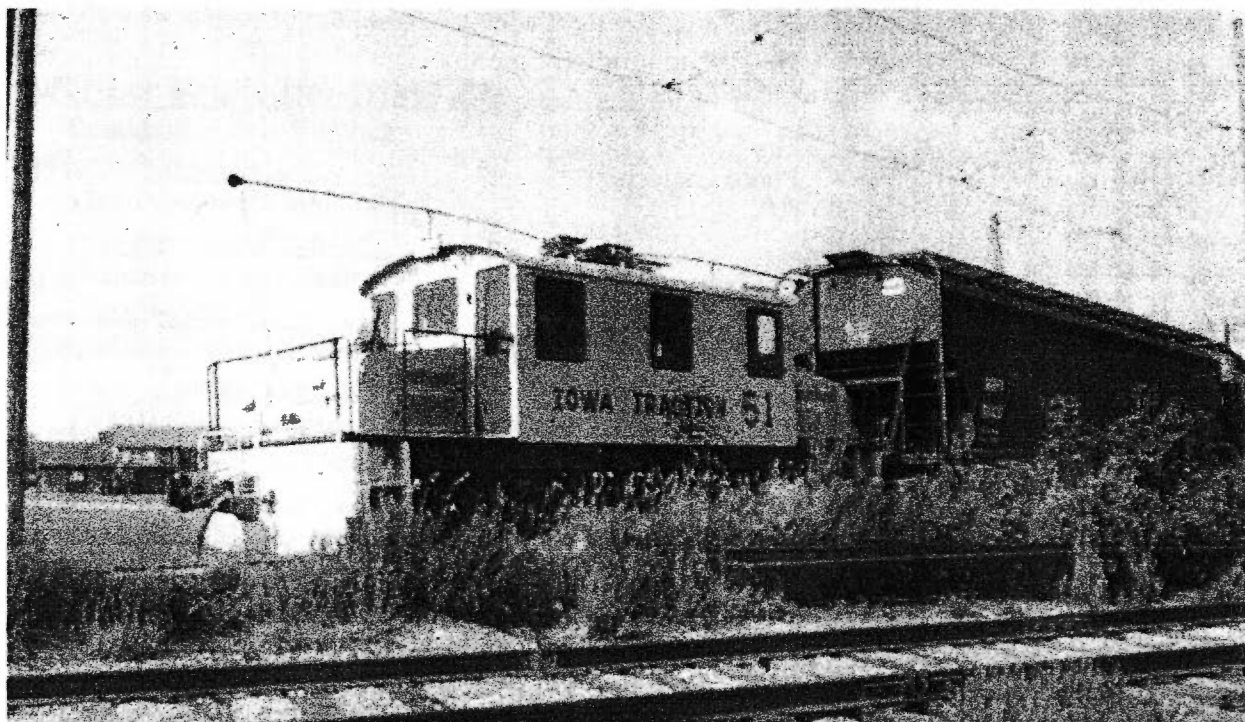


THE HOTBOX

Youth Model Railroading at its Finest!

**APRIL 2001
Issue #345**

ISSN 1093-622X



**It's The
Convention
Issue!**

**THE OFFICIAL PUBLICATION OF
THE TEEN ASSOCIATION OF MODEL RAILROADERS**

The HotBox

April 2001
Issue 345

Send Articles to:
Charles Warczinsky

Editor:
Charles Warczinsky
charleswacinsky@mail.com

Layout Design Artist:
Andy Inserra
Andy_Inserra@tamr.org

Contributions!

We always need contributions in all forms. Please send the following in if you wish for the staff to consider for an upcoming issue of The Hotbox.

Feature Articles:

This is what we really need. They can be from a half page to two pages typed on anything related to railroading, railfanning, model railroading, you get the idea. Accompanying pictures are also welcome.

Columns:

Another thing we can always use! If you wish to start one, please drop us a line. And if you like a current column, please let the staff know, we like the feedback.

Photos and Drawings:

Do you have great pictures collecting dust? Railroading cartoons just sitting around? Drawings just waiting to be great works of art? Well send them in for consideration by us! Photos should be 3in x 4in minimum. Artwork should be on plain white paper with black ink.

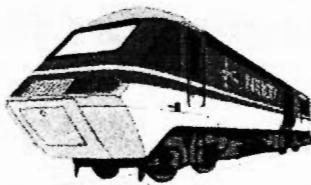
Questions?

Ask the editor for more info.

On the Cover: The Iowa Traction Railroad is based in Mason City, IA, and that's where number 51 was resting on July 29 2000.

Lewis Ableidinger photo.

(Inset) PRR C40-8W no. 8450 is seen moving westbound through the connector track between the NS Chicago Line and the CSXT Indianapolis Line at Berea on February 1, 2001. Note "BE" tower at right. Chris Burchett photo.



Inside this Issue:

Features:

- | | |
|---|---------|
| • Ohio State Limited-What you need to know | Page 6 |
| • Ohio State Limited-Itinerary | Page 8 |
| • Some of the Railfanning spots to be visited when at the OSL | Page 9 |
| • Photo Gallery | Page 15 |

Columns:

- | | |
|----------|-----------------------|
| • LOASSB | It took the month off |
| • Top 7 | Page 5 |

Departments:

- | | |
|--|--------|
| • Directory | Page 3 |
| • From the Tower | Page 4 |
| • A word from the Editor | Page 5 |
| • A word from the Layout Design Artist | Page 5 |



Please Read and Recycle

Thanks to rrhistorical.com for some of the railway clipart.

