

# The Pilot

Issue Number 17



September/October

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An Excursion Train 3  
Ride

## Regular Features

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In the background...

NKP 765 shortly after  
departing Hurricane,  
West Virginia in 1991  
with Rich Melvin at  
the throttle.

-Photo by F. J. Ahern

## Editorial

*Message from the Central Region Rep.*

HELLO TO TEEN MODEL RAILROADERS, one and all!

Welcome to issue #17! I've finally designed a layout for *The Pilot* that I like, so we'll be sticking with this—for a while anyway. Let me know what you think of it. Any comments, suggestions, etc. are *always* welcome.

Please take note of the new *C.R. News* page which will explain many new features that will soon be found in *The Pilot*.

It was great to meet you guys at the OSL convention! I really enjoyed myself, and I sure hope we can get the convention video out soon so that everyone can see what happened. Thank you all for coming—it was a real treat!

Until next time—

Happy Railroading and God Bless America!

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



# Central Region News

## New Additions for The Pilot

First, we will now host a *Feedback* area for members to write to us. Please write either by email or snail mail. Contact information is on the back cover. Tell us about suggestions for *The Pilot*, miscellaneous train stuff, articles, etc.

Second, we will now have a *Questions & Answers* column. Have a question about your model railroad? Have a technical problem? Have a question about real trains? We'll answer it! Just send in your question to one of the addresses found on the back cover.

Third, we are starting a *Meet the Members* column. If you would like to be featured, please contact us.

And last, we now have a regularly-featured *Pictures!* column. If you have train pictures that you would like to share, please send them to us!

That's it! Hopefully there will be a good turn-out.  
-Ed.

## O Gauge Railroading magazine supports the T.A.M.R.

Thanks to the help of *O Gauge Railroading* (OGR) magazine, we will now have an ad in their magazine. Louis Granato III designed the ad. It will appear starting in the December issue (Run 183) and continue from there. OGR is also donating some funds to the TAMR, although the amount has not yet been determined. At any rate, this is an excellent opportunity for the TAMR as well as great publicity for OGR. As mentioned before, OGR hosts a fantastic on-line discussion forum and a great website. Go to [www.ogaugerr.com](http://www.ogaugerr.com).



## eMembership Announced

Teen Association of Model Railroaders  
Press Release: 8/28/01  
Priority: Immediate release

LOGAN, OH and GENESEO, IL – As of Monday, August 27, 2001, eMembership applications will now be accepted in the Central Region. "This new class will be a great benefit to the TAMR, especially the Central Region at the moment", stated Chris Burchett, TAMR President. "It is my hope that the ability to accept eMembership applications across the entire organization will start soon." This new class, available only in the Central Region, will be more or less a testing phase to see how everything goes. Chris goes on to say "I feel confident that it will do extremely well." Louis Granato III, TAMR Central Region Representative comments, "I am very excited about it and I second the hope that it will soon be available to the entire TAMR." The new class of membership will have the following benefits: right to vote, hold office, right to participate in conventions, a one-year subscription to the "eHotbox", subscription to the regional newsletter (produced bi-monthly in the Central Region) via e-mail and/or the Website. It is basically the same as the Regular class, except publications will be sent electronically instead of via the USPS. The dues will be \$8.00 (U.S.) annually. In addition, current Regular members will have the opportunity to log into the eMember section. This will be an extended benefit of sorts to Regular members.

The Teen Association of Model Railroaders is a 501c7 organization founded in 1964 and is run by teens, for teens.

Look for more information in future news columns, or contact the Central Region (contact information on back page). This membership class is now available. Contact the C.R. for an application or renewal form. More information is on the C.R. website, [www.tamr.org/CR](http://www.tamr.org/CR), where eMembers are able to login.

