

The Pilot

Editor Chris Burchett

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Message From The Central Region Rep. -

I recently received another e-mail from Lewis Ableidinger saying that the first Great Plains RBU convention was a success!! He said that he and two others (one is potential member!) had a lot of fun watching videos, railfanning and layout operating! Great job, Lewis!! I hosted a mini-convention myself in Cincinnati, Ohio in March. There were four attendees that included: myself, my parents and Bryan Malone. Activities included layout "tours" at the G.A.T.S. (Great American Train Show, which we had a table at), railfanning Tower A (located in Cincinnati Union Terminal) and Erlanger, Kentucky. Had a lot of fun, and if you'd like a copy, just e-mail me or snail-mail me. Please send \$5, as that will cover shipping costs. The regional convention is also nearing very fast!! A registration form is enclosed in this issue of the *Pilot*. Please fill that out if you can come!! Parents invited too!!!!***

Table of Contents:

How to Improve..	Page 2
LOASSB	Page 2
HVSR History	Page 3
Photo Time	Page 4
C.R. News	Page 4
Valley Flyer..	Page 5
Top Seven	Page 5

LOASSB

Conducted by Peter Maurath

ARTICLES

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

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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 two months. That way the *Pilot* can get sent out in a timely fashion. Thanks!!!***

HOW TO IMPROVE HO SCALE HORN-HOOK COUPLERS

BY RICHARD A. KREBES

While I'm going to be converting my HO scale trains to magnetic knuckle-couplers, I've developed a simple way to improve the horn-hook coupler. It has worked very well for me.

Simply remove the uncoupling pin using a pair of nippers or a hobby knife. Without the pin, one won't need to worry anymore about their horn-hooks hitting a frog at a crossing or switch and causing a mishap. If using a hobby knife, remember to have the coupler resting on a piece of wood on a level surface and **be careful**. Slice through the pin as close to the coupler as possible, but be alert: the pin **could go flying**. If using a pair of nippers, hold the coupler by the shank over, and a minimum of fuss. Remember to cut as close to the main couple as possible too and **be careful!**

It's a little unconventional, but simple!***

Welcome back! This issue we'll build the more advanced, modern noodle streetlamp. Though it may be more advanced, this noodle lamp is a cinch to build once you get the hang of it. To start, let me advise you that we will be working with open flames, and make sure you take all necessary precautions and get permission before striking a match or lighter. I don't want to lose any of my readers!

We'll begin by cutting a long section of noodle, longer than the combined length of the arm and pole of the finished lamp. Next comes the part that will take a little practice. Hold the noodle over a heat source (I use a small candle in a candlestick; please be careful when working with an open flame!!) approximately two inches above. Within a few seconds, the section directly above the flame will begin to cook. As soon as it does, bend it to the angle desired and get it out of the flame. This whole process, with practice, should take no longer than five to ten seconds, otherwise the noodle will burn up.

Once cooled (and the candle is blown out), you can trim the streetlamp to the correct height, and reach of the arm you want. For my layout, they measured 1 3/4" or 4.2cm tall, with a reach of 5/8" or 1.7cm. In case you're wondering, I made these lamps slightly taller for my downtown scene, than the streetlamps in the previous issue. Once trimmed, add the light (illus. brd.) and base (wood or styrene square strip) same as the two piece streetlamp in the last issue. Then paint.

For an advanced streetlamp that wasn't too difficult. What's even better is the many other applications for bendable noodles. Add some piping to a tank farm or even some details to structure. But please try not to set yourself on fire. That's all for this issue! Join me next time when we'll take on building traffic lights for N scale, as **Noodlemania** continues!!

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

HOCKING VALLEY RAILWAY HISTORY - PART TWO

BY CHRIS BURCHETT

Hello again!! This month we start Part Two in the Hocking Valley Scenic Railway History series! We will be getting into the start of the Columbus, Hocking Valley & Toledo Railway (aka - Hocking Valley). So, on with Part Two!!!!

The Columbus group made a strong argument that Columbus would be a better outlet for products of the valley than Athens. At this time, Columbus was developing a manufacturing center and it also had railroad connections to Cincinnati, Cleveland and Pittsburgh. These arguments impressed Greene and resulted in a meeting between Greene and the Columbus group on November 13, 1865. As a result of this meeting, they agreed (1) to organize a railroad company which would own and operate a line from Columbus to Athens, with projected branches extended into regions known to be underlaid with minerals; (2) the name would be changed from the Mineral Railroad to the Columbus and Hocking Valley Railroad; (3) Milbury Greene would be named Vice President for life with full control over construction of the railroad; and (4) construction would commence southward from Columbus at once.

1866 was spent in financial planning and the process of raising the necessary funds to start the construction work. On May 23, 1867, the contract was let to the Dodge Case and Company to build the entire line and have it ready for rolling stock within 18 months. They were to do all grading, masonry, bridging, turntables, water stations and cattle guards for 75.26 miles of main track and 8 miles of sidings for \$800,000 in cash and \$865,000 in bonds or about \$21,900 per mile.

