

The Pilot



Editor Chris Burchett

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*The official publication of the Teen Association of Model Railroaders'
Central Region*

On the Cover: Two Canadian Pacific AC4400CW's storm through Kensal, North Dakota. *Photo by Lewis Ableidinger - Kensal, ND*

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Contributions:

The Pilot depends on its readers for material. All railroad- and model railroad-related articles, drawings, cartoons, and photographs are welcome!

Feature Articles:

The Pilot needs feature or lead articles the most. They should be roughly a page long, typed, and possibly accompanied by a drawing or photograph. Feature or lead articles can be on any number of topics such as:

- Members' layouts
- Railroad news
- Railfan trips or travel
- Modeling projects, etc.

Columns:

Columns are needed. Please contact the Editor to conduct your own column.

Photographs & Drawings:

Photographs of railroads and model railroads are needed. You can submit black & white and/or color prints - any size.

Drawings, cartoons, and artwork should be well done, in black ink, and on white paper (no lines).

Send All Articles To:

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Message From The Central Region

Rep. -

Happy New Year! Greetings once again from Ohio. As you can probably tell, the *Pilot* has received a new look. Let me know what you think! The *Pilot* also needs some articles! Even if you have an article that is a paragraph long, send it in! The *Pilot* is **your** newsletter. Photos, trip reports, drawings - basically anything railroad-related!

The *HOTBOX* is out, and on a set schedule. Newton Vezina and the *HOTBOX* crew are doing a fine job, and it looks as though the February issue will be even better!!

Goals for 2000 include more conventions, fun, and members! Host a convention yourself! Conventions can be anywhere from a 1 day railfanning trip, to an all-out 3-5 day convention! Positions are also needed for two divisions. The Great Lakes Division (MI, IN, OH, KY) needs a director, as well as the Hiawatha Division (NE, WI, IA). If you live in one of those states, under 21, and would like to get involved, please let me know! The Heartland Division has received a new director as well! Check out "central region news" for more information. Many conventions are also planned for the year! We'll find out in the next issue the new things popping up, and hopefully there will be more articles, photos, etc.! Stay tuned!!!

LOASSB - NOODLEMANIA PART 4

CONDUCTED BY PETER MAURATH

Welcome back! This issue, I'm sad to say, will wrap-up the **Noodlemania** series. We finish with a look at some of the miscellaneous uses for this amazing uncooked pasta.

Roof vents can be very easily constructed in large quantities to suit your needs. Just paint a section silver, gray, or black. When dry, cut sections to the required height you want it to be from the roof and glue in place. Add a little speck of flat black paint to the top once the glue has set, and you're finished.

You often see yellow poles that act as protection around garage door openings, fire hydrants, streetlamps, etc. These are often overlooked detail that can be easily

duplicated by painting a section of noodle yellow; then cut to the desired height (N-scale is roughly 1/8" or 3mm). Then place around the layout to keep your citizens from taking out a warehouse door.

Fence posts are also a great use for the noodle; from solid wall fencing to chainlink. Inexpensive chainlink fencing is made by gluing painted sections of noodle to cut sections of window screening. Height and design can vary; use prototypes to make your model versions. Though the screening won't match the chainlink "diamond" pattern exactly, for N-scale (even HO), it's convincing enough. Fencing designs depend on what you can create. Use what you see in the real world, or just invent a design. We'll cover more on fencing in later issues.

Billboard and sign posts are another great use. You can paint several sections of noodle at once; then build a simple framework for the billboard, or just attach it to some cut, even spaced vertical sections. Also use to attach street signs, or as a pole to hold up an outdoor sign for a business on the layout.

Make good use of your skill at bending noodles for streetlamps. Tank farms, refineries - anywhere that requires a lot of outdoor piping - can be done by bending the noodles to the direction you want, painting, and mounting in place. What's great about it, is that they're easy to mass produce, inexpensive, and can be custom bent to suit your needs.

Really, this is only a sampling of what is possible with the noodle. I discovered this secret over five years ago, and even today, I am still uncovering new uses for it. Most of what I came up with was through trial-and-error and from looking at the world outside my basement. Well, I'm out of space. Coming up next issue, we kick-off a three-part series on Urban Detailing - from bus shelters to pay phones. **Is your city prepared?** *Peter Maurath resides at the address of 13212 Wilton Ave., Cleveland, OH 44135. This is his fourth appearance in the Pilot.*

SO LONG MINNETONKA & ILLINOIS NORTHERN

BY RICHARD KREBES

When I joined the TAMR in early '99, the flag flying over my free-lance railroad said "Minnetonka & Illinois Northern Railway Company."

It had been flying ever since I brought back the name
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in the mid-1990's, after it had temporarily vanished from my model railroading world. I guess you could say it was a "cute" name in that the "Minnetonka" came from the Minneapolis suburb in which my family and I live, and "Illinois Northern" was because we used to travel down to the northern part of the Land of Lincoln to visit my grandparents.