### Mini Report

New Members: None  
C.R. Conventions reported: None



# AN EXCURSION TRAIN RIDE

— By Charles Warczinsky —

**O**n August 11, 2001, my dad and I rode on an excursion train that ran through Michigan's thumb region. It was operated by the Bluewater Michigan Chapter of the National Railway Historical Society. It was setup for push-pull operation. The locomotives at either end were GP38-2s painted for Rail America, and lettered for RA's Huron



Left: HESR engine #3868 prepares to shove the train north on a side trip. The gentleman in the foreground is a photographer from the Millington Chamber of Commerce. Millington is where this photo was taken.

[All pictures were shot on August 18<sup>th</sup>, 2001. —Ed.]



Left: August 18<sup>th</sup>—Atlanta Railcar Co. car—part of the Bluewater Michigan NRHS excursion. This is the car I Charles in.

Rail baggage car, which doubled as the souvenir car; and a former VIA lounge/observation

Above: Several cars in the Bluewater Michigan NRHS excursion.

Right: Taken at Marlette, Michigan—Engine 3865 prepares to leave Marlette on an excursion sponsored by the Michigan Bluewater Chapter of NRHS.



car.

The ride lasted about two hours. We left from a town named Marlette around 800 hours, and proceeded west along the Saginaw Valley Railway (SVRY), another RA subsidiary. We traveled through a couple of small towns, but the line mainly travels through farmland. The speed limit on this line is 25 mph. After about 15

and Eastern (HESR) subsidiary. The Huron and Eastern is a short line in Michigan's thumb which specializes in hauling agricultural products. The consist was made up of 14 cars, including HESR's business car, number 424; two former Canadian National coaches; former Grand Trunk Western diner the Silver Lake; a coach lettered for Atlantic Railsystems(?); several aluminum coaches now lettered Bluewater; a former VIA



Left: Former GTW diner, SilverLake, now Bluewater Michigan NRHS 899.

minutes we came to a siding on which many cars were sitting. I took my camera out because I didn't know if there would be an engine with the cars. This guy in the aisle asked me if

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I was going to take pictures of cars. I thought he was just another passenger, and said I was waiting to see if there was an engine. He said, "There ain't no engine with my cars." Turns out he was the conductor. He stayed a few minutes and told us some stuff about the line. He said that he wishes he could have his gun out on the line with him because the deer (we have a lot of deer in Michigan) run alongside the tracks. He also is the one who told me what the speed limit on the line is. He said that sometimes when running light he and the engineer have gotten the engines up to double nickels (55 mph), however, this is illegal and they can each be fined \$7500, the railroad can get a \$20,000 fine and they can be fired on the spot if caught. I didn't get his name, but I don't know if I would print it even if I did.

Anyway, after about an hour, we

came to a small town named Vassar. Vassar is the corporate HQ of the Huron and Eastern. It also is home to a seldom used interlocking. The HESR and the SVRY are both freight only railroads, so the appearance of a passenger train is pretty big news for area railfans. Along the trip we saw many people recording the event on film. Back to Vassar, the interlocking is rarely used because the HESR owns both lines. By this time I was on a vestibule looking out at the passing scenery. I was sharing the vestibule with a crew member and his son, because his son had never been through an interlocking before. It was interesting because the crew member knew what was going on and though I had a vague idea of what was happening, his commentary was helpful. In the Vassar area there are several sidings with cars stored on them. These cars are mostly lettered for the HESR. After proceeding through the interlocking,

we went south towards our destination of Millington. We passed several more stored cars one of which was painted for a coop in Nebraska—one of those cars Pacific Western offered awhile back. It was lettered for the HESR however. We rolled through many miles of farmland, and it was evident what all those covered hopper cars we had passed were waiting for.

All too soon, we rolled into Millington. There was a festival underway in Millington, but we weren't staying for it. My mother and sister picked us up to go participate in some non-railfan activities (school clothing shopping), but not before I had the chance to take several pictures of the train. This was a very worthwhile trip, but it was expensive. The crews were also very helpful and informative. It was a lot of fun, and I got the chance to learn about one of my favorite railroads and see much of its trackage.



