

# The Pilot

Editor Chris Burchett

Issue No. 5

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## Message From The Central Region Rep. -

We have received a new member this past month!! His info is located in the "CR News" section, so be sure to check that out and tell him hello!! Also, please keep sending in those articles!! And if you send in photos, I will send them back to you upon request. Always glad to hear from you, the members. If you have something to bring up for the Board of Directors (BOD), let me know. I am here to serve all of you. One more thing, if you would like to become a Regional Business Unit (aka-Division) director, please contact me. My address and e-mail address is located under the "Articles" section. RBU positions that need to be filled are the Great Lakes, Heartland, and Hiawatha. Great Lakes RBU - OH, IN, MI, KY; Heartland RBU - IL, KS, MO; Hiawatha RBU - IA, NE (or NB), WI.\*\*\*

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# Articles

If you would like to submit any articles, please either e-mail me at [TAMRcentrl@hotmail.com](mailto:TAMRcentrl@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 two months. That way the *Pilot* can get sent out in a timely fashion. Thanks!!!\*\*\*

## LOASSB - NOODLEMANIA PART 3: TRAFFIC LIGHTS

BY PETER MAURATH

Hello, and welcome to part three in our ever-expanding exploration of the amazing spaghetti noodle. This issue, we'll tackle traffic lights in N scale (yes, N scale). Now, these lights are non-operational because unless the traffic moves every time the light changes, what's the point of them working anyways? They do require some patience to assemble, but if you take your time, and follow these steps, the end result will be a true-to-scale traffic light at home on any urban or even rural layout.

Since traffic lights need something to direct traffic from, we'll build the support poles first. They are built similar to the two-piece streetlamp I described a couple issues back with just one added detail - a mounting plate between the arm and pole (Fig. 1). Start by cutting the two sections that will make up the support pole. The first, the pole, will be 1 3/8" (3.8cm) tall. The second section will depend on the width of the street; a four lane street will give you an arm length of 1 1/4" (3.1cm). Also cut a base 1/8" (3mm) tall, out of 1/16" (2mm) wood or styrene square strip. Finally the mounting plate - a 1/16" (2mm) square of cardstock.

For assembly, start by gluing the mounting plate to the near-top of the pole (Fig. 2), using either ACC (super glue) or white glue. Once dry, glue the arm section to the mounting plate (Fig. 2). To finish your traffic light pole, add the base to the bottom of the pole section. And once dry, paint the desired color; I chose flat black, though I've seen them out there in silver, aluminum, green, etc.

That covers the basic design for the traffic light pole, though there are many other variations and uses. Try a pole with two arms, for a four-way intersection, or use the arm to support overhead signs, instead of traffic lights. Or better yet, combine a streetlamp with the traffic light pole; there's no limit to what you can come up with! That will wrap it up for this issue. We'll save building the traffic lights 'til next time, since I'm gonna need all the space I can to tell you how to build them. Until then, put those traffic cops in overtime!!\*\*\*

## HOCKING VALLEY RAILWAY HISTORY - PART FOUR

BY CHRIS BURCHETT

Hello one last time!! This month we're going to wrap up this series. We started off with the creation of the Mineral RR and the C&HV. Now we're up to the HV, which will stay that way until it's merged out of existence. I truly hope you've enjoyed this series, and have learned a little bit of Southeastern Ohio railroads (also Ohio railroads in general). So, on with the last part of this series!!

The various financial manipulations taken during the 1880's, resulted in the CHV&T being placed into receivership in January of 1899, and the road was auctioned off on February 24, 1899.

The Hocking Valley Railway Company obtained its charter the day after the sale, and took possession of the property on March 1, 1899. In December of 1899, the Hocking Valley acquired ownership of the Toledo & Ohio Central, which included control of the Kanawha (pronounced Ku-naw) & Michigan.

