

# The Pilot



Editor Chris Burchett

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

**On the Cover:** NS GP59 no. 4634 sets at the small industrial yard at Circleville, Ohio, August 1998.  
*Photo by Chris Burchett - Logan, OH*

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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:**

**The Pilot**  
**30150 Ilesboro Road**  
**Logan, Ohio 43138**



# MESSAGE FROM THE CENTRAL REGION REP. -

Hello one last time! I'd like to thank everyone for helping make the Central Region and *The Pilot* what it is today. Although membership has dropped to 33 members, largely due to the timely HOTBOX, much activity abounds across the region, including the huge St. Louis convention this past year!! And this issue of *The Pilot* has the most content in it ever!! I also want to thank Newton Vezina and Peter Maurath in particular, for I wouldn't be here today if it weren't for them. They have supplied a lot of information, and Peter has supplied all the "LOASSB's" and "Top 7's" I could ever want! In addition, Chris Wagner supplied the first article which appeared in Issue No. 2 (March '99) entitled "Save Pullman!". I hope that the next Rep. can will have the same amount of help (times 2) that I did. He will have a lot of people helping him out (even if it's just contributing to *The Pilot*), and I'm very happy to see that happening!!

In roughly seven months the *Ohio State Limited 2001* will be starting!! Much activity will be going on, since we'll be all over the state of Ohio. An overview of the convention as follows: First day- Northeast Ohio (includes Cleveland, Berea, etc.); Second day- Railfanning Marion and Fostoria; Third day- Central/Southeast Ohio (Columbus, etc.); Fourth day- Northwest Ohio (includes Toledo, Bryan, etc.); Fifth day- Southwest Ohio (includes Cincinnati, Dayton, etc.); Sixth day- B.O.D. meeting, clinics, etc. There will be a day in-between the national convention and post-convention. The post-convention will take us along CSXT through West Virginia's New River Gorge. We will end the post-convention at White Sulpher Springs, home of CSX's Greenbrier Resort & Hotel. So as you can see, much will be going on. So please plan to attend this huge convention!!

You've probably noticed the new appearance of *The Pilot*. Just a tad different from the Issue No. 1 of two pages! Credit goes to you guys for making it this big!!

In closing, I'd again like to say thank you all for making this a great experience and a lot of fun as your Central Region Rep. I could not have done this alone, so credit goes out to each and every one of you. Remember to support the next Rep., 'cause he can't do it all by himself! Merry Christmas, Happy New Year, and may God bless each and every one of you!!

THINK SAFETY and THINK JESUS!

*Chris Buckner*



Soo GP40-2 no. 4401 leads a CP freight through Terre Haute, IN. Photo by Dave Honan

LOASSB *Conducted by: Peter Maurath*  
Urban Renewal Series  
Issue#3 Pay Phones

Welcome back to the global phenomenon known as LOASSB. This issue we dive into chapter three of the ever-exciting Urban Renewal Series. What's on the menu today is a often-overlooked detail, the pay phone. Now I know what your saying, "I have those neat little day-glow yellow phonebooths all over my layout". Well, of course you do, and that's very prototypical, if you model in the past. But take a look around. Phonebooths have gone the way of the typewriter and the 25¢ vending machine. What you see nowadays is the what I like to call, "phone on a stick" (or POAS). A payphone surrounded by a shallow box mounted on a pole or stand. That, is what we are going to build.

Trying to build a POAS entirely from scratch, in N scale, would have been a major achievement for me, but, wanting to keep my eyesight and patience intact, I've found it's much easier to update some old phonebooths instead. We start with a Model Power phonebooth. This model comes in a detail set with park benches, mailboxes, ect., and retails for under \$10. It makes a good foundation for our POAS, containing it's own scale phone and a place to build from. You will also need some scrap sections of cardstock, or styrene at least as big as the phonebooth to build our box.

First using a hobby knife carefully cut away the entire booth except for a 3/8" tall section of the backing behind the phone & shelf and a small section of the sides above the phone & shelf (Fig 1). This will be the foundation from which the new box will be built off of. Using the cardstock or styrene cut sections to make up the new roof, sides and front valance panel (an upper front panel tying the roof and sides together, Fig 2). The roof measures 3/16"x1/4" (better get the magnifying glasses), the sides are 3/8"x1/8", and the valance, 1/16"x1/4". Once cut, begin by gluing the sides with CA, then add the roof, then finish with the valance, letting the glue dry between steps. After it has set up we'll want to paint it in the appropriate colors. I choose blue for the box and phonebooks, silver and black for the phone and shelf. To finish all we need is a little height advantage.

