.
A few loops of track, and you're almost there,
Add some accessories, for a little flair.

Now, how many cars, and engines too,
Is something you can decide, not too many, and not too few.
You'll need some volts to make it go,
Then adjust your throttle for fast or slow.

As you run your train and throw the switches,
You hope and pray there will be no glitches.
And staying on track is the purpose here,
And no derailments will bring you cheer.
You'll blow the whistle and ring the bell,
And as she rounds the curve, all is well.

While the trains are running, and the smoke is puffing,
Wheels are turning and the engine is chuffing.
You'll be in heaven in all your glory,
But just having fun is the name of the story!



THE PILOT

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