The TAMR is a non-profit organization created to promote, foster, and encourage young persons in the hobby of model railroading, the activity of railfanning, and the preservation of the history, science and technology thereof.

Membership to the TAMR includes an eleven issue subscription to the Hotbox, the annual directory of members, quarterly regional newsletters and an invitation to participate in all TAMR events. The available membership categories are as follows:

Regulars (under 21).....\$15
Associate (21 and over)....\$20
International (outside US)..\$15
Sustaining.....\$20

Please send membership to:
Hans Raab, TAMR Treasurer,

TAMR DIRECTORY

Your Hotbox 2001 Crew!

Hotbox Editor---- Charles Warczinsky
charleswarczinsky@mail.com

Layout Design Artist –

Andy Inserra

Andy_Inserra@tamr.org

Hotbox Co-Editor----Andrew Matarazzo

TAMRnymets@aol.com

This Month's Hotbox Contributing Editors----

Peter Maurath PenCrt11@aol.com

Dave Honan Dave.Honan@Rose_Hulman.edu

Lewis Ableidinger soo21@hotmail.com

Chris Burchett president@tamr.org

Other Really Important People

President- Chris Burchett

president@tamr.org

Vice President- Joel Durfee

vice_president@tamr.org

Treasurer- Hans Raab

treasurer@tamr.org

Auditor - Andy Inserra

Andy_Inserra@tamr.org

TAMR Gov't Advisor- Brad Beaubien

Pivot Pin---- Tim Vermande

pivotpin@tamr.org

Promotion Manager---- Andrew Matarazzo

TAMRnymets@aol.com

Assistant Promo Mgr---- Joe Bohannon

GeepM@fcmail.com

Car Exchange

Doug Engler, Joe Bohannon

Department of Advisors

Chris Wagner

TAMRadvisor@hotmail.com

2001 TAMR National Convention Director

Chris Burchett osl01@hotmail.com

2002 TAMR National Convention Director

Andrew Matarazzo TAMRnymets@aol.com

Video Exchange TAMRvideo@aol.com

Lewis Ableidinger, Chris Burchett, Newton
Vezina

Representatives and more

Northeast Region Rep.-Andrew Sabens
TAMR13@aol.com

Central Region Rep.-Louis Granato III
centralregion@tamr.org

Southern Region Rep.- Josh Trower
gg1_4935@hotmail.com

Western Region Rep.- Joseph Suarez
CascadeDash944CW@rrmail.com

Canadian/International Region Rep.-
Dane Nicholson
TAMR2860@Canada.com

One Mile Div. [MA]

Barry Simmons

bsimmons@capecod.net

Willie Roberge, Doug Engler

NY/NJ METRO DIV.

Andrew Matarazzo

TAMRnymets@aol.com

Dimitros Fradelakis

Metallicarox54@hotmail.com

Great Plains Div. [ND, SD, MN]

Lewis Ableidinger

Soo201@hotmail.com

Golden Empire Div. [CA]-

Joe Bohannon

GeepM@fcmail.com

Heartland Div. [MO]

Joel Durfee

vicepresident@tamr.org

Catskill Mtn. Div. [NY]

Dave Mason

TAMR53@juno.com

Boston & Albany Div. [MA.]

Adam Sullivan

TAMR30@aol.com

North Wind Div. [BC]

Dane Nicholson

TAMR2860@aol.com

Air Line Div. [NC]

Josh Trower

Archivist

Mike Acree

TAMRMIKEA@aol.com

Webmaster

www.tamr.org

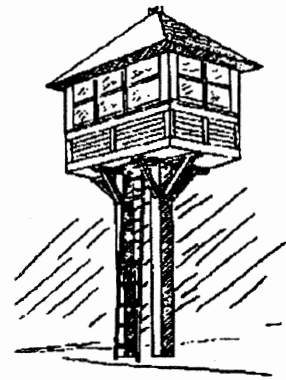
Dane Watson

From the Tower

By **Chris Burchett** and **Joel Durfee**

President

Vice President



Hello everyone! I won't say much about TAMR issues this issue (there aren't many at the moment), but I will give you some information about the fast-approaching national convention this July.

Before I get started, I want to recognize new TAMR members that have joined since the last *Hotbox*. Say hello to Nicholas Wilson of Brockport, NY; and Bryan Warner of Athol, MA and Spencer Barlow of Halley, NY. Welcome aboard, guys!

On Monday July 9th, 2001, one of the largest conventions of the TAMR will begin. On that day, the first national convention to be held in Ohio - or the "Buckeye State" - in seven years will take attendees across the state. For seven days, many activities will take place such as layout tours, railfanning hotspots like Marion and Berea, clinics, and slideshows. Attendees will also have the rare opportunity of riding shortline freight-carrier Great Miami & Scioto Railway (part of Great Miami, Inc.). In terms of hobby shops, we'll be visiting the United State's largest model railroad store located near Cincinnati - Davis Trains. Four layouts will be seen - two of which will be operating sessions. And we'll also be visiting an abandoned CSXT wood tunnel, but it is very interesting to say the least.

In three months, the *Ohio State Limited* will start. This convention gets its name from the New York Central's train that ran from New York City to Cincinnati, via Albany and Buffalo, NY; Erie, PA; and Cleveland and Columbus, OH. The train itself never made it to Amtrak (with a couple of exceptions), unfortunately. A brief history of this train, along with photos, will be available at the convention site.