The ground breaking took place in Columbus on June 5, 1867. On June 26, 1867, the Franklin County Court of Common Pleas consented to the Mineral Railroad becoming the Columbus & Hocking Valley Railroad Company. On June 25, 1868, the C&HV's rails reached Groveport. Construction proceeded to such an extent, that on July 16, 1868, an engine and car was run over the newly completed track within sight of Winchester (now Canal Winchester). Rails reached Lancaster on September 16, 1868. The first passenger train to Lancaster left Columbus at 7:00am on November 6, 1868. Daily trains, both freight and passenger, were inaugurated

on January 20, 1869 between Columbus and Lancaster. The road reached Logan on May 11, 1869 and regular service to Logan commenced August 28, 1869. The first freight train from Nelsonville arrived at Columbus on August 17. It consisted of twenty-two 12-ton cars of coal and fifteen of these cars were destined to Chicago. Passenger service to Nelsonville began September 17, 1869, with stages connecting for Athens. The first passenger train over the entire 75.26 miles of 56 pound rails arrived in Athens on July 25, 1870. Thereafter, trains departed Columbus for Athens daily at 8:10am and 3:55pm. The C&HV immediately proved itself to be a considerable improvement over the canal.

The Straitsville branch from Logan to Straitsville was completed on December 6, 1870 and the Monday Creek was completed in 1880. These branches reached the major coal deposits in the Nelsonville area and fulfilled the goal of Greene in providing reliable transportation for the products of the Valley.

While the C&HV was developing, Greene, along with other influential Columbus men in 1867 were planning a railroad north from Columbus to service Chicago and Northern Ohio markets. The cost of shipping Hocking Valley coal seemed almost prohibitive to the mine operations and to the closely knit Columbus men who owned most of the mines and controlled the C&HV. Construction of the Columbus & Toledo Railroad began August 17, 1875, the interval from 1867 being taken by surveys and financing arrangements. The railroad opened for business between Columbus and Marion with four passenger trains and two freight trains on November 1, 1876. Track was completed to Walbridge on November 26, 1876 and formal opening for traffic occurred on January 10, 1877 with the first passenger train. Regular freight and two passenger trains began running the next day.

Well, I think we'll stop right here for now. Sorry to cut you away from this fascinating story, but we'll start next month with Part Three!! Join me next time!! Until then...***

Photo Time!!

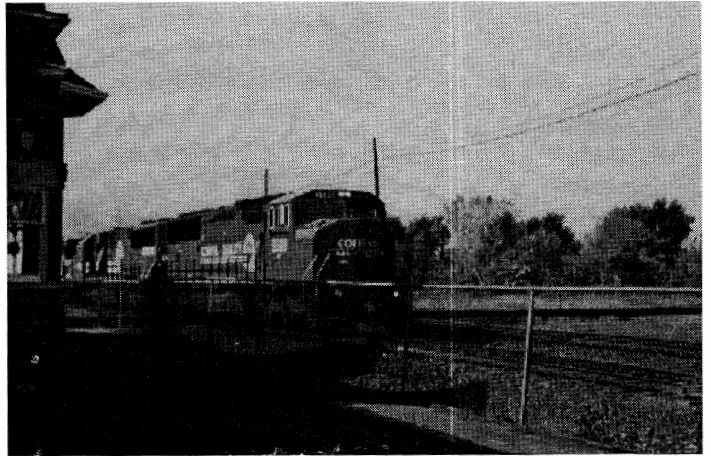
This is where TAMR Central Region members can show off their photos, whether it be the most recent, or the latest!! E-mail or snail-mail your photos to me!! If snail-mailed, I will send them back upon request. Sooo, here are some photos!!!



Picture of Chris Burchett (left) and Newton Vezina (right) at a mini-convention hosted by Chris last October. Photo by Peter Maurath



CSXT AC4400CW #274 seen just outside of Chillicothe, Ohio. Photo by Chris Burchett.



Conrail 5588 leading a TV (TrailVan) train through Marion, Ohio at Marion Union Station. Photo by Chris Burchett.

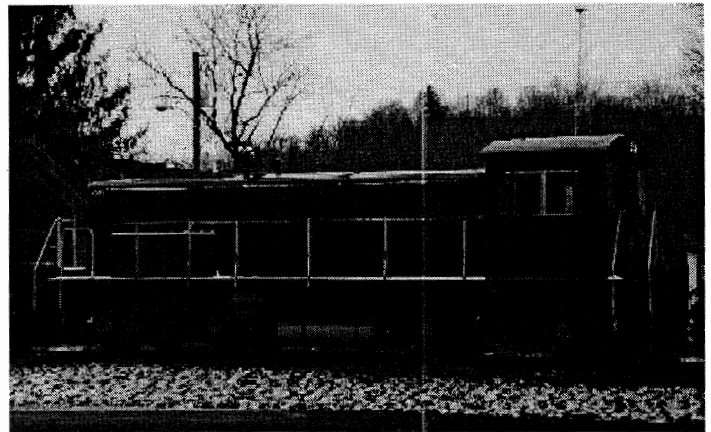


Photo of HVSF Baldwin #4005 in Nelsonville during winter. This engine was acquired from the US Army. Photo by Debbie Burchett.

