

The Pilot

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Message from the Central Region Rep.

HELLO TO TEEN MODEL RAILROADERS, one and all!

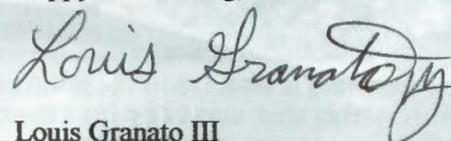
What a summer this is! This is like train heaven for me – lots of places to go! The next thing will be the TAMR National Convention that I'm sure everyone is excited about...that is, everyone who is going! The final plans are all worked out now, and I'm sure this is going to be one great convention – and my first TAMR event too! I just want to let you know that I want to meet everyone there and get to know him or her, so get ready!

Again, as you may have noticed by now, I have changed the layout of *The Pilot*. This time I'm doing it with Microsoft Publisher, which beats Word by a long shot. If any of you TAMR publishers have MS Publisher or have access, I would suggest trying it out. It is great for everything; it even made this issue of *The Pilot* a lot shorter than it would have been in Word, thus saving ink and paper!

As a side note, I didn't put the promised Steamtown article in this issue. I just thought there wasn't enough room. It'll be in the *next* issue. Please see the other promised article though!

Again, I look forward to meeting you guys and having a great time at the OSR National Convention! See you there!

Happy Railroading,



Louis Granato III
Central Region Rep. for the
Teen Association of Model Railroaders

GALESBURG RAILROAD DAYS REPORT

By Louis Granato III

Well, as a special surprise article, I'm writing another report (see the TCA York meet report in this issue of *The Pilot*) on a railroading event. This one is about the annual Galesburg, IL Railroading Days festival and train show, held this past June 23rd and 24th.

This is my 4th time at the Galesburg Railroad



Just to let you know, I'm no expert on diesel locomotives, so I really can't label these photos too specifically. That being said, this is BNSF 883, painted in the old Warbonnet scheme passing the Galesburg Amtrak station platform.

and drove to downtown Galesburg where the actual Railroad Days is held. Each day about 75 trains go through Galesburg, BNSF and Amtrak. So, when you see a train go by what do you do? You take pictures! So all over this article you will see some of the best of the many pictures I took there.

We talked to some of the different train guys there and some of the magazine reps. Also

climbed up in some of the BN engines there on display. We then watched a "Medicine Show" (magic show) that "Doc Barth" puts on.

After that, we went on the last little excursion ride through the Galesburg yard, from which I took some pictures. Please note



I barely caught this 7-engine BNSF train—ran across the station platform to get the shot. All engines are viewable in this picture.

days, and this time my dad, one of my sisters, Catherine, and one of my brothers, Stephen, came with me. We started the 45-minute drive down to Galesburg at about 9 o'clock AM. The first place we went was the train show at Carl Sandburg College (Galesburg is Sandburg's hometown). We bought a few posters and some videos, including the *whole* 16-cassette set of the "Tracks Ahead" show. We did-

though, as usual. Unfortunately, I didn't get any pictures of them.

After about three hours at the train show, we then proceeded out to the car

n't buy any model trains stuff since most of the show is HO, and we're into O scale. There were some very nice layouts there



Here is what I think to be the best picture I took at Galesburg. This shot was taken from the cab of the CB&Q steam engine on display after listening to a man who used to run that kind of steam engine.



This BN/BNSF engine, "BN-1," was on display at Galesburg and was open to go through.



From this CB&Q non-operational Hudson-type locomotive the Pumpkin shot on the previous page was taken.

though that the train was a Metra commuter train with green-tinted windows, so there may be a bit of green in the photos! (I did the best I could to take the green out with my image editor) After that not much else happened, we just walked around a bit more, and then headed



Above: This BN/BNSF SD-70 was also on display and open to walk through.



Right: A BNSF GP-38-2 (?) pulls one end of a special dinner train that ran during the Galesburg RR Days.



Above: The other end of the dinner train along with a primer-coated F unit and rotary snowplow to the left.



Right: Here is a picture of a train going up the Galesburg hump. This photo was just one of many that I took from the excursion train, though the rest are not included here.

home. Overall it was a very fun day and I'm looking forward to next year! Enjoy the pictures!

Here is the IL County 10 overpass over the Galesburg yard. This is the longest bridge over land in Illinois.



Two Hours at Rondout

BY CHRIS DANZ

On February 9, 2001, my dad and I took a trip to Rondout Tower, near Lake Forest, Illinois. Rondout is on Canadian Pacific/Metras' main line, about 32 miles north of Chicago. It's where the suburban line to Fox Lake branches off to the northwest from the Milwaukee main line. The Elgin, Joliet & Eastern (EJ&E) Railway crosses there at grade and interchanges with Canadian Pacific Railway. Rondout has a manual interlocking tower. In the two hours that I was there I saw three Canadian Pacific freight trains, six Metra trains, two Amtrak trains and a Metra American Crane carrying a switch panel.

Lets start at the beginning of my day. We got to Rondout a little after 12:00 noon and saw Metra Suburban train No. 2134 going towards Chicago Union Station. Next we saw CP freight No. 221 with two locomotives, CP 8515 and CP 9578. Then came westbound Metra No. 2115 who diverged off the main line towards Grayslake. After that came CP train No. 396 with CSX C30-7, No. 7538 leading HLCX 588, a C30-7. No. 396 picked up its U.P. bulletins on the fly out of a hoop which you don't see very often anymore, for the trip over the U.P.

freight bypass line to Bensenville. I also got to see how the track bulletins were hung in the hoop for Canadian Pacific's train 396.

When Metra train No. 2136 was about ready to come on to the main line CP Tower Operator Jeff Varney asked me if I knew how to work the interlocking panel. I said that I sort of knew how to but wasn't com-

“IN THE TWO HOURS THAT I WAS THERE I SAW THREE CANADIAN PACIFIC FREIGHT TRAINS, SIX METRA TRAINS, TWO AMTRAK TRAINS AND A METRA AMERICAN CRANE CARRYING A SWITCH PANEL.”

pletely sure. He showed me which switches did what and told me when I see the green light line up the switch and signal levers to get 2136 off the Fox Lake Sub and onto C&M No. 2 Main Track. It was really neat to operate the interlocking system.

After that westward CP freight No. 211 came along with six units (the four trailing units were dead-in-tow) in its consist, a mix of every thing from GE and EMD. Thirty seconds later an east bound Metra train No. 2117 arrived to head up the Fox Lake Sub.

Once Metra No. 2136 left on the C&M sub and disappeared from

sight, Metra's American Crane (50 ton capacity) showed up with part of a switch panel. Jeff had it crossover and go into No. 4 storage, north of the tower, to get out of the way. Amtrak No. 335 then came screaming through Rondout at 79 mph. It was going so fast that you could feel the tower shake! Once Amtrak No. 335 was by the crane ran back into the small yard on the south side of the tower.

Only fifteen minutes after Amtrak No. 335 passed the EJ&E, or the "J", came rolling by with a SW1200 and two cars. It was kind of unusual to see a SW1200 come by because they normally use a GP38-2. The SW was freshly painted in the new EJ&E switch engine dark green scheme. Before we left for the day Amtrak No. 337 closed out my visit with another 79 MPH show.

In my opinion Rondout is one the hottest places around Chicago to see a lot of trains. But you have to be careful because of the Amtrak trains whipping by at 79 mph!

T.C.A. 2001 Spring York Meet Report

BY LOUIS GRANATO III

As promised in the last issue, here is the official TAMR report of the York meet held this past April 27-28.

The trip to York was part of a 2-week vacation for me in New