If at all possible, I would like all attendees to be at my house on Sunday July 8th at 7:00 p.m. A short presentation about the convention will be given, along with a talk with all the drivers. This would be a big help, and I'd appreciate it if everyone could be here by then.

The convention itinerary and general convention information is included in this issue. A parental consent form is also enclosed with. Everyone 18 and under who plans on attending **must** have a parent or legal guardian sign this and send back along with the registration form.

I ask for any ideas, suggestions, comments, and/or questions you might have about the convention. I want to hear from **you**. Even if you'd just like to chat a while, it'd be great to hear from ya!

Well, that's it for this issue. Please plan on attending this large convention. This will be one you won't want to miss! From the tower, this is Chris Burchett, signing off.

Chris:

Phone:

E-mail: president@tamr.org

AIM screen name: TAMRprez33

Snail-mail:

Joel:

Phone:

E-mail: vice_president@tamr.org

AIM screen name: TAMRvpJoel

Snail-mail:

A Word from the Editor

In the March issue the photo page on the back cover was by Dave Honan not David Hadley. I offer my sincerest apologies to both Dave Honan and David Hadley.

-Charles W

A word from the Layout Design Artist

Welcome to the new and improved Hotbox! Ok, not much has changed but we're trying out some ideas here and doing a bit of updating. We apologize for the mistakes and flaws that may creep up during the construction, like they say, "Please pardon our dust." We're working on bringing you a better Hotbox. Meanwhile, enjoy the huge Ohio State Limited section this month. Read up on what looks to be a great national convention with seven pages of great info and news for the attendees. Till next month, see you trackside!

-Andy Inserra

Thanks to this months contributing editors:

Lewis Ableidinger, Chris Burchett, Dave Honan, and Peter Maurath

Editor of the Month:

This would have to go to Chris Burchett for all of his efforts with the Ohio State Ltd and all of the information he has provided the Hotbox with this month. Without him, this issue would be a lot thinner!

Top Seven Model Railroader Classified Ads .

Soon to be released as a major motion picture by Peter Maurath

#7. Wanted=1:1 scale well built, high-speed passenger train set for runs on NE Corridor layout. Contact George Warrington at

#6. For Sale=TT gauge loco's, cars, track, switches, buildings, signals, figures, vehicles, and everything else connected to this scale! Please contact Chris Matarazzo at

PLEASE!!!!

#5. For Sale=Bo the TAMR wonder dog's Authorized Biography, "Pup, Myth, Legend". I'll pay you to take it off my hands. Contact Andrew Spavins at

#4. Wanted=Another job so I can afford DCC, and a couple of brass loco's, will do windows. Contact Brent Schwerin at 1-800-555-3434.

#3. Found=Full scale complete Penn Central Freight train. Apparently lost by yard dispatcher thirty years ago. Serious inquires only, send SASE.

#2. Opening=Kalmbach Art Dept., Cover Design. Send resume' to Jim Johnson, Art Dept. Manager, in care of this magazine. No UFO buffs please.

#1. For Sale=Back Issues: MR 1950-2000, Trains 1958-2000, Railroad Model Craftsman 1970-2000, Railfan 1971-2000, N Scale 1990-2000. Over 1800 back issues! Help! I can't get out of my basement!!! Contact Matt Burchett at

Ohio State Limited

The 2001 National Convention- What you need to know!

Chris Burchett

Convention site

Logan-Hocking Public Library in Logan, Ohio. Directions will be supplied with the registration pack. Please plan to arrive at my house, though, no later than 7:00 p.m. on Sunday July 8th. A short discussion will be made with all attendees, as well as a "briefing" with all drivers. This will also ensure that everyone is here and ready to go for Monday the 9th.

Non-railroad Activities

There are many parks and trails in the Hocking Hills Region including Old Man's Cave, Cedar Falls, and Ash Cave State Parks just to name a few. Information and brochures on area attractions will be included with the registration pack.

Contests

Two contests will be held. Joe Bohannon is directing the Model Contest, and I will be directing the photo contest. As with the Winter National Convention, there will be a national winner in the photo contest. If you won't be able to attend the convention, but would like to enter one photo, mail your entry (along with a SASE) to my address listed later on.

Clinics and Slideshows

If you would like to host a clinic, there are two openings you can choose from. Or if you would like to host a slideshow, there are three spots available. Please get in contact with the convention director no later than June 15th if you'd like to host either a slideshow or clinic.

Board of Directors Meeting

A Board meeting will be held at the convention site. All B.O.D. members attending the convention, please be prepared to give an oral presentation on current activities or plans for the year, goals set and/or met, etc. Bills will be presented at the end of the oral presentations. If you won't be able to attend the convention, keep in mind that the meeting will be held via the Internet at 10:00 p.m.

Post-Convention

The official national post-convention will be held in West Virginia along the CSXT mainline from Huntington, WV to Clifton Forge, Virginia. If you like mountain railroading and coal trains, this is a trip for you! Please indicate on the registration form whether you plan on attending this 3-day trip or not.



Transportation

Transportation is available to and from the Huntington Amtrak station, as well as Port Columbus International Airport. This transportation will be provided by

the convention director. It is extremely important you indicate on the registration form when you plan on arriving and how. It is a three-hour drive to Huntington and back, and a two-hour drive to and from Port Columbus. Unfortunately, Amtrak service hasn't started to Columbus yet, therefore it would be much better if you could fly to Port Columbus (if you aren't driving or don't have a ride to begin with).