central region news

Not much has been going on lately, besides the fact that Lewis hosted a fabulous convention, that I wish I could have gone to!! Next issue will have the "aftermath" of the long-awaited *Valley Flyer* regional convention.***

The 1999 Regional Convention Valley Flyer

Info about the convention

First off, I would like to invite everyone (including those outside the region) to the *Valley Flyer* 1999 regional convention!! There are a lot of activities planned for this convention, so fill out the registration form, bring some extra money and plan to have fun!! If anyone would like to host a clinic, please let me know before May 17th. Thanks. By the way, the schedule is subject to change at any moment.

Monday, May 31st - Start out from Logan (home-base) and head for Sciotoville, Ohio. Railfan Sciotoville, then work our way up the Scioto River, railfanning both CSXT and NS all the way to Columbus. Head home from Columbus. Make a hobby shop stop before going home. Watch videos, layout operating and video games.

Tuesday, June 1st - Head to Nelsonville to ride our bikes to Athens (not Greece!) and railfan Conrail (to be NS that very day). Pay our respects to Conrail, then head home afterwards to do same stuff previous night.

Wednesday, June 2nd - Fun day!!! Play video games, watch TV, layout operating, miniature golf and other fun activities!! Reason no railfanning is that train activity is usually low that day. Pizza party that night!

Thursday, June 3rd - Head to Columbus and start railfanning the new CSXT line (exCR). On the way, we will make another hobby shop stop and try to railfan the Indiana & Ohio Central. From Columbus, we head on to Marion, Galion and Crestline. Layout tour of the Marion Railroad Club's layout. Also railfanning Bellevue and going through museum there. Head home and hopefully do stuff as were done previous nights.

Friday, June 4th - Make a straight-line run to Cleveland and Berea. Railfan Berea first, then head to Peter Maurath's house. Tour of his layout and then railfan and make some hobby shop stops. Head home that night.

Saturday, June 5th - Head to the Hocking Valley Scenic Railway. Split into two groups and one will railfan the HVSR, and the other will ride the first trip. Then, we switch. Group A that was riding, will then railfan and Group B will ride second run. After all this is said and

done, everyone may return to their own homes, but you may also stay for the post-convention, which is the next day.

I will try to reserve the combine, but I will need the registration forms very quickly. Family members are welcome to come as well!! We can try to set up a shuttle service late Sunday or early Monday, but will, again, need the registration forms in ASAP. Activities around the area include hiking, antique shops and much more! Lodging will be at my house, but there are also hotels/motels and bed & breakfast places around.

Lodging:

*AmeriHost Inn.....(740)385-1700 Logan
Inn Towner Motel.....(740)385-2465 Logan
Shawnee Inn.....(740)385-5674 Logan
*Inn at Cedar Falls.....(740)385-7489 Logan

An asterick (*) indicates highly recommended.

The Inn at Cedar Falls is located nearby the house, but there is plenty of room here at the house. Just please bring your own bike and a sleeping bag, as we only have one guest room. Directions and all necessary info will be sent out if you send in your **completed** registration form. Well, that's it here. Hope to see you here for the *Valley Flyer* regional convention!!!***

Top Seven Things Cut Out of the 1998 Convention Video

By Peter Maurath

7. That little "incident" with the railroad police;
6. Board members line dance at the Subway restaurant;
5. An actual sighting of Elvis;
4. Every Penn Central train;
3. Any reference to Penn Central at all;
2. Bo the TAMR Wonder Dog mauling a Texaco clerk;
1. When the Board of Directors meeting turned ugly.*****

TAMR 1999 CENTRAL REGION CONVENTION

Registration Form

This form is to be completely filled out, and mailed back to Chris Burchett, 30150 Ilesboro Road, Logan, Ohio 43138 or faxed back at (740)385-7375. Thank you.

1. Name: _____
2. How many will be coming? Circle One. One Two Three Four or more.
3. Will you be bringing your bike? Circle One. Yes No

Hocking Valley Scenic fares: First Run.....Adults \$6.50 Children \$4.00
Second Run.....Adults \$9.50 Children \$6.50

Which run do you prefer? Circle One. First Second

On this day, the group will be split into two groups. One will ride the first trip, and the other the second run. Note; the second run goes 22.5 miles round trip, and the first goes 12.5 round trip.

4. When will you be arriving? _____ day
5. Will you be coming with your family? Circle One. Yes No If no, will you be driving or riding with someone? _____

Bellevue Museum fares: \$5 - \$10

Please bring extra money, aside from the HVSR trip and the Bellevue Museum. You might see something you like, and also, bring money for pizza. Lodging fares are free when staying at my house (of course!), but if you are coming with your family, a hotel may be better suited for you. Anyway....hope to see you here in Logan at the Valley Flyer!! Necessary info will be sent out to you if you send this in.