My Dad thought of this name when we got started in model railroading in the mid-1980's; he even made a sign with this name on it - a sign we still have in fact. As of October of 1999, however, the M&IN is no more. It is now the Lake Minnetonka & Northern Railway Company. The reason I've renamed my freelance railroad is because I wanted a better name for the railroad, and man, I find this name quite better!

What's the story behind this railroad? I imagine that the LM&N was created by a group of Minnesota businessmen in the mid-19th Century (when the railroad craze was at its peak) who wanted to build a railroad from the Twin Cities of Minneapolis-St. Paul to Chicago, Illinois. As well as have it branch up from the Twin Cities to the Iron Range of northern Minnesota.

Thus, they named the road after a famous and notable Gopher State lake that they loved - Lake Minnetonka.

I imagine that the LM&N became, over the years, one of North America's "Super Railroads" like the UP and the BNSF by expanding to the Pacific Northwest and - in one scenario I'm mulling - to the East Coast when it bought another railway!

(Ah how John Whitby Allen, maestro of that famous HO scale model railroad, the Gorre & Daphetid, was right - imagination **DOES** play an important part in a model railroad!)

What's the story behind this lake the railroad is named after? I love Lake Minnetonka. It is a lake which has a main body of water with many bays branching from it located 12 miles west of Minneapolis. It's pretty much a quilt of land and water. My town is named after the lake and one of its bays is located here.

Is this lake rich in steel rail heritage You bet! Trains and streetcars came to Lake Minnetonka long ago, made their mark on its history, and left behind a rich legacy. You can still find the trains today, thanks to Burlington Northern Santa Fe at the towns of Minnetonka and Wayzata, and Rail America's shortline railroad Dakota Rail, which stretches from Wayzata, through Lake Minnetonka-side towns, out to Hutchinson, Minnesota. The streetcars thanks to a new streetcar line which was

opened in May of 1999 by the Minnesota Transportation Museum at the town of Excelsior. By the way, if any of you TAMR members would like to know more about Lake Minnetonka's trains and trolleys of the past and present please let me know!

Getting down to the nuts and bolts of what'll happen next with the LM&N, the freelance paint scheme and the shape I created for the M&IN (which I had yet to paint or apply on HO scale equipment, as I have no unpainted models or airbrush for starters) will be the ones for the LM&N (which **WILL** be painted and applied to HO scale models someday, by golly!). I have yet to think of a style (or styles) for the circle-shaped LM&N logo. The magnetic knuckle couplers will slowly but surely replace the horn hooks. A newer, better pike will replace the current one. And last, but **not** least, I intend to concentrate from now on, on the best of trains, track, method of controlling trains, benchwork.....the best of **EVERYTHING** in model railroading.

Why? Because I've realized, after experience has **NOT** to go about model railroading and how **TO** go about that the latter is the way to go! To wax a little nostalgic closing, the M&IN was a "brass track" railroad in that model railroad that was built in the basement of my home over the years had brass track, which was once the standard in the hobby but is now antiquated.

No M&IN train ever ran on nickel-silver rails! No! It was brass track from start to finish.

So long Minnetonka & Illinois Northern. I'll never forget ya.

Richard Krebs resides at the address of 3606 Croftview Terrace, Minnetonka, Minnesota 55345. This is his second appearance in the

central region news

A new Division leader has been appointed! Joe Durfee has been appointed Heartland Division director and resides in St. Charles, MO. The Heartland Division includes the states of Missouri, Illinois, and Kansas.

The Great Plains Division has also been rearranged. It now takes up the states of N. and S. Dakota, and Minnesota. Lewis Ableidinger (GPD director) has also appointed assistants in SD and MN. SD asst. dir. is F. Baker of Rapid City, and the MN asst. dir. is Andy Ingle of New Hope.

Great things are in store for the Central Region the entire TAMR this year!! **Get involved!!!**

Photo Time!!

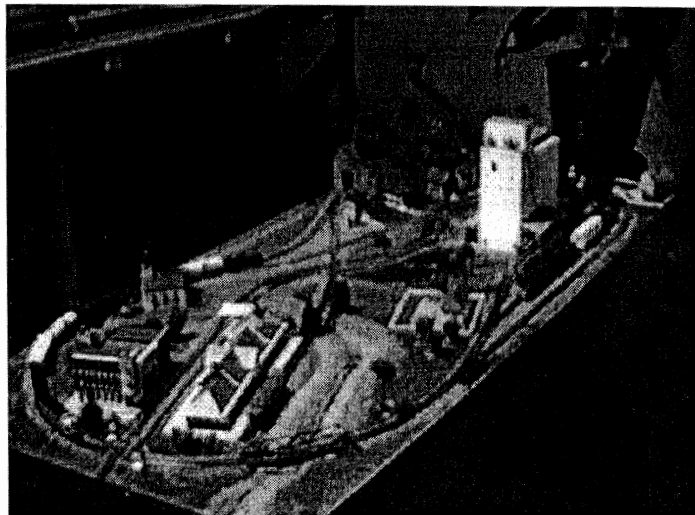
This is where TAMR Central Region members can show off their photos, whether it be the most recent, or the "oldies"!! E-mail or snail-mail your photos to me!! If snail-mailed, I will send them back upon request. So, here are some photos!!!