Hotel Costs

We will be staying at hotels during our trip. We plan on staying at low-priced hotels (but not so low it's a "hole in the wall"), but be prepared to cover part of the costs of the room.

Gas Costs

It is mostly up to the driver, but it would be gracious and helpful if you could pitch in a few dollars (after all, if you're riding with someone, they are driving you around). Since we'll be traveling over most of the state, a lot of gas will be consumed, so it would help the drivers out considerably if you chip in. Average gas prices (as of April 23rd) are around \$1.68 per gallon in the Logan area. Prices are subject to change (and go up).

CB Use

Please bring a CB if you own one. Drivers **will** need to use them while driving to the different sites. Jokes, talking, and such are fine, but keep in mind that you may be asked to stop while we discuss traffic situations and the like during our trips.

Attention Drivers

Please indicate on the registration form if you are driving to the convention. Also include how many passengers you will be bringing, if any.

Other Information

Since the convention will take place during the middle of summer, it would be wise to bring sunglasses and plenty of sunscreen. Don't forget your camera and enough film to last (and then some), plus extra money aside from hotel, food, and gas expenses! Alcoholic beverages will be **prohibited** throughout the entire convention and post-convention! The same can be said for **all** tobacco products. Proper conduct and behavior is a **requirement**. We will be visiting private (plus one club) layouts, so treat their layouts better than you would your own.

Lodging Information

There are not many hotels in Logan (a Holiday Inn is coming, but it will be a while before it's opened), so the list isn't that large. The AmeriHost Inn listed below also includes an indoor pool for any interested. All prices listed here are for rooms with two double beds so people can room together if they'd like (hint - rooming together brings the price down, since the price is split between the "roomies"). It would be wise if reservations were made early, as the Hocking Hills Region attracts very many people. All hotel money should be sent to the hotel, **not** the convention director. Please remember that the price could change at any moment, so be sure to call to confirm the price.

<u>The Amerihost Inn (Logan):</u> \$95 per night (740)385-1700	<u>The Inn Towner Motel (Logan):</u> \$45-50 per night (740)385-2465
---	---

Ohio State Limited

The 2001 National Convention- (almost) Official Itinerary

Chris Burchett

Day 1 (Monday July 9th):

07:00 a.m. - Depart for Cleveland
11:00 a.m. - Arrive in Cleveland; watch the Cuyahoga Valley Scenic Railroad passenger train depart Independence.
12:00 p.m. - Lunch break!
12:45 p.m. - Arrive at Berea to railfan CSXT Indianapolis Line and NS Chicago Line
04:45 p.m. - Arrive at Bellevue to railfan NS; Mad River & NKP Railroad Museum tour
07:00 p.m. - Arrive at Attica Junction to railfan CSXT Chicago Line and NS Sandusky District
11:30 p.m. - Arrive back in Logan

Day 2 (Tuesday July 10th):

07:00 a.m. - Depart for Fostoria
09:30 a.m. - Arrive in Fostoria; railfan CSXT and NS Chicago Lines, along with the CSXT Columbus Sub.
01:00 p.m. - Lunch break!
03:30 p.m. - Arrive in Marion; tour of Marion Model Railroad Club's Ohio & Western HO scale layout
04:30 p.m. - Railfan CSXT Indianapolis Line, CSXT Columbus Sub., and NS Sandusky District
11:30 p.m. - Arrive back in Logan

Day 3 (Wednesday July 11th):

08:00 a.m. - Depart for Columbus
09:00 a.m. - Arrive in Columbus; railfan CSXT Parsons Yard.
12:00 p.m. - Lunch break!
02:25 p.m. - Arrive at abandoned CSXT Kings Tunnel
04:00 p.m. - Arrive at Pt. Pleasant, WV for a little CSXT and NS railfanning
06:30 p.m. - Arrive at Lin Young's Grafton & Greenbrier HO scale layout; operating session until approx. 11:00 p.m.
12:30 a.m. - Arrive back in Logan



Day 4 (Thursday July 12th):

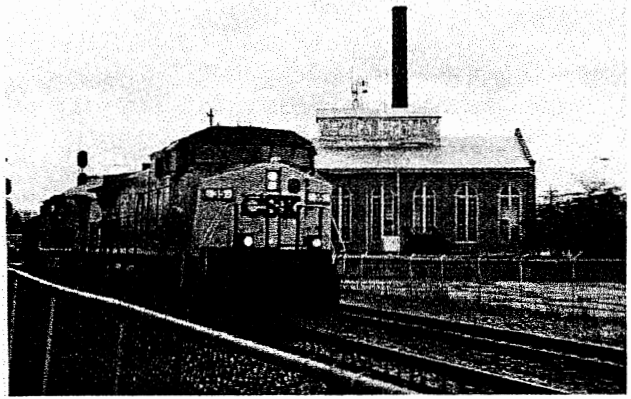
07:00 a.m. - Depart for Toledo area
11:30 a.m. - Arrive near Toledo; railfan NS Chicago Line and IORY Detroit Line at Delta
12:30 p.m. - Lunch break!
03:00 p.m. - Arrive at Walbridge; railfan CSXT Columbus and Toledo Terminal Subs., CSXT connector to Stanley Yard.
05:30 p.m. - Depart for points south towards Cincinnati; railfanning along the way
10:30 p.m. - Arrive in Cincinnati

Day 5 (Friday July 13th):