## ***PICTURES!***

**Tim Vermande** took all the pictures for this issue! Thanks, Tim!

They were taken at the following places:



Upper left: Danforth IL, September 13, 2001

Upper right: Ashkum IL, September 13, 2001

Left: Del Rey IL, September 13, 2001



# RAILFANNING

BY ANDY INSERRA

**W**elcome to yet another addition of Railfanning, it's always something fresh and new!

This time it is over to a neighborhood in the Twin Cities

called Midway. The idea behind the name is easy, it is mid-way between St Paul and Minneapolis. Gee, who'd have thunk? Anyway, this area is full of railroad heritage and activity, yards used to be all over the area and it was a major hub of rail traffic. Today it is home to the Amtrak depot, Minnesota Commercial's Midway yard and roundhouse, BNSF's Midway Intermodal Terminal (the very first for the railroad, built in the 1970s), CNW/UP's E. Mpls yard (recently reopened), and dual double-track mainlines.

Let's start on one end and work our way to the other. The easiest way to begin on the Minneapolis side. The best way to get here is to take I94 to Hwy 280 and get off at Energy Park Drive. From here take either a right or a left; left will get you to the CNW yard and to the milling district. This area isn't very photogenic as switching trains tend to work deep in the mills and the yard doesn't have any locomotive servicing facilities. The St. Anthony Junction is a good place for action and is on that side of the bridge. But where the trains really are is to the right (east) of 280. Here one will find themselves driving right between the dual mainlines for



BNSF C44-9Ws #4740 + 1100 at the Midway Intermodal Yard. (Snelling and EPD). 6-13-99

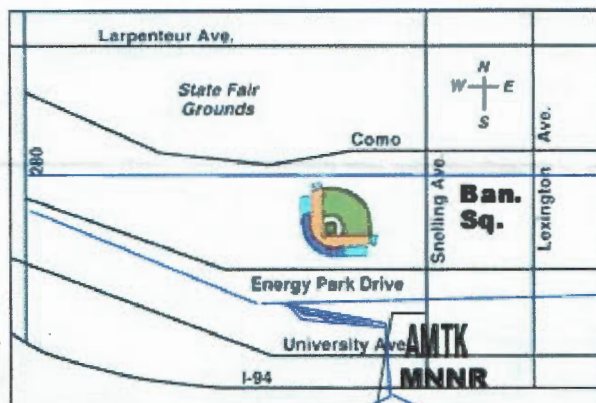
a few miles. In this area are plenty of places to park and get out and see the



BNSF C44-9Ws 4825, 1048, 942 passes by MNNR's Midway Yard (Raymond St) 5-30-99

couple hundred feet to the Pierce Butler Drive exit. On the bot-

tom of the ramp go left and then you'll pass next to the depot and roundhouse.



The dark lines are the roads, blue is rail line, lettering is approximate location of buildings. Not all lines, roads, or yards shown.

trains. I recommend going along Energy Park Drive and scouting out which views you prefer. I like to get on the Raymond St. Bridge (just south of Energy Park Drive) and watch the Minnesota Commercial switch their yard under the bridge and observe the traffic along the mainline. This mainline is host to BNSF, Amtrak, MNNR, TCW, and UP. You can just see both the CNW and BNSF intermodal yards from this point. This location is a nice one due to very large sidewalks on both sides of the bridge and plenty of parking.

Another location is father down Energy Park Drive is Midway Sta-

dium – we'll get back to that though. Keep going to Snelling. Here, to get to the Amtrak depot and Minnesota Commercial roundhouse, go south a

Back to Energy Park Drive lets continue east to a place called Bandana Square. This complex of old NP shops houses a very nice O scale layout and a hobby shop. The free parking ramp provides a nice overhead view of the other main line. BNSF, Soo, CNW/UP, and IMRL plus the occasional UP train use this line.