In a view that was once common in southeastern Ohio, HVSRR (exC&O) GP7 #5833 hauls the Santa Train through Haydenville toward the passing siding in Logan. Photo by Peter Maurath.



Dakota, Missouri Valley & Western GP35 #6347 (exSP) sets next to the old SOO depot in Bismarck, ND. Photo by Lewis Ableidinger.



N-scale Central Belt Lines (acting Central Region layout) sets right beside the HO scale Logan Southern Rail System. The CBL will be appearing at the Columbus GATS. Photo by Chris Burchett.

Convention News

Mini-convention: The TAMR will be having a convention on February 26-27. It is being held in conjunction with the Great American Train Show in Columbus. Railfanning will be mostly in Columbus, with some possible railfanning around Chauncey. The N-scale Central Belt Lines (acting Central Region layout) will be at the GATS as well. For more info, contact Chris Burchett.

Division: The Great Plains Division will be holding their spring convention in Kensal, Carrington, and Bismarck, North Dakota, on March 17-19. Activities include Railfanning, tours of private & club layouts, videos, and pizza!! For more info, contact Lewis Ableidinger at soo201@hotmail.com or by phone at (701)435-2971.

Regional: For those who missed it last year, it's back once again! The *Valley Flyer 2!* Many locations will be visited once again, including Columbus, Marion, Dayton, Toledo, Cleveland, Sandusky, Galion, and many other great areas!! Layout tours will include Peter Maurath's N-scale "What If?" Penn Central layout, Chris Burchett's HO-scale Logan Southern Rail System, and others! Dates are set for the second week of June. More info will be given, as the day approaches. This is the preview to the 2001 national convention in Ohio, so don't miss out!

TAMR NEWS

The *HOTBOX* is now back in business! Newton Vezina has taken on the project of reinstating it as a fun thing to do, like it always has been. He and many others (including Central Region members!) have finally completed the first issue for 2000. It was completed during the NY/NJ convention in New Jersey on the 28th of December. The February issue is already taking form. If you would like to get involved with this great project, contact Newton Vezina at (413)739-1949, or by e-mail at TAMRvideo@aol.com.

Elections (aside from the federal, state, and local government) will also be coming up at the end of 2000. The positions available are Central Region Rep. (only rep. slot available in the CR), President, Vice President, and Treasurer. Appointed positions are Editor (*HOTBOX*), Auditor, Promo. Mgr., and Archivist. Additional positions available in the Central Region are Great Plains, Heartland, Hiawatha, or Great Lakes Division directors. Terms begin at 12:01AM January 1st, and last for two years. If you don't know what a certain position offers, let Chris Burchett know, and he can get a copy of the TAMR Constitution out to you.

TAMR Renewals

Bryan Malone of Oxford, Ohio, is up for renewal. TAMR membership expires on issue #330 of the *HOTBOX*.

Jason Winter of St. Louis, Missouri, is also up for renewal. TAMR membership expires on issue #330 of the *HOTBOX*.

FACT: YOU ARE A G.E.R.F.!

G.E.R.F. (noun): *Glassy Eyed Railfan*
(adj.): anyone who engages in the hobby of railfanning, and who blurts out things (i.e.- C44-9W, SD40-2, H16-44, RS-3, 4-8-4, etc.) that nobody but fellow railfans understand.

Scenic Railway News

Hocking Valley Scenic Ry. Receives Enginehouse

By Chris Burchett

On December 27, 1999, the Hocking Valley Scenic Railway (of Nelsonville, Ohio) moved the first piece of equipment into its brand new enginehouse. ExLake Superior & Ishpeming 2-8-0 Consolidation #33 was the first to be moved in. The exChesapeake & Ohio GP7 #5833 was the next to be moved.

This is the first enginehouse the HVSR has had since 1996. The first enginehouse was on leased land and the landlord sold the land. The HVSR was told to be out within a month (I believe). This forced the HVSR to put #33 under a canvas tarp. Now that the enginehouse is there is no tarp to worry about. And it's a good thing too as the tarp was being cut and torn by high winds (and possible vandals, which weren't able to get anything anyway).

The #33 was due up for a boiler inspection in 1999 but since the enginehouse was no longer available, it was postponed. For a boiler inspection, just about everything has to be taken apart and inspected by the Federal Railway Agency (FRA). So by 2003, the #33 is expected to be up and running, but I'm hoping that she is running by the 2001 national convention (keep your fingers crossed).

I guess I better get back to the enginehouse. The electricity is expected to be hooked up by the end of the month (January). A temporary line has been made from the machine shop to the enginehouse. An inspection is also going to be put in the middle track (3-stall enginehouse). Although it is called the enginehouse, it will be used for things other than the locomotives. The road stock and MOW equipment will be repaired inside as well.

Well, I'm running out of space here. I'll keep you posted as to what happens next at the Hocking Valley Scenic Railway!

Chris Burchett resides at the address of 30150 Illesboro Road, Logan, Ohio 43138. This is his seventh appearance in the Pilot.

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