09:00 a.m. - Arrive at Jim Sicking's O scale layout of Cincinnati
12:00 p.m. - Lunch break!
01:00 p.m. - Train shop stop! Visiting Davis Trains, world's largest train store
04:30 p.m. - Some area railfanning (includes CSXT, NS, and IORY)
07:00 p.m. - Arrive at Bob Bartizek's Pennsylvania & Western O scale layout for operating session; set in the 1940s-1950s.
11:30 p.m. - Arrive back at hotel in Cincinnati

Day 6 (Saturday July 14th):

07:00 a.m. - Depart for Logan
11:30 a.m. - Arrive in Logan
11:35 p.m. - Lunch break!
01:00 p.m. - Clinic no. 1: "Layout On a Shoe-String Budget" by Peter Maurath
02:00 p.m. - Clinic no. 2: "TAMR Video Exchange" by Newton Vezina
03:00 p.m. - Slideshow no. 1: "Trains of N. Dakota & Minnesota" by Nick Olek
04:30 p.m. - Annual convention BBQ!
06:30 p.m. - Clinic no. 3: ***open***
07:30 p.m. - Slideshow no. 2: ***open***
08:30 p.m. - Clinic no. 4: "Hocking Valley Railway" by Chris Burchett
09:30 p.m. - Slideshow no. 3: ***open***
10:15 p.m. - Annual Board of Directors meeting



Day 7 (Sunday July 15th):

09:45 a.m. - Depart for Great Miami & Scioto Railway in Hamden
10:30 a.m. - Ride the GM&S to Oak Hill and back
02:00 p.m. - Arrive back in Hamden

Note: Schedule is subject to (and will likely) change change. Hopefully all changes will be for the better.

SOME OF THE RAILFANNING SPOTS TO BE VISITED WHEN AT THE OSL

By Chris Burchett

Berea - Berea, located in the southwest corner of Cleveland, is home to the Norfolk Southern Chicago Line and the CSXT Indianapolis Line, both ex-Conrail mains. BE Tower is located at this busy junction, which was closed in 1996, is a rather old brick structure with "BE" permanently engrained into a concrete block between the first and second story.

The Chicago Line was originally the mainline of the Lake Superior & Michigan Southern, a New York Central subsidiary. The Indianapolis Line was part of the C.C.C. & St.L., or "Big Four", line to St. Louis, also an NYC subsidiary.

The Berea junction has an interesting configuration, as the Chicago Line comes from the Lake Erie side of Cleveland and moves on west to Toledo and Chicago. The "Indy" Line comes from downtown Cleveland and moves on south to Marion and Indianapolis. Though the two mains never actually touch, there are two short connector tracks between them, necessitating BE Tower to control

movements that may occur between the lines. An interesting note here is that the "Indy" Line also has a Cleveland by-pass called the Short Line (originally the Cleveland Shortline Railroad).

Marion - Marion is located about 50 miles or so northwest of Columbus. This hot-spot is home to the CSXT Indianapolis Line, the CSXT (ex-Hocking Valley) Columbus Subdivision, and the Norfolk Southern (ex-Pennsy) Sandusky District. The best railfanning spot in town is at the Marion Union Station Museum and adjacent AC Tower. AC Tower was built by the Erie Railroad to control the busy junction. In late 1999, AC was moved from its original spot to the station complex, just across the "Indy" Line main. Here's a quick history about the railroads of Marion.

The Indianapolis Line from Galion (15 miles east of Marion) to Marion was jointly owned by the Erie and the New York Central. Once in Marion, an Erie branch ran on down to Dayton, while the mainline ran on to Fort Wayne and Chicago. The Erie

had a gigantic yard located in Marion, and is now only a ghost of its former self. The locomotive shop, roundhouse, sand towers, scale track, and much of the yard tracks are gone. What does remain of the yard is used for local switching activities, while a small yard office and servicing area take care of the needs of town. The Chicago mainline itself is abandoned out of Marion, as well as the Dayton Branch.



The NYC main went on to Indianapolis and St. Louis. The New York Central didn't have very much in Marion at all. They helped pay for Union Station, and that was about it. Locomotives were probably serviced in the massive Erie yard, as well as any coaches that might need repairs along the way.

The Columbus & Toledo built the Columbus Subdivision from Columbus to Toledo. Through mergers and takeovers, it eventually became the Chesapeake & Ohio's connection to the port of Toledo (Dec. 2000 issue of the *Hotbox*). Many coal trains traverse the line, as well as general freight. Intermodal trains didn't use the line until the Conrail split. Today, intermodals run to Marion and go through a westbound connector to the Indianapolis Line.

The Sandusky District was built by the Pennsylvania Railroad, and was used by them until 1964. When the Norfolk & Western was about the merge with the Nickel Plate Road, the N&W had absolutely no physical connection with them. Since the Pennsy held much stock in the N&W, they offered their line from Columbus to Sandusky. The PRR line connected with the NKP at Bellevue, home of the massive shop facility and hump yard. The PRR had only one condition to the sale - that the N&W also take the Wabash Railroad, which was wholly owned by the Pennsy. The N&W

agreed and the N&W had a connection with the NKP, with the merger effective in mid-1964.

Now, what makes Marion such a great place? All these lines can be seen from one spot up close - Marion Union Station. The junction here has three sets of diamonds - the parallel north-south Columbus Sub. and Sandusky District cross the east-west Indianapolis Line. So to give you a better idea about how this looks, envision a tic-tac-toe board, with the bottom line missing and the station right below the top line, touching the sidelines. Since the Conrail acquisition, the Columbus Sub is commonly referred to as the C&O while the "Indy" Line is still called "Conrail". All the lines here, by the way, are double track, making it a tad loud if a CSXT train and an NS train cross the Indianapolis Line at the same time!