From the top of this ramp you can compose shots with the Minneapolis skyline in the background as well as the old railroad shops and a city park. This is a relatively unknown photo location that is actually very nice (if you don't mind sitting on top of a concrete structure, that is). When the occasional slow time comes along you can wander over to Bandana Square and see the displays there. The place is pretty vacant these days, but the model railroad is very spectacular. It is on the second level and definitely worth a visit. On the ground floor is Como Shops – a railway shop taking its name from that of the old complex it is housed

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in. Here you can buy the latest magazines and books on all railway topics. The owner is an author who specializes in GN and Minnesotan trains, if you buy his latest book he will gladly autograph (making it, as he puts it, worthless). You can also find the cure for the munchies with a few small independent food joints here, they are open when they feel like it but usually at least one is open so you can grab a drink. Not open? Head along Energy Park Drive for about a block to the stoplight at Lexington, turn right and along here you'll find a DQ, White Castle, and more. Next door to the DQ is Scale Model Supplies, the Twin Cities largest hobby shop. It is underground in the basement of a row of shops. Here you can stock up on all the things you need for your layout at home. Plus, the staff is very knowledgeable and helpful.

But back to the railfanning, you'll probably remember Midway stadium being mentioned earlier in the article. This is the home to the Saint Paul Saints, the most popular baseball team in the Twin Cities. If you're here in the summer and like baseball, this is one place not to miss. They have been sold out every night since 1993 but tickets are always available on the street, general admission is anywhere from \$2-4, seats behind the plate are around \$10. I recommend sitting in the bleachers at the end of the right field foul line. Here you will get a great view of the game plus the trains that run through the outfield and the ones behind first base. During the course of a game you can easily see over a dozen trains. UP runs coal trains with helpers on the line in back of the stadium that often pass through in the evening, TCW often runs the westbound train on the same line in the evening. Besides this, the normal trains come through, everything from intermodal

to ore trains to locals with cabooses. And the trains never go unnoticed, the ones that pass through the outfield can be seen from most every seat in the stadium and it is the busier of the two lines. Eric the crazy announcer a thing about trains, every time ones comes by he at least



BN SD40-2 7061, Oakway SD60 9087, 9021 seen from the Bandana Square garage. 5-30-99

will say the traditional "train." If it is a Soo one then it is a "Lawyer Train". CP Rail? "Canadian train", and if it is a CP light engine move, "Look, the Canadians lost the rest of their train" (especially popular if they are playing Winnipeg). Any other light engine move? "Short train." Lone engine? "Really, really short train." And the engineers and crews love the attention, local ones that know all about the Saints and will lean on the horn as they come by. You'll see the crews leaning out of windows waving to the crowds as they pass, some seem to be climbing out! This goes for both lines, even if most of the crowd can't see them they make sure they are heard. And every night at the game there is a fun theme, anything from "Get your monkey off my back - It's Planet of the Apes night!" to their spectacular 4<sup>th</sup> of July fireworks blowout. So for



BNSF C44-9W 4588, GP60M 144 at Bandana Square Sep 2000

a few bucks you get railfanning, entertainment, and a baseball game! Perfect for the railfan on a budget. Another idea for entertainment in the slow railfan-

ning times is the MN State Fair, the greatest fair anywhere. For a few bucks you can enjoy the twelve best days of summer (in late August) and pig out on anything from deep fat fried cheese curds to pronto pups, deep fried candy bars to fried catfish, and much more!

So that just about wraps it up for this installment of Railfanning, if you have questions about trains in the Twin Cities, want tips of railfanning the area, or just want to talk about trains in the Midwest, drop me a line! Either email me at: [Andy\\_Insera@tamr.org](mailto:Andy_Insera@tamr.org)



BN SD40-2 8065, CR SD70 2566, CR SD60I, SF GP60 at the Midway Intermodal Yard, 6-13-99.

Or snail mail it at:

Andy Insera  
4940 Xylon Ave N  
New Hope, MN 55428

Till next time, see you trackside!



## Improving Vehicles Part IV—Specialty Automobiles

Conducted by: Peter Maurath

**C**able ready, it's LOASSB! This month we continue the addition of specialty vehicles with taxicabs.

Taxis are a must for any urban layout, but will fit almost any background, though in lesser numbers than a busy city. They're most often found in canary yellow, though lime green, blue, and burgundy, are not uncommon choices. It depends on the company, and area. I choose yellow to make them easily recognizable as cabs, and help them stand out among the traffic.

