

The Pilot

Editor Chris Burchett

Issue No. 2

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Message From The Central Region Rep. -

Things have been going good for the Central Region lately. I received an e-mail from Lewis Ableidinger (Great Plains RBU leader) a couple weeks ago talking about the meet that he had. If I remember right, 3 other people showed up, making a count of 4 attendees!! A few more activities are planned out in North Dakota, but that will be shown in another article. A *Valley Flyer* convention preview video has now been released!! If you would like a copy of it, please send \$5 to: Newton Vezina, 76 Roy Street, Springfield, MA 01104. A new series will be starting this month on the Hocking Valley Scenic Railway's line and also CSXT's line from Columbus to Toledo, OH about the history of these lines. The Central Region has a new website located at <http://meltingpot.fortunecity.com/tenison/566>. All those on the internet should check that out!!! We also have gotten six new members this month!! Welcome Nicolas P., John D., Andy I., Richard K., Paul B. and Mike H.!!!! ***

1999 *Valley Flyer* Regional Convention -

This is what is planned for the *Valley Flyer* so far:

1. - Tour of my "HO" layout;
2. - Railfan Athens via bike trail;
3. - Railfan Portsmouth, Lucasville, Circleville, Chillicothe, Columbus, Marion, Galion, Crestline, Cleveland;
4. - Ride the Hocking Valley Scenic Railway all day, with possible cabride. *Note - The cabride has not yet been confirmed.*

The convention date is still set for May 31st to June 5th. On Wednesday (June 2nd), we will have a fun day. Since that day is usually a "dead" day with the railroads, it will be set for a day of mini-golf, video games, layout operating (as it will be every night, layout that is), video games, etc.*** (Page 1)

LOASSB

Conducted by Peter Maurath

ARTICLES

If you would like to submit any articles, please either e-mail me at TAMRcentri@hotmail.com, or snail-mail me at-

Chris Burchett

30150 ILesboro Road

Logan, OH 43138 -

I would be most grateful if you sent in any articles!! It can be about anything like your layout, railfanning trip you took, info about an RBU meet, ANYTHING!!!! The deadline for articles will be on the 15th of every month. That way the *Pilot* can get sent out in a timely fashion. Thanks!!!***

Great Plains RBU To Have Spring Convention

By Lewis Albeidinger

The Great Plains RBU (Regional Business Unit) will be having a Spring Convention April 10-11 at Kensal, ND. On Saturday (10th), attendees will railfan the BNSF (exNP) mainline. That night, there will be a tour of my "HO" scale Dakota Railways, and we will be watching videos of past TAMR events...hopefully the Green Mountain Flyer! On Sunday (11th), we will once again be railfanning BNSF on the NP line, but in different locations. For more information, contact Lewis via e-mail at soo201@hotmail.com, phone (701)435-2971 or snail-mail him at:

8746 4th Street SE
Kensal, ND 58455

Plan to have fun at this convention, as it will be another great one directed by Lewis!!!***

In this month's issue, we kick off a three to four part series on "spaghetti noodle" and its main uses besides a pasta dish. Starting the series will be the N scale streetlamp. For material, any inexpensive spaghetti noodle or angel-hair pasta will do. You can find a package of it at your local supermarket for a buck or less, giving you enough to last a few layouts. Now the techniques I describe will be for N scale, though if necessary, you can easily transfer this to other scales.

There are two different designs for the streetlamp, the first is a two piece design (Fig 1), the second, a one piece, curved version (Fig.1). Since the curved is slightly more complicated to build, we'll start with the simpler two piece. To begin, take a strand of noodle and paint it in the color you'll want the finished lamp-post. For mine, I chose flat black. Next, cut two sections, the first 1 1/2in. or 3.8 cm, the second 5/8in. or 1.6 cm. These two sections will make up your pole and arm. The arm section may need to be longer or shorter, depending on how wide a street you plan on lighting. Once cut, glue the arm to the pole as shown in Fig. 2. Elmers glue works well, but for extra strength and quicker setup, I use ACC (super glue).

Once the joints are dry, we'll add the light to the arm. This is constructed out of either a small square of thick styrene or illustration cardboard (a heavy matte cardboard sold at art supply stores; cheap!). Once cut, glue to the arm (Fig. 2) and let dry. Now if you want to add a bit of realism, you can add the optional base. This is made either out of styrene or wood, square doweling and attached same as the light except it will be at the base of the pole (Fig. 2). After the assembly has dried, apply the same paint used on the noodle to the light and base. Once it's dry, you can apply some street-signs if you like, for added realism and then put it to work on the layout, making sure your citizens can see that next curve up ahead. I'm all out of space for this issue. Stay tuned, when next issue we'll continue the series by building the high-tech advanced noodle light!!