Fostoria - Fostoria is located about 45 miles northwest of Marion. This town even rivals the activity in Marion, for the B&O line to Chicago moves through here, as well as the Columbus Sub. and the old NKP Chicago District. There is in fact an active "tower" located here since activity is so great. F Tower is controlled by CSXT and moves trains through Fostoria 24 hours a day. It was recently upgraded with the latest technology, so it appears it will stay for years to come.

The Norfolk Southern Chicago District was built by the Nickel Plate Road and ran from Buffalo to Bellevue, Fort Wayne, and eventually Chicago. This can be a rather busy line, but with the Conrail merger, its importance has diminished somewhat, as the old Conrail route along Lake Erie provides a more direct route. Mostly intermodal and general freight traverse the line.

The junction here can be complicated somewhat. Here goes - the east-west B&O crosses the north-south C&O at F Tower. As the B&O moves on west about a quarter of a mile or less it crosses the northeast-southwest NKP, with the NKP coming in diagonally. The C&O crosses the NKP in the same manner, about a quarter mile or less north of the B&O diamonds. Since the C&O/B&O merger, a "double wye" was constructed at the C&O/B&O crossing (a more detailed map will explain this better,

which comes with the registration packet). The old B&O/Amtrak brick station is a good railfan spot, which best views the NKP and B&O diamond. There is also a small yard along the B&O Chicago Division, mainly used for local switching.

Siam (Attica Junction) - Siam is a rather small hamlet about 20 miles or so south of Bellevue. The now-double track NS Sandusky District crosses the double track CSXT Chicago Division. A tower was once located at this busy spot, but the convention director is not totally clear where it was exactly. The town may not be big, but action abounds.

The Baltimore & Ohio Railroad built the Chicago Division from Pittsburgh to, where else but Chicago. Along this route, the line comes into the town of Willard (25 miles west of Siam). In Willard, the B&O built a tremendous yard that hosts a large shop complex. The yard may not have much left from the steam days, but it is still a huge facility. Many trains traverse the line including coal, general freight, and intermodal.

The Sandusky District has been single track for quite a while. But with the Conrail acquisition, NS felt the second track should return. Since June 1, 1999, NS has been busily upgrading much of the line from single to double track. There have been problems doing this in South Marion, however, as a farmer won't sell his land at a fair price. Even so, much traffic also moves across this line, including coal, general freight, and intermodal. The coal normally moves north past Bellevue to the port city of Sandusky on Lake Erie.



B&O Kings and Moonville

Tunnels- Though this isn't really a railfan location, it is an interesting place. The tunnel is structurally sound and is made out of wood (rebuilt in the 1980's). This tunnel, as well as adjacent brick Moonville Tunnel, is located along the old B&O St. Louis line, which ran from Washington, D.C. to East St. Louis, via Cumberland, MD, Grafton, WV, and Cincinnati. Though the line is still intact from E. St. Louis to Greenfield, Ohio (190 miles, give or take, east of Cincinnati), and from Chillicothe to Red Diamond, Ohio (50 miles east of Chillicothe). It is also intact around Parkersburg, WV, as well as from Clarksburg, WV to Washington, D.C. The rest (between Greenfield and Chillicothe; Red Diamond and Parkersburg; and Parkersburg and Clarksburg) is gone. This once vital link for the B&O and Chessie System is now pieces through Ohio and West Virginia. Defect detectors once told trains of hot bearings or other serious defects, and CTC spanned the line with signals and remote switches. A line that once hosted hot "pig" trains to St. Louis and heavy coal trains is now pretty much gone in Ohio and WV. The above-mentioned sections that are gone, welded rail no less, were torn out from 1986 to 1991. The lines that are still in operation in Ohio are not operated by CSXT, except the Midland Sub. from Cincinnati to Columbus, via Midland

City. The Indiana & Ohio operates the trackage from Midland City to Greenfield. The Great Miami & Scioto Railway operates the line from Vaucses (just south of Chillicothe) to Red Diamond. CSXT does,

however, have a yard (shell of its former self) in Chillicothe, which they use for local switching activities.

Picture descriptions in order of appearance throughout the OSL series.

- The famous Thurmond (WV) station along the CSXT C&O Division. This will be one of the stops during the post-convention in West Virginia.
- NS C40-9W no. 9446 moves westbound, about to cross the CSXT "Indy" Line diamonds as viewed from the new location of AC Tower.
- Westbound CSXT CW44AC no. 35 on the old C&O to Toledo about to thunder across the CSXT Indianapolis Line in Marion.
- View of the CSXT Indianapolis Line westbound, looking toward the old Erie yard. Note Marion Union Station and AC Tower on the left.
- A westbound NS general merchandise train, lead by high-hood SD40-2 no. 3320, is about to cross the then-Conrail Indianapolis Line diamonds.

For any information, questions, comments, etc. regarding the convention, please contact:

Chris Burchett

TAMR President and Convention Director

Phone:

Snail-mail:

E-mail:

president@tamr.org

AIM screen name: TAMRprez33

Visit the *Ohio State Limited 2001's* official website for updates!

www.tamr.org/osl01



I took this while out railfanning during my Spring Break, with Catskill Div Rep and Div Founder Dave Mason on Friday, April 13, 2001. The Amtrak train is the Ethan Allen Express, from Penn Station (NYC) to Rutland, VT. It is seen passing CP-156 (Rotterdam, NY) on the Chicago Line at 90mph. Dave Honan photo.