Not much is required to modify a standard sedan to a cab. If you plan it right you shouldn't even have to do the major paintwork, as most of the vehicle sets mentioned have at least one car painted bright yellow. All that has to be done is some small modifications to finish it off.

Striping is a good place to start once the main color is done. Using black or white paint, add a thin line down the sides of your cab. If you have enough patience, you can also add a few drops to simulate the rates or company name on the doors (mostly pertains to N scale here). A lot of cab companies will two-tone their vehicle, similar to the cop cars last issue. Using a contrasting color you could paint the front and rear of the vehicle instead of striping. Be sure to avoid painting windows, and detail it as you would the other cars, with head/taillights, chrome bumpers, etc.

Once all the paint has dried, you can add the final detail, a "taxi" sign for the roof. All you need is a square section of scrap styrene, wood, or a piece of illustration board. For N scale it shouldn't be more than 1/8th of an inch long, and 1/16th of an inch wide, so painting prior to cutting is recommended. Paint your chosen material white, let dry, then cut it out, and glue right in the middle of your roof, using either Elmer's, or super glue. Don't worry about the lack of "taxi" on the sign, it won't be necessary to get the message across that it's a cab, besides it's downright impossible in N scale.

Once all your glue and paint has dried your cab is ready to hunt for fares. You can take the detail one step further if you like and add some small ads to the roof and sides, either hand drawn or on a computer. You could even model a figure chasing after a speeding cab.

That's all for this issue, be here next time, when we'll take an X-acto to some car roofs!

## Meet the Members!

*Dave Honan*

I've been a member of the TAMR since December 1999, when I was recruited by NER member Dave Mason at my former workplace—The Great Train Store in Albany, NY. Never once have I regretted joining—I've met many great folks who share a common in not only trains but other hobbies of mine (planes, music, sports, etc).



Yup, that's me!

As for modeling, my primary focus (if I ever get around to building a layout) will be to model Conrail in 1997 in the Albany area (HO scale). I already have a large motive power roster (according to the list on my computer, the number is 46), a third of which consists of Conrail, and the rest will make up my foreign-power roster. I still need quite a few engines to fill out the roster—a bunch of SD80MACs, gobs of SD60M/Is, a couple more SD60s and a few SD50s, a lot more SD40-2s (only three at this point), and a few more C40-8Ws (for some reason, there will be a shortage of those on my layout... can you tell I'm an EMD fan?). I'll probably need a couple GP40-2s and a few B23-7s for good measure. ("A few engines," I said...I need to learn how to count.)

In regards to the prototype, I don't really have a favorite railroad—as long as there are trains on tracks, I'm happy. Having said that, there are a number of paint schemes that I like—UP Wings, Warbonnets, anything in Conrail blue, and Albany Port Railroad #13.

Well, that pretty much sums "me" up. Now you can say you know *something* about Dave Honan.



# RAILROADING IN THE WHOLE DARN EASTERN TIME ZONE (OR SO I WISH)

By Dave Honan

**W**e're going broad-band and condensing to the whimsical this month, folks! Not only will I talk a bit about the end of my internship, but I'll also babble on about my trip back to The Haute and even delve into a few topics of interest from this neck of the...well, there aren't many woods here, so my column is lost before it's even had a chance to get started. Bear with me, we might reach home before the end of the shift...if not, ask Louis to call y'all a cab, maybe it'll get off the property before the tow truck needs to be called.

As anyone who actually read my column last time is aware, I spent the summer interning with CSXT's Design & Construction Office at Selkirk, NY. (For those of you who didn't read my last column, congrats, you've just won a 30-day unpaid vacation.) I can unequivocally state that although I can't define that long word I just typed, I surely know that the internship was one of the best experiences I've ever had. I met dozens of great guys who did all they could to help me in my work (or in some cases, stuff not quite directly related to work...ask what's on my dorm wall!) and who encouraged me to have fun while working.