You can go for the obvious choice and paint a section of noodle silver, then glue the phonebox to it (keeping it a scale four to five feet off the ground, in N a 1/4"), or you can give it a bit more class and glue it to a section of illustration board 1/2" tall and 1/8" wide, painted black. Once all is dry stick it on a street-corner, outside a gas station, or store, or even inside a structure. Some final points: This design is open to "kitbashing", so feel free to experiment with the box design. They also have a tendency to get lonely so putting two, three, or four together is very common. Don't forget some signs to make it easy for your citizens to find them. A few made up by hand, or off a computer should do the trick.

That's all the space I got for this chapter, join me next time when we'll wrap up this fabulous series with a few miscellaneous urban additives to busy-up your sidewalks.

Figure 1

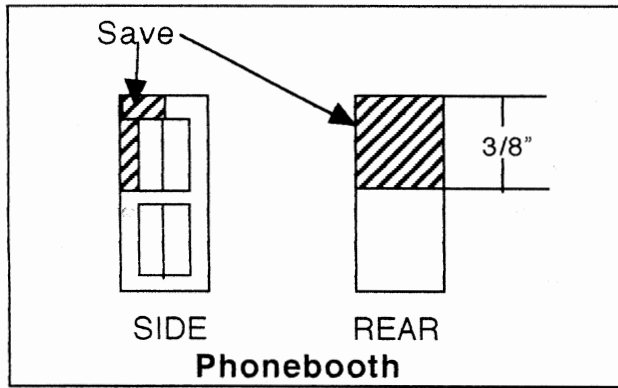
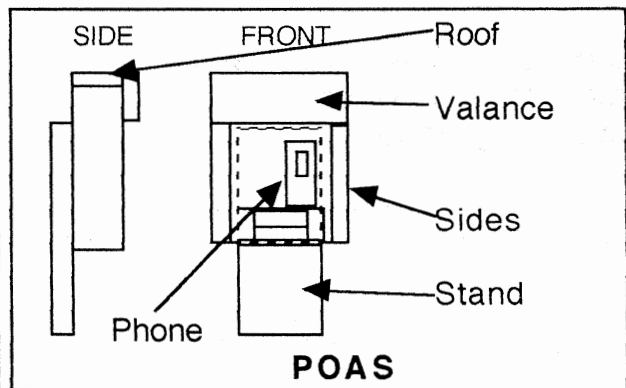
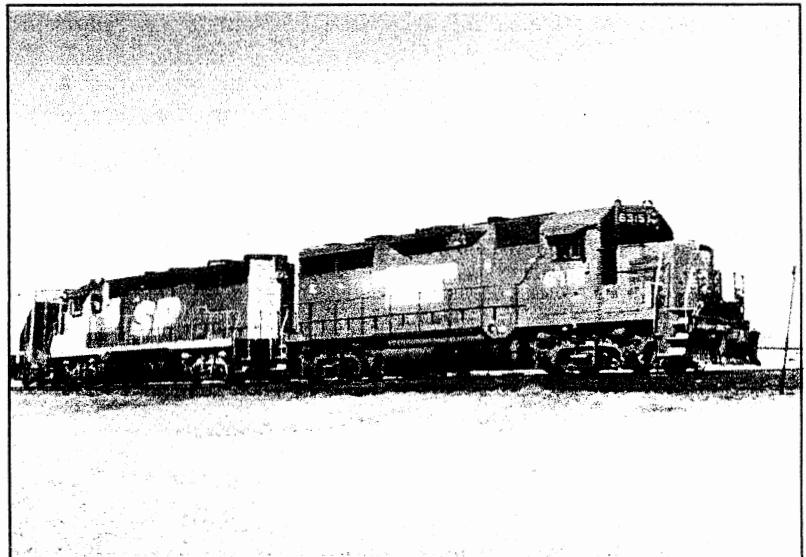


Figure 2



# DMV&W Photos by Lewis Ableidinger

DMVW 6315 and Kodachrome 6354 in Bismarck, ND, March 18, 2000.



DMVW 6347 and 6315, both ex-SP GP35E's, resting near the Soo depot in Bismarck, ND, 1998.

DMVW 316 is sitting next to the old Soo depot in Bismarck, ND, on a 1998 day.