TAMR Events Calendar

A bumper crop of activities this year!

MAY 6, 2001 (British Columbia, Canada) Whistler North Wind. Railfan BC Rails(tm) new elegant Whistler North Wind on its first ever run! We will follow it north to Squamish and then turn back. Another awesome meeting is planned in the International Region! For more information, contact: Dane Nicholson, E-mail: TAMR2860@Canada.com

~~MAY 2001 (Chester, Massachusetts) By: Adam Sullivan. "Hello fellow TAMR members, I am pleased to announce the 2001 TAMR B&A Division Spring Convention. It will be held in conjunction with the Chester Foundation's "Chester on Track" in Chester, MA. The convention will be held on May 19. In past years CSX and Conrail has given tours of a locomotive. Last year it was CSX AC4400CW #309 (which has since been cab-signaled). For more information contact me at TAMR30@yahoo.com, AOL Instant Messenger: TAMR30". --Adam Sullivan~~

POSTPONED (North Dakota) Dates for the annual Great Plains Summer Convention, The North Coast Ltd. will be announced. Planned activities include a possible visit to Bismarck, ND for plenty of BNSF railfanning, trolley rides, and possible layout tours. Sunday activities include riding the McHenry Loop Railroad, railfanning, and a visit to the state railroad museum. For more information, contact: Lewis Ableidinger. E-mail: soo201@hotmail.com

JUNE 22-24, 2001 (North Carolina) TAMR Air Line Division tentative dates for the 3rd annual Southern Region Summer Convention! Operating session at the awesome HO scale Monon Railroad. Get ready for the best railroading at the best locations in the South! For more information, contact: Josh Trower, (Southern Region Rep) E-mail: gg1_4935@hotmail.com

JUNE 24, 2001 (North Vancouver, British Columbia, Canada) Summer Steam. We will be doing a usual IR convention, riding the rails behind the 3716 Consolidation (POCO) engine. This convention will be a run of the Jingle Bell Express. For more information, contact: Dane Nicholson, E-mail: TAMR2860@Canada.com

JULY 9-14, 2001 (Ohio), 2001, TAMR National Convention, The Ohio State Limited will be hosted by the very active Central Region! Chris, Louis, and the 2001 national convention committee has planned an excellent railfanning and model railroading experience! Get ready for a super convention this summer! Three layout tours are already official with more on the way! Mark your calendars now!! More details coming soon in the annual National Convention Issue of The Hotbox!! Check out progress on the web at <http://www.tamr.org/osl01>. For more information, Contact: National Convention Director, Chris Burchett, E-mail: osl01@hotmail.com.

JULY 16-20, 2001 (Western New York) The TAMR "Western New York Division" will be hosting their first convention this summer! The 5 day event will feature a variety of layout tours, an operating session at the Rochester Institute of Technology Club layout. Members are invited to bring HO scale equipment to the layout. (Magnetic couplers only!

No "horn hooks") Get ready to railfan some of the best locations in the Buffalo and Rochester areas! Railroad and yard tours are already in the planning stages. For more information, contact: Nicholas Wilson (716) 395-9863

AUGUST 9-14, 2001 (New Jersey) TAMR New York/ New Jersey Metro Division 4th annual Summer Convention. Activities include a TAMR table at the Greenberg Model Railroad show (New Jersey Expo Center, Edison, NJ). Visit the variety of model railroads, ride the train and railfan along the NEC, movies, pizza, pool party, and plenty of the traditional NJ post convention activities! For more information, contact: Andrew Matarazzo, E-mail: TAMRnymets@aol.com

NOVEMBER 10 and 11, 2001 (British Columbia, Canada) TRAINS 2001 will once again beheld at the TRAINS show, held on November 10th and 11th. Bring money for new toys and food! We will also again run the Digitrax DCC display. This was the best convention of 2000; so don't miss out this year. Please contact Dane Nicholson, or E-mail: TAMR2860@Canada.com by September if you plan to attend.

NOVEMBER 2001 (New Jersey) TAMR New York/ New Jersey Metro Division Fall convention! Activities include a TAMR table at the Greenberg Model Railroad show (New Jersey Expo Center, Edison, NJ), visit a variety of member model railroads, railfan along the NEC, pizza party, train videos, and more! For more information, contact: Andrew Matarazzo, E-mail: TAMRnymets@aol.com

And for those of you that really plan ahead...

FEBRUARY 1-3, 2002 (West Springfield, Mass) Annual TAMR Winter Convention! This huge event will be held in conjunction with the largest railroad hobby show in the Northeast! (5 1/2 acres of trains under the roofs of three large buildings) TAMR table and layouts at the show. Contests, clinics, "Beach Party," and more! Another awesome multi-region event is being planned. Ideas and suggestions are definitely welcomed! We also welcome any TAMR member who would like to join the Winter Convention Committee.