I was able to get involved in many different projects over the course of the summer, from bridge replacements to culvert collapses to double-tracking proposals to side-track drawings...the list goes on and on. And even items that repeat themselves (such as bridges and culverts) take entirely different forms. There's something relatively simple, like the bridge replacement north of Watertown that I visited early in the

summer. NYSDOT had all the space in the world to work with and our line only had four trains on it daily.

© 2001 Dave Honan



Then you move to Catskill, where DOT is replacing the State Route 9W bridge over the River Line -- and note that 9W is one of only three major north-south roads connecting upstate with downstate. And note that the River Line handles some 30-40 trains daily. Quite the operational headache when it comes to asking for foul time! I visited the site the first two (of three) days DOT was setting steel, and was lucky enough to receive permission to bring my camera (the only time that happened all summer). The first photo above was taken from under the temporary Bailey bridge that was erected for road traffic; four of the seven cantilevered girders have been set as CSX 8667 and FURX 3004 lead a southbound manifest past the site. The next photo was taken on the second day; LMX 700 speeds a southbound intermodal through the worksite after the first long beam was set. Note the Caddy dealership in the background...with all the cars coated in dust...

Working for the railroad has its advantages, primarily in that I can go

on the property (observing all appropriate safety regulations of course) to take photographs. The first time I exercised this right was back in June, when I wandered down the access road to the west end of the Alfred H. Smith Bridge over the Hudson River and the Hudson Line; witness two light engines returning to Selkirk from Poughkeepsie. (see

© 2001 Dave Honan



next page)

This photo (next page) was taken at the yard early on August 8th, shortly before those dark clouds at left rolled in. UP 4113 is in charge of two other UP units on Q152 as the new crew prepares to depart.

Captured shortly after the above shot was this view of the Fuel Plant... practically a "who's who" gallery of 1990's Class One rail-



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roading—only SP and NS weren't represented (BN 6808 is out-of-sight beyond ATSF 655).

And although I was working so much, I did have the opportunity to get out railfanning, although I'll only share a couple photos here to save Louis a tiny bit of ink.

First up is this untraditional shot of a bunch of fellow railfans having just shot CSX 8480 on the point of an eastbound. Half of my little black zoomster is visible on the right. Note that one of the folks in the photo is TAMR member Michelle Tomlinson, piloting the video cam on the left. I've been feeling creative all summer and playing with odd photo angles, trying to find something unique that actually looks good...this is one of the few successful examples.

Next we have an eastbound stack train coming down the hill off Fullers Flyover with CSX 7352 leading. This train was running blocks behind a local that didn't even seem to be trying to get above 20 mph.

Onto more mundane things...like my three-day, 950-mile journey back to The Haute on the last weekend of August. Of course I had my scanner operating the entire trip! Friday was pretty dull until I got to Syracuse, when a westbound intermodal went over the Syracuse detector just as I was passing through the city. I'd end up hearing that train hit 3 or 4 more detectors before I-90 got too far from the Chicago Line.

Saturday was fun—just as I was



passing through Buffalo, Q109 got permission from the Buffalo Terminal DS to head west -- and the chase was on! I passed the train near the PA state line, and subsequently heard it hit the detectors at Ripley, NY, "Milepost seven five point three" (North East, PA), Ashtabula, OH, and Madison, OH.

© 2001 Dave Honan



After reaching the home of the CR's own certifiable nutcase, Peter Nartooth of Cleveland, he drove us maniacally

down to Berea to get in some railfanning. The very first train we see...westbound Q109! At the end of the evening (4 1/2 hours later), the final score was NS 9, CSX 6, and Amtrak 1. For some reason, sixteen trains in 4 1/2 hours on two double track mainlines didn't impress me.