# Focus on Shortlines

By Lewis Ableidinger

The Dakota, Missouri Valley, and Western was formed in 1990 when the Soo Line leased out portions of old branch lines, specifically, the Oakes-Wishek-Bismarck, ND, Bismarck-Washburn, ND, and Flaxton, ND-Whitetail, MT lines. More recently, the DMVW has acquired the Oakes-Hankinson, ND line, and, from BNSF, the Moffit-Linton, ND, line. This sets up the DMVW as a several hundred mile long railroad serving two states. Since the Whitetail line is cut off from the rest of the system, two separate units are usually based on the that line, with all other power on the rest of the system. DMVW maintains a small shop in Wishek, but the office and dispatching center is located in Bismarck. This article will focus on the current operations of the DMVW.

Bismarck has undergone several changes since the days of the Soo Line. The DMVW must use BNSF trackage rights from McKenzie to Bismarck; the Soo's main has been abandoned into Bismarck. Originally, the Soo had extensive facilities extending from the Bismarck Expressway along Main Ave. up to near 9th St., with a fair sized yard and roundhouse. The Soo cut back considerably, though, and the yard is only about half the size of the original. The roundhouse site is completely obliterated. However, the Soo depot, which looks like a Pizza Hut, still stands, but is not used by the railroad. Where the DMVW crossed the BNSF is another story. The diamond has been removed, and access from the "north line" to the little bit (but important) trackage in southeast Bismarck is achieved by a series of switchbacks, then a short bit of trackage rights. On that little bit of track in southeast Bismarck, though, is Dakota Redi-Mix, a big customer, and Heartland Elevator. Also down there is an ex-Mississippi Central GP7, not used, and a cannibalized SD20. Operations within Bismarck are fun to watch, but quite compact!

The Soo still owns the portion of line from Washburn to Max to Drake, ND, so DMVW trackage ends at Washburn, north of Bismarck. The line up there is a roller-coaster! It was built through the hills along the Missouri River during 1900-1904 by the Bismarck, Washburn, and Great Falls, a short lived lined absorbed by the Soo. One notable depot along the line is at Wilton, which was designed by the owner of the BW&GF daughter, which has a pagoda shaped tower in the center. She got the idea after a visit to the Orient. It now houses a model railroad club. Northern Pacific at one time interchanged here, but it has since been abandoned.

The saga of Outlook, MT, is of a different sort. On Halloween of 1999, a DMVW train sparked a prairie fire, which pretty well scorched Outlook, including their elevators. DMVW 6344 (ex-SP 6344, GP35E) was gutted from the fire and DMVW 324 (ex-CNW 837, GP35) was mildly damaged in the fire, but has since been rehabbed. The very end of the line, the next town west, Whitetail, MT, has expanded their elevator, so operations will continue through Outlook.

There is a big business between Braddock and Bismarck; hauling rock! Gravel is hauled from a pit near Braddock, ND, and hauled up to Dakota Redi-Mix (DRM) in Bismarck. DRM unloads one to two 40-car gravel trains per week. DMVW 3043 and 2049, both ex-ATSF GP20s, were bought in April specifically for this service, but have moved up to the Whitetail line for the winter.

Here is the current DMVW roster as of summer of 2000:

Assigned to Wishek, ND:

DMVW 323, GP35, ex-CN 9300  
DMVW 6347, GP35E, ex-SP 6347  
DJPX 2003, model unknown  
CP 5016 (GP35, on lease)

Assigned to Crosby, ND:

DMVW 6344 (gutted in Halloween fire, stored)  
DMVW 856, GP35, ex-CNW 856  
DMVW 862, GP35, ex-CNW 862

Assigned to Bismarck, ND:

SP 6354, GP35E (in full SP "kodachrome" paint, no DMVW markings)  
DMVW 6306, GP35E, ex-SP 6306  
DMVW 6315, GP35E, ex-SP 6315  
DMVW 324, GP35, ex-CNW 837, burned in Halloween fire  
DMVW 3043, GP20, ex-ATSF 3043  
DMVW 2049, GP20, ex-ATSF 2049

On the Northern Plains RR, Fordville, ND:

NPR 410, GP9, ex-DMVW 410, ex-Soo 410  
NPR 318, GP9, ex-DMVW 318  
DMVW 6326, GP35E, ex-SP 6326  
DMVW 6327, GP35E, ex-SP 6327  
*The whereabouts of DMVW 316 were not available*

**I**f you're interested in modelling the DMVW, there are several good choices. The best and most lucrative is probably the Bismarck-Braddock section. Between Bismarck and McKenzie, they have trackage rights over the BNSF on their ex-NP main line (lots of coal traffic). The line then turns south, and at Moffit, another line splits to Linton. The next town after Moffit is Braddock. Gravel is hauled in from about a half-mile away by truck. There is an elevator located in each of the small towns, so mixed freights would switch them, as well as handle cars moving from/to Wishek. Equipment modelling is easy. Almost all of DMVW's power is still in the owner's original colors, but with the name painted out, save for the kodachrome. The easiest to model would be their ex-SP GP35Es, as Athearn makes an SP model of the units. Plus, you don't have to match the greys and reds!