Bill of materials: spaghetti noodle, illustration board, (1/16") (2cm) wood/styrene square rod, Testors acrylic flat black, Elmers White Glue or Super Glue.*** (Page 2)

HOCKING VALLEY RAILWAY HISTORY - PART ONE

BY CHRIS BURCHETT

This month we begin a 2-3 part series on the history of the Hocking Valley Scenic Railway. This will continue till just a little bit past the regional convention. I thought it would be nice (and mom suggested too) to do a series on the history of the HV line, as we will be riding the Hocking Valley Scenic on June 5th. First, an overview of railroad activity, then the actual history.

There were two major periods of railroad construction in Ohio prior to the Civil War. Between 1836 and 1850, very little construction was completed; but from 1850 to 1860, the railroad mileage increased 700%. The first began with the Erie and Kalamazoo Railroad in 1836, the first railroad in Ohio. By 1850, there were only a little more than 300 miles of track being operated in Ohio, and the greater portion of this mileage was on the Mad River and Lake Erie, which in connection with the Little Miami Railroad, established through railroad transportation between Lake Erie at Sandusky and the Ohio River at Cincinnati in 1848.

The history of the railroad built through the Hocking Valley is the story of a long and diversified struggle to triumph over obstacles, opposition and financial difficulties. A great many men aided in its growth, but Milbury Greene stands out as the person primarily responsible for the road's early success. Greene, born in Maine, came to Central Ohio in 1851 at the request of Archibald Kennedy, Chief Engineer of the Marietta and Cincinnati Railroad. Greene had been successfully involved in railroad construction in the New England states and was awarded a contract to build the Marietta and Cincinnati to the Ohio River at Scott's Landing and then on to Wheeling. Lack of sufficient revenue operation forced the M&C to suspend all construction in April 1854 at a point just east of Athens (not Greece!). Shortly after this, the construction company of which Greene was a part, disbanded. During his stay in Ohio, Greene made influential friends including E. H. Moore, who was one of the largest stockholders in the Saline Salt and Coal Company and President of the First National Bank of Athens. Under his advice, Greene invested in salt well property near Salina (now Beaumont) on the Hocking Canal. One of the first tasks he faced in the Fall of 1854 was providing reliable transportation to service his mining operation.

In March, 1854, Benjamin Latrobe, of the B&O surveyed a route from Parkersburg, WV, up the Hocking River through Athens to Lancaster. His report discouraged construction of a railroad extending into the sparsely populated Southeastern Ohio hill country. This survey did not discourage Greene, who set out to make his own survey heading north by buggy and, often, on foot. The only other means of public conveyance between Valley towns was a horse hack, owned and operated by Ferdinand Rempel of Logan. Leaving Athens in the morning, it would arrive in Lancaster the first day and Columbus on the second.

Before Greene could complete any arrangements, the Civil War (or War Between the States) put a hold on the project, but not on preparations. In 1864, Greene, along with William Cutler, John Mills, Douglas Putnam and E.H. Moore, appeared before the Ohio Secretary of State on April 14, to incorporate their railroad. The certificate stated, "We the undersigned, do hereby certify that we have associated ourselves into a company under the name of the Mineral Railroad Company for the purpose of constructing a railroad from Athens, in Athens County, thence running through the counties of Athens, Hocking, Fairfield and Franklin to the City of Columbus in said Franklin, all in the state of Ohio and with a capital stock of one million, five hundred thousand dollars." Greene's plans to begin grading between Athens and Nelsonville in October of 1864, were delayed due to conference with Greene and a Columbus group who had been planning since 1852, to construct a railroad called the Columbus and Athens. This group consisted of Thomas Ewing, William Neil, Peter and William Hayden, Benjamin Smith and Francis Sessions, all of whom owned businesses in the vicinity of Logan, Haydenville (Peter Hayden founded Haydenville, hence the name), Nelsonville (founded by Daniel Nelson, who moved from MASS) and Straitsville (which now has "New" in front of it). Their motivation was similar to the one which beckoned Greene to build the Mineral Railroad.

We'll stop there until the next issue. Hope you have enjoyed the series so far!! Until next time!****

Photo Time!!