Sunday was the real long haul, 6 1/2 hours from Cleveland to the

Haute (including three stops, one each for gas, relief, and food). Some radio traffic south of Cleveland (including two or three detectors), a flurry of traffic in Columbus (Buckeye Yard), and then pretty quiet until I hit Indy... where there were

a few blips of static before the airwaves went silent again. Actually, I did pick up a detector somewhere east of Indy, but I have no clue which one it was (and I'm too darn lazy to look it up in my timetable, so

there!).

Gee, I've been writing for the better part of an hour and a half and I've only done about two pages... I'm getting slow in my old age.

So, back to the trains. Sunday night, I went out to Wal-Mart, and decided to swing by Haley on the way there. If you can classify 3 hours of train-watching as "swinging by," I guess I accomplished my mission. I did eventually get to Wal-Mart.

I have a "new" camera—it's my grandfather's old Pentax ME Super. It's so old you have to advance the film manually. It's so old that Newton wasn't even a member yet... (Gee, I hope he doesn't read this, he might "accidentally" bump into my car with his Big Black Box On Wheels... however, if he tries and I

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see him coming, he'll never catch me!)

So, the camera. I've never used a manual camera before, so I wasn't entirely sure how to use this new contraption. I read the manual cover-to-cover twice (honestly!), took its suggestion to use f11 in bright sunlight, and then set it in auto mode so I didn't have to try to figure out what shutter speed to use. And then took the thing up to the bridge at Clinton (that photo in last month's article that you didn't read... and it's now a 60-day vacation, thanks to inflation)—big

mistake!! Turns out the thing was metering off the sky and the reflection of the sky on the river... so in every photo, the sky is perfectly exposed and the bridge is hardly visible. (This is how I spent my Mon-Wed afternoons and evenings the last week of August). I then got some tips from friends who have been shooting manuals since they were born and got some great results at Haley this past Saturday (which would be the First of September), shooting f5.6 at shutter speeds ranging from 1/1000s to 1/250s. I will now share none of these photos with you because the scanner I was using decided to start red-shifting everything it scanned, and trying to "fix" the image resulted in poor quality, so horrible that even *The Enquirer* would reject it. If I can get my hands on a good scanner, I'll share some more photos next time (see, Louis, I'm saving you even more ink!).

As I write this, my great day of Wednesday, September 05 has come to a close. I slept in, went to my

only class, and then spent 6 1/2 hours at the Clinton bridge, simply relaxing (and even doing some homework). Saw six trains, including two different V502s. In fact, through a freaky simultaneous occurrence of sunspots, air currents, draft-dodgers, and someone stepping on a butterfly, my scanner picked up

the first V502 calling the signal at the north end of the Sullivan siding...some 36 line-of-sight miles to the south!!

Also, Murphy's Law tried to put a dent in these good times, but did a relatively ineffective

job at it. Hotshot Q129 got pegged at the Summit Grove detector (MP 156.3, just north of Clinton) for a hotbox... on the first axle of the first car of the train. And it was a false alarm, much to everyone's delight. Thanks to that incident, I saw three trains across the bridge in 15 minutes! I should have photos back before this goes to press, but since I'm so darn lazy, you'll have to either visit my website to see 'em or wait until the Holiday edition.

Hey, I've got a photo challenge for y'all! See how many trains you can photograph on the following holidays: New Year's, Memorial Day, Independence Day, Labor Day, Thanksgiving, and Christmas. If Andy doesn't mind mailing out an issue of blank pages, we can even make this the subject of the next TAMR Photo Hotbox!

I've been typing so long now my keys are hitting the hard drive (think that's impossible? You try spreading things out in a laptop!) and the leaning tower of Pisa has finally

fallen over. However, the pipeline G-dubya is building from Alaska to Alexandria, VA is nearly complete, so never fear, JFK's Eternal Flame will never extinguish! I'm off to bed so I can be awake for Astronomy in the morning ("Why did the civil engineer take Astronomy? To learn how to draw circles.")...rather, later in the morning, as it's closing in on 0100.