**L**ook for more "Focus on Shortline" articles in future Pilots! Additional information provided by the Soo magazine, Gerald Olson, and Ken Armstrong.

# ***RAILROADING IN THE HAUTE***

## ***BY DAVE HONAN***

**G**reetings from Terre Haute, Indiana! In response to Chris Burchett's request (or was that pleading?) for new columnists, I volunteered to become the sacrificial goat to try it out. But before I tell you about what I want to do, let me do the obvious and introduce myself.

**I**'m Dave Honan, originally from Albany, NY, and a co-founder of the NER's Catskill Mountain Division (along with Dave Mason of Saugerties, NY). Although I only joined the TAMR thirteen months ago, I have made my presence felt. I was a railfanning guide for the annual convention in Albany during the first weekend of December, in conjunction with the Empire State Express train show. An attendee of the since-titled Winter National Convention in Springfield, MA, I won second-place in the photo contest behind CR member Lewis Abledinger. Lastly, I have made small contributions to the HOTBOX and the WR's newsletter, the Cascade.

**I**'m currently a freshman at the Rose-Hulman Institute of Technology, majoring in Civil Engineering. One of my first tasks once on campus was joining the Model Railroad Club, which contains a great bunch of guys from all over who like trains. Yes, I am trying to recruit!

**"T**he Haute," as Terre Haute is referred to around campus, is a hotbed of railroading activity. CSX's CE&D Subdivision (formerly the Chicago & Eastern Illinois), a single-track line, runs north-south through town. CP Rail's former SOO line used to run continuous from Louisville, KY, to Chicago (via Terre Haute), but it has been torn up north of the Wabash Valley Generating Station, which is a short ways north of Terre Haute. Two daily CP trains have trackage rights over CSX from Spring Hill Jct. (south side of Terre Haute) to Chicago. Two daily round-trip coal trains and a wayfreight use the remains of the line from Spring Hill to the power plant. Both of these railroads perform local switching duties in and around town.

**H**owever the largest of the lines running through Terre Haute is the former Conrail St. Louis Line, from Indianapolis to St. Louis. It is double-tracked from Indy to a short ways west of Terre Haute, where it becomes essentially a single-track railroad to St. Louis. This route consists of former New York Central trackage to CP-72, where a connector was constructed a ways back between an old NYC coal branch and the former Pennsylvania RR main; it is this route that precedes west. The old NYC line is now the Danville Secondary and is principally used by wayfreight J721.

**A**t the center of all this is CP-HALEY, the home of historic Haley Tower, now owned by the Haley Tower Historical & Technical Society; I'll tell you more about them in my next column. Haley Tower used to preside over the grade crossing of the CE&D Sub. and the St. Louis Line, with a slip switch connecting St. Louis Line Track 1 with the CE&D. This resulted in the three main tracks being parallel for about a half-mile, with the St. Louis Line being western-most. However, CSX rebuilt the interlocking on October 24, 1999, and CP-HALEY has now been broken down into two sub-interlockings. The CE&D Sub. now joins the St. Louis Line (Track 2) at EAST HALEY. At WEST HALEY there is a southbound crossover from Track 2 to Track 1, followed by the CE&D splitting off due south; the St. Louis Line then curves west towards the Wabash River bridge. Also, both of these lines have a yard in town; the former NYC Duane Yard is directly north of EAST HALEY, and the CSX yard (I haven't found out its name yet) is couple miles south of WEST HALEY.

**N**ow that I've set the scene in the Haute, allow me to discuss my purpose for this column.



First, and most importantly, it will not be a summary of the trains CSX and CP run. What I will do is detail events that occur, such as infrastructure changes, humorous conversations, and other abnormal events. My primary source for this information will be recorded transmissions that I receive with my scanner; however, on railfanning trips into town I may discover something newsworthy that will appear in the column.

**D**ue to the approach of the end of the quarter, I have been swamped with work the past few weeks and have not had the time to pay attention to my scanner. This will change after Thanksgiving break, when I return to school with a voice-activated tape recorder. Following is my short list of events that I did record in the past few weeks.

**10/31/00** - Halloween was an interesting day. I overheard this conversation:

**-0940:**

"CSX Beer Bomb to St. Louis Line Dispatcher, over."