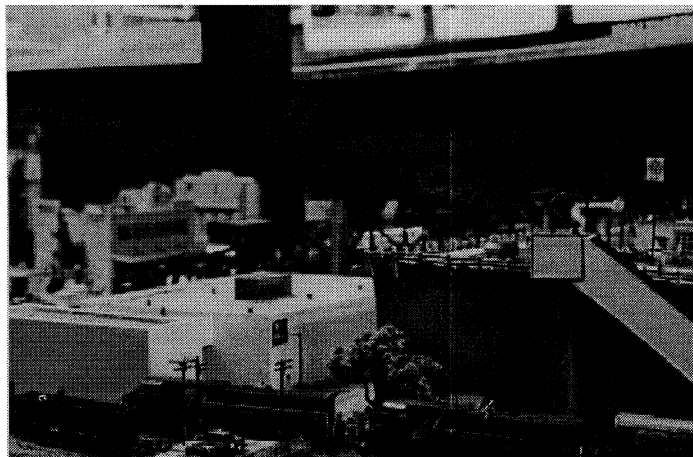
This is where TAMR Central Region members can show off their photos, whether it be the most recent, or the latest!! E-mail or snail-mail your photos to me!! If snail-mailed, I will send them back upon request. Sooo, here are some photos!!!



HVSR's main train shut down for the night, during the last Santa train weekend. Photo by Chris Burchett



Conrail SD70MAC 4142, built to CSXT specs, seen in Galion, OH. Photo by Chris Burchett.



Peter Maurath's N scale "Penn Central in the '90s" layout. Photo by Peter Maurath.



N&W Class A #1218 moving through Circleville, OH, in 1991. Photo by Debbie Burchett.

central region news

The CR has recently acquired a small N scale layout measuring in 2 1/2 by 5ft. It is actually my own layout, which was donated, but it will be used for touring at shows to promote the TAMR. It also has folding table legs, making it easy for transporting!! As you saw in my message to you, we have received six new members. This is an exciting time for the Central Region, which means we're growing!!! To our newest members: I hope you all enjoy the TAMR and have fun with it, as that is what it's intended for!! Not much else than that. Will keep you posted!!!!***

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Top Seven Perks As a TAMR Member

By Peter Maurath

7. With membership card, 1/2 off next purchase from Larry's Spa World;
6. Private parking space in corporate H.Q. garage;
5. Name automatically removed from Publisher's Clearing House Sweepstakes;
4. Chuck Zehner calls once a year to thank you personally for joining;
3. Given security clearance, Level 9, at most government facilities;
2. Toll booth ladies on Ohio Turnpike let you pay in pennies;
1. You get up in the morning with a smile on your face and a spring in your step.

Save Pullman!

By Chris Wagner

I'm sure many of you have heard of the Pullman Company. Perhaps some of you have even ridden in a Pullman Sleeper car.

On December 1, 1998, an arsonist set fire to the clock tower and factory complex where all passenger cars were manufactured. It was also the Pullman headquarters and factory in Chicago from 1880 until 1982. The centerpiece of this famous factory complex was the Administration building, with it's 160 foot clock tower and adjacent 700 foot long north and south erection buildings.

The residents of the Pullman community looked on in horror as the fire swept through the century-old buildings, leaving behind a mere shell of parts of the structure. However, preliminary reports by engineers, indicate that the 1880 buildings can be rebuilt and restored to the original condition.

Here is where you can help. In order for the buildings and landmark to be restored, Pullman needs your support. While Pullman is asking for a tax-deductible contribution, they are also looking for signatures on a petition to prove there is an interest in this important piece of railroad history.

I encourage you all to sign the petition and/or write to government officials. I have a copy of the petition, or for more information, you can call Pullman-Chicago at (773)785-8181

*Help Save Railroad History!******

FIGURE 1

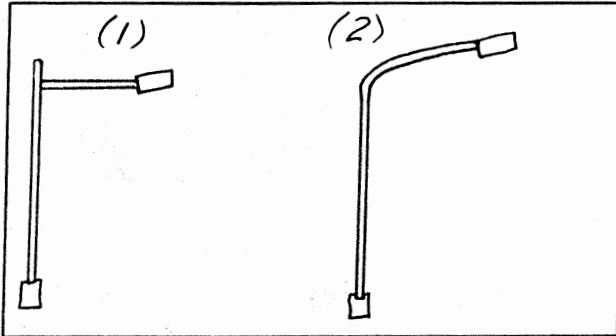
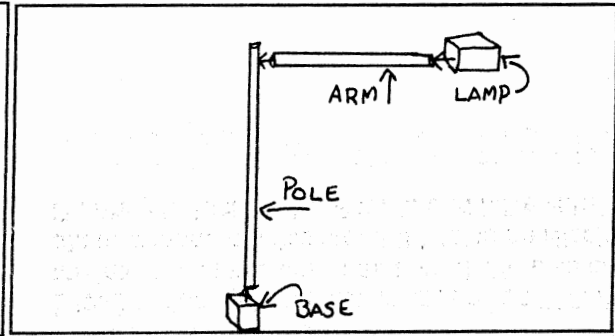


FIGURE 2



LOASSB Drawings

Page 2

CEDAR FALLS COMMUNICATIONS
30110 ILESBORO ROAD
LOGAN, OH 43138



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