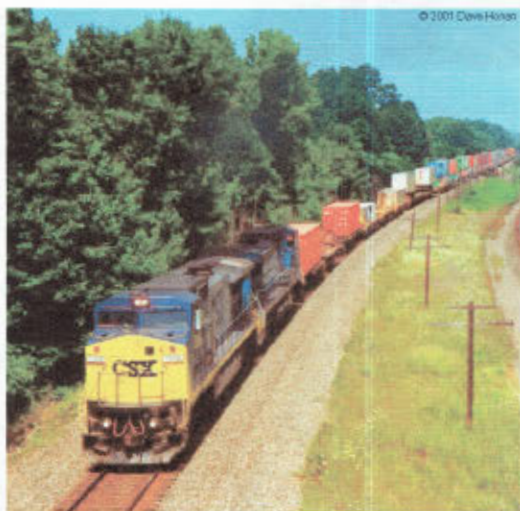
Remember to stay safe both trackside and in everything else you do—Look, Listen, *Think*, and Live!

Dave Honan is a bi-monthly correspondent who is a sophomore Civil Engineering major attending Rose-Hulman Institute of Technology in Terre Haute, Indiana. His column is supposed to focus on the various aspects of railroading around that so-called city, but as with any college student afflicted with senility, Dave is often found to be wandering far from his intended course. This disease may be a direct result of railfanning since the age of seven, although it has been postulated that overexposure to music, reading, sports, and copious quantities of hamburgers, steak, and chicken may be contributing factors.

Credit for Dave's TAMR membership must be surrendered to the NER, but the slave-drivers in power in the CR have forced Dave into actually contributing far less than his fair share of time into writing these columns (or something along those lines... the slave monkey writing this hasn't had his daily dose of orange juice). In penance for this sin, Dave volunteers half of his weekends to the Haley Tower Historical & Technical Society, where he has single-handedly done absolutely nothing to improve his grades in school. However, ignoring the regulations set for the slaves, Dave has made a number of good friends in the Society; his punishment (other than the nickname "Junior") has yet to be determined.

As a hardly-working slave, Dave enjoys being abused, and us slave monkeys love to see the credited writers get smacked around good and hard. If you would like to abuse Dave, you can do so by pen, byte, or voice: Dave Honan, CM 1536, 5500 Wabash Ave, Terre Haute, IN 47803; [David.Honan@Rose-Hulman.edu](mailto:David.Honan@Rose-Hulman.edu); 812-877-8669. Strangely, for a slave, Dave possesses some miniscule bits of knowledge that, if threatened, he will quickly share (if not threatened, Dave has been known to simply scratch himself and eat peaches).

- Slave Monkey #4104





**Teen Association of  
Model Railroaders  
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*Top Seven choices for Newton "official TAMR chauffeur"  
Vezina's next ride, along with his probable responses*

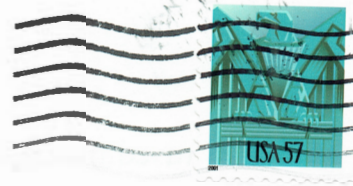
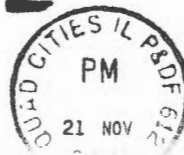
Cut from the latest congressional bill by Peter Maurath

- #7. 1959 Cadillac Eldorado convertible.  
"Lots of room for the crew, but what a gas hog!"
- #6. 2002 Chevy Corvette.  
"Hot car, but can it handle those rough railfan roads?"
- #5. 2002 Mercedes Benz S55 AMG.  
"Luxurious and fast, but my bumper stickers would clash."
- #4. 2002 GMC Yukon Denali.  
"Fancy, but small, and cleaning gum outta leather? - No picnic!"
- #3. 2002 Ford Excursion.  
"Very nice, but still a little cramped."
- #2. 2002 Kenworth semi-tractor, with sleeper cabin and 92' trailer.  
"Lots of space, but try to parallel park that sucker."
- #1. 2002 Prevost Marathon H3-45 Tour Bus  
"Perfect. Roomy, luxurious, and any unruly guests can be locked in the luggage compartment."



**THE PILOT**

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



60076/2806