"St. Louis answering, over."

"Hi, this is the Beer Bomb down here at CP WEST HALEY. I'd like thirty minutes in the plant to do some timing checks.

"Roger."

St. Louis is checking with Jacksonville, CSX's central dispatching facility.

**-0942:**

"St. Louis to Mr. Beer Bomb."

"Beer Bomb on."

"Jacksonville has a blocking device at CP WEST HALEY at 0942 until 1020."

"Roger, thank you."

This was not a one-time-only event; I subsequently heard Mr. Beer Bomb on the radio later in the week.

**-2330:**

Q591 was given permission to move north from an unidentified siding when the unidentified mail train he was waiting for went into emergency.....somewhere.

**11/02/00** - This had me rolling in laughter: At 11:23, wayfreight J721 radioed St. Louis to report that he didn't know how to operate a manual switch (presumably in Duane Yard), and asked to be "talked through it!" One of the local maintainers got on the radio to accomplish that task. A couple hours later, they were rolling past CP-72 and up the Danville Secondary towards Paris.

**A**nd that's all that I have for this month. Before I reach the bottom of the page, let me say that I am very proud to be writing for The Pilot, and that I hope to keep this column in print throughout my years of school in the Haute. If you have any questions or comments, please feel free to e-mail me at [David.Honan@Rose-Hulman.edu](mailto:David.Honan@Rose-Hulman.edu). Enjoy the holidays and, until next month, "look, listen, live!"

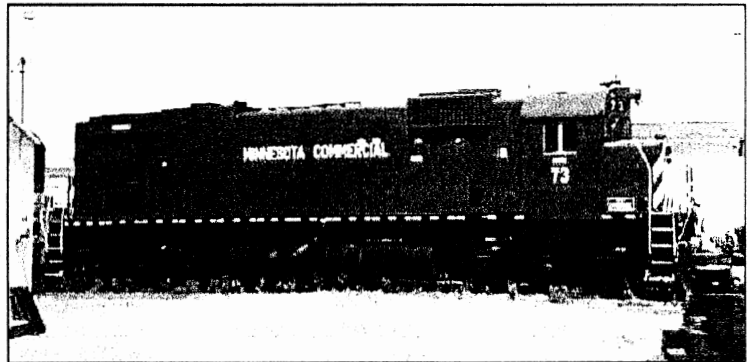
# Andy Inserra's Minnesota Commercial Photo Gallery

(c) 1997 Andy Inserra

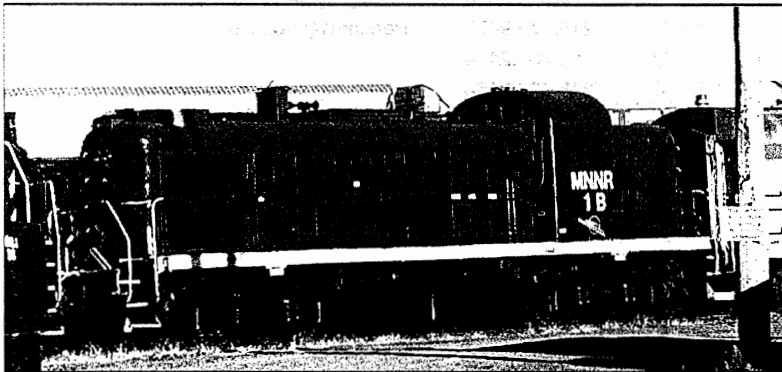


MNNR C424m 63 at Midway Roundhouse during a blizzard in the Winter of 1997.

MNNR M630 73 at Midway after repainting.



In paint less than a month old, RS3 1604 has now become RS3 1B, as seen in this Nov. 1999 picture.



For more photos of the MNNR, and ALCO's in general, visit Andy's website based strictly on ALCO's in the USA, Canada, and Beyond! - [http://www.tamr.org/Andy\\_Inserra](http://www.tamr.org/Andy_Inserra)

Straight from Cleveland, Ohio, it's tonight's.....

By Peter Maurath

## TAMR Top 7!

### ***Top 7 Things to do at a TAMR Board Meeting:***

7. Oragami.
6. Stand up every couple of minutes, point to someone, and say "He's the gunman!".
5. Set a place for Chuck Zehner.
4. Say how much better the NMRA BOD meeting is.
3. Whenever you're handed papers, run out of the room yelling, "Adolf, I have the secret documents!".
2. Fly into rage whenever "Conrail" is mentioned.

*And the number one thing to do at a TAMR BOD meeting:*

1. Bring your own accordian!