Mark your calendars now! For more information, contact: Adam Sullivan, E-mail: TAMR30@yahoo.com or Newton Vezina, E-mail: TAMR19@aol.com or call (413) 739-1949

JULY 10-18, 2002 (New Jersey / New York) The Broadway Limited 2002. With under a year and 4 months away, the 2002 TAMR National Convention is scheduled to be held in New York and New Jersey, hosted by one of the TAMR's fastest growing, and active divisions! Get ready for the best model railroading and railfanning in New York and New

Jersey! For more information, contact The Drew Crew, 2002 Andrew Matarazzo, Convention Director. E-mail: TAMRnymets@aol.com and Northeast Region Rep., Andrew Sabens, (Convention Director) E-mail: TAMR13@aol.com

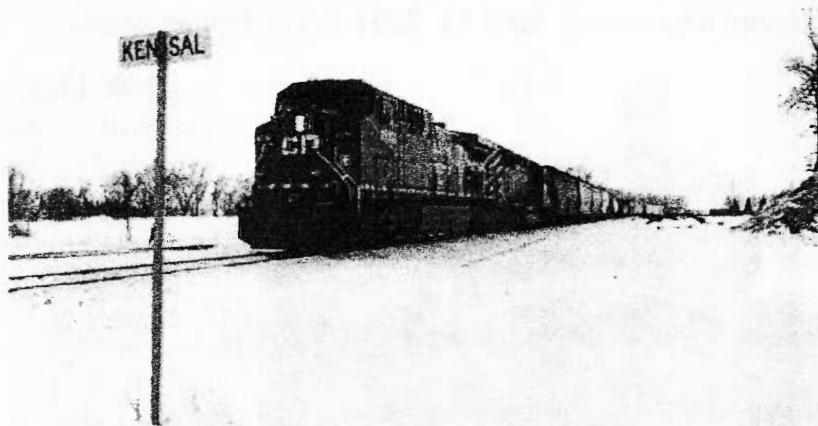
Check us out on-line

www.tamr.org

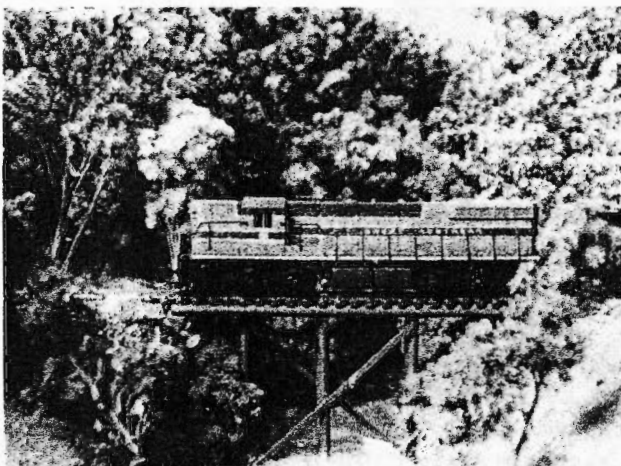
Photo Gallery



The BNSF Hunter local is heading north out of Arthur, ND, with BN 2981 in the lead. Aug. 4, 2000. Lewis Ableidinger photo



CP 8550 east cruises past the old Soo Line depot spot at Kensal, ND. Lewis Ableidinger photo

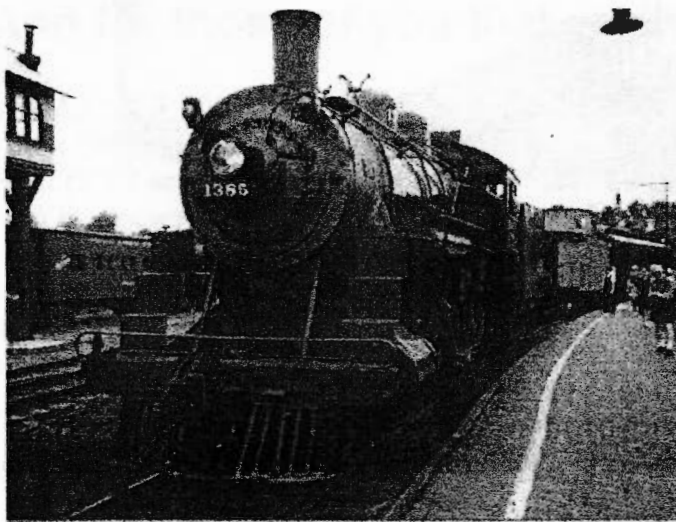


It's July 4, 1971, just after the BN merger, and this ex-GN SD7 is crossing a small stream near Lake Wobegon, MN, as the nearby town prepares for its annual Independence Day traditions. This shot is actually on the GPD's N scale show layout. Lewis Ableidinger photo

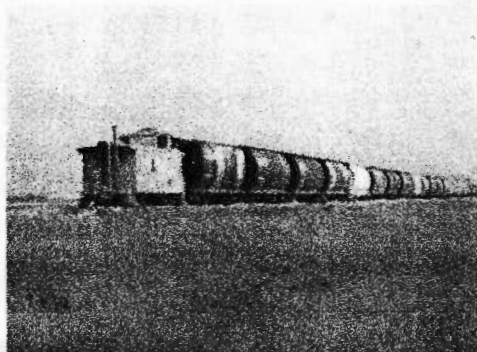
Photo Gallery



Here is Q114, captured at sunset less than a half-hour after we saw the E.A.E., climbing up the grade to Fullers Flyover in Guilderland, NY. CSX C60ACs 659 and 684 are leading this hotshot intermodal. April 13, 2001. Dave Honan photo



Ex-CNW 1385, a 2-6-0, is in charge of the excursion train at North Freedom, WI, today. Summer of 1997. Lewis Ableidinger photo



An ex-ATSF caboose is on the rear of today's Otter Tail Valley train. The cabs are required for backup moves over the BNSF in Moorhead, MN. August 4, 2000. Lewis Ableidinger photo