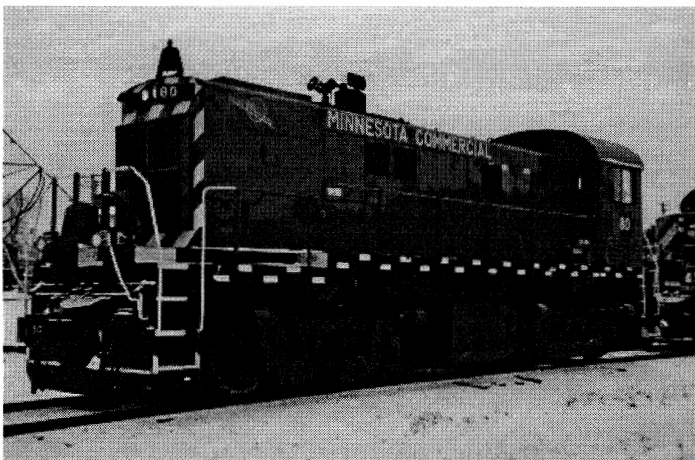
In the early 1900's, the Chesapeake & Ohio Railway acquired a minority interest in the HV, and in 1910, increased its holdings to a point of control on the line. On March 22, 1910, the C&O assumed operation of the HV. This control, plus half interest in the K&M, gave the C&O a direct outlet for its coal to the Great Lakes. This lasted until 1914, when the courts ruled that the C&O's ownership of the K&M stock was a violation of Federal Antitrust Laws. The C&O sold its shares of K&M to the T&OC. The C&O's 191 sales of its K&M stock to the T&OC, meant that the New York Central was in charge. Needing a new route to the Great Lakes and wanting an independent line to reach the Hocking Valley, the C&O incorporated the C&O Northern on May 22, 1914. By  
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1917, the road was completed to a point near Waverly, where, by agreement with the N&W, it connected and operated over that road to Valley Crossing (Near Columbus. This point still retains the name.). This permitted the C&O to handle its own lake business from the coal fields to the Lakes. However, the agreement with a competitor railroad unsatisfied the C&O, and after World War I, the C&O organized the Chesapeake and Hocking Railway to construct a line from the N&W connection just north of Greggs to Columbus, to give it its own railroad from the Ohio River to the HV. This line was completed and operations started on September 26, 1927 (72 years ago).

Effective April 1, 1930, the C&O took over all properties of the Hocking Valley. Thus ended the Hocking Valley Railway, as it became the Hocking Division of the C&O. The line from Columbus to Toledo is still owned and operated by CSXT, while the rest south of Columbus to Logan and points on south, has been abandoned. The Indiana & Ohio Central Railroad operates the line from Columbus to Logan and the Hocking Valley Scenic Railway operates the line from Logan to Nelsonville. The rest is all gone, except for a couple miles in Gallipolis.\*\*\*

## 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!!!



Minnesota Commercial RS23 #80 sits in a yard on a cold, snow-covered day. Photo by Andy Inserra.



TAMR Valley Flyer convention attendees are getting ready to take pictures and video shots of an oncoming CSXT train. (L to R: Chris Burchett, Newton Vezina, Peter Maurath and David Burchett (Chris's dad). Photo by Debbie Burchett.



CR C40-8W #6194 and sister Dash-8 lead a westbound general freight train near Sandusky, OH toward Toledo, OH, while another Conrail freight flies east. Photo by Debbie Burchett.

## central region news

New member's info: Louis Granato III, 931 Robin Ct., Geneseo, IL 61254; Phone # - (309)944-5961.

Write or call Louis and make him feel welcome. Welcome aboard, Louis!! Glad to have ya!!

Region membership count - 40\*\*\*

# Convention News

**Great Plains RBU:** The Great Plains RBU will hold its fall convention in conjunction with *CTC Board Magazine's* "Day in North America," and the Spud Valley Train Show, on October 23 and 24, 1999. On the 23rd, we'll be railfanning in the same spot around Fargo, and on the 24th is the train show. If you're interested, contact Lewis Ableidinger via e-mail at [soo201@hotmail.com](mailto:soo201@hotmail.com) or snail-mail at the following address: Lewis Ableidinger, 8746 4th Street SE, Kensal ND, 58455.\*\*\*

## Railfanning Part 2

By Andy Inserra

This is a special edition of "Railfanning," covering some of the tours of the NMRA convention in the Twin Cities this past July. Enjoy!

**Independent Loco Service** - Lots of locomotives in various conditions of repair. Oddities include 2 RaiLink BL20's (1 in primer, 1 painted (#2122)), both now in Canada. Their SD9 (#1384) was on-hand in a new coat of SOO maroon and gold paint. Lots of PNCX SD40's (#3026/64/13/11/21/12) plus various units like ex-SOO SW1200 #1200 and SW9 #2117, a SW1 (ILSX #904), DLSX SW9 #006, a ex-VIA F9B (ILSX #6615), ex-Amtrak SW8 #750, SOO MP15AC #1558, a CP GP9M #8275 (in primer), an unidentified GP20 in primer, ex-SOO slug/fuel tender #2116, ex-CNW Geep #4551, and Proctor & Gamble Geep #1369 w/o a long hood (found it in the yard). Quite the stash of interesting equipment was on hand.

**BNSF** - Got a luxury bus tour on all the service roads through Northtown Yard. Saw 2 cabooses, many SD9's (including the GN-colored one), a few SD70MAC's in BN executive colors, BNSF C44-9W's, and a GN-colored SD40-2. Also on-hand was an assortment of yard switchers, an ATSF B40-8W and GP60B, and a CSX unit (I think an SD or GP40 - couldn't see the trucks but the body looked like a '40) and plenty of SD40-2's. Watched the hump action and saw the hump units (SD39 and slug). Then it was on to Midway Intermodel. It was all mud, as the city won't let them pave it, due to a dispute over land. Only two BN SW's in the distance. Saw the loading

equipment up-close - those units are huge. Also got a free baseball hat out of the deal.

**Layout tours** - One HO-scale (not very far along), an S-scale layout (almost done; not bad. Fun to watch the bigger trains once in awhile), and a partly-done N-scale layout. Also on the tour was the best N-scale layout I've ever seen (tops all other scales too!). The detail is something else! All Northern MN in the '50's and '60's. It was in Great Model RR's in 1992. Absolutely beautiful (and breathtaking)!!

**Loram** - There were two rail grinders in for repairs and rebuilds - RG8 (to be RG308 when it leaves) and C21. Also there was the remains of a ditcher - a CR train, which ran a red signal, plowed into the boom hanging over the 2nd track to dump the sludge on the other side of the double-track main. RG8 looks like a mess - very heavily beat. It will get a scratchbuilt cab-car to replace the two center-cabs in the 6-car grinder units (throw in 2 tank cars and a caboose, and it's a full train). The grinder is a scratchbuilder's dream - so much stuff crammed onto the train. C21 is built to European standards. Take the basic idea of the EWS (British) 66 or 59 class and convert the undersides to grinding units and you have an idea of the C21. It is about 9-cars long (6 grinders, 2 tank cars, and 1 caboose). They have the tanks full of water to blast out fires they may start from the sparks coming off the grinders by drenching them with water from the water cannons located at different spots around the train. Unfortunately, they couldn't let us take photos due to the fact that there are only two other grinding companies in the world. But they were happy to have us look around.

**MNNR (Minnesota Commercial)** - A nice tour of the roundhouse built in 1896 and the surrounding area. Basically it was a "walk around, please stay out of the roped-off areas and be sure to see all of the rarities" tour. On-hand in the roundhouse was RS23 #80, CF7 #484, GP7 #401, RS18 #81, C424's #314 and #63, RS3 #1604 (still being prepared for service), and NW2 #100. Outside were M630 #73 and SF30C #50 ready to leave for service. RS18 #83 was ready to leave as well. RS27 #318 and M636 #71 were on display out in the back-lot along with the usual sleeping EMD's, the passenger cars, and the GSRM S4. I learned the S11 will not be repainted in the near future and will keep the PACAL Warehouse District switching duties. The CTM on the S11 is Commercial Transload of MN (owned by the MNNR). RS3 #1604 is to be #1B. It is to be reconditioned, repainted, and set into service in the Midway Yard as a helper to be used whenever the engineer needs a bit more power switching his train. Number 1608 will probably have to be a parts  
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source to help #1604 operate. There was no real tour - just ask all the questions you want. They were a friendly group of employees.

**CP Rail/SOO** - The tour of the Pig's Eye shops was the best of them all. They went to great lengths to put as many locomotives on display as possible. There was a GP9 in full SOO colors next to a GP9M in CP colors. To be easily photographed were SD40-2's, a SD40, a GP40, and MP15AC's all over. On one MP15 you can still read the Milwaukee Road writing through the "bandit" paint! Another was in new CP paint with the beaver below the cab, above the numbers. Plus another GP9 and many miscellaneous GP's and SD's were on hand. There were many SD60's around - one missing its engine and hood. An AC44, SD40-2, a Red Barn unit, and a UP SD60M were in the fuel racks. They put on display 2 GP40-2's, one in SOO's last scheme, one in perfect CP colors - as if it was released just a day or two ago! We were able to walk around the turntable and look into the light and heavy repair shops. We were let into the cabs of a SOO SD60 and a brand new AC44! What a difference! The SD60 actually felt like it had more room - there was so much stuff in the AC's cab. They also opened up the heavy repair shop to us. They basically said, "Feel free to walk around all you like. Just please respect the yellow tape around the active areas." They were very friendly and happy to have us there. They were very proud of their shops - biggest CP ones in all of the Midwest. They also gave each of us a free SOO mug out of the deal!

**Train Show** - Huge! The whole Civic Center was used - three levels of vendors and displays. Spent over 5 1/2 hours and still could have spent longer (lots of free and heavily discounted items).

Overall, it was an incredible experience!

Next time I will continue on with the series. If you have comments or questions about the trains in the Twin Cities other any of the other areas I write about, please feel free to email me at: [joe\\_inserra@cargill.com](mailto:joe_inserra@cargill.com)

Or snail mail me at: Andy Inserra, 4940 Xylon Ave. N, New Hope MN 55428

I hope you've enjoyed this installment of Railfanning; hopefully you'll enjoy all the rest that will follow!\*\*\*

## Top Seven Mispronunciations for "MONON"

By Peter Maurath

7. Mo-nan;
6. Mo-nen;
5. Mo-nie;
4. Mo-zehner;
3. Mon-non;
2. Ma-nun;
1. Mō-money;

## Top Seven Signs You Have a Bad Amtrak Engineer

By Peter Maurath

7. He keeps asking where the turn signals are;
6. Suddenly you're underwater;
5. Even mentioning the NTSB throws him into rage;
4. Penn Central decal in the window;
3. A pin on his uniform reads, "TRAINEE";
2. He asks passengers on board if their life insurance is paid-up;
1. You see him sitting in coach\*\*\*\*\*



FIGURE 1

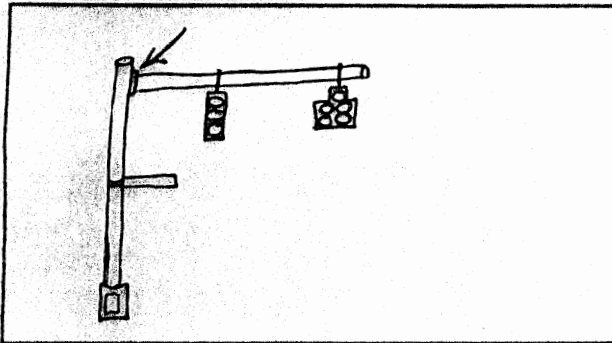
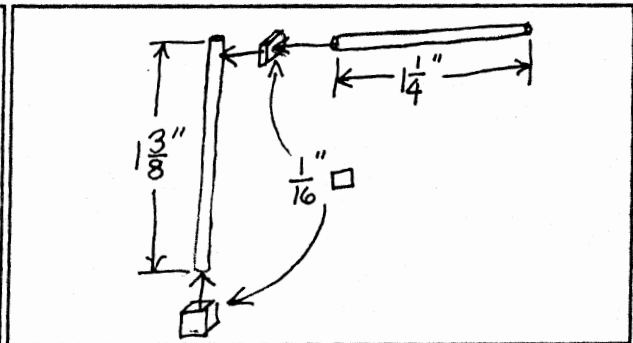


FIGURE 2



CEDAR FALLS COMMUNICATIONS  
30110 ILESBORO ROAD  
LOGAN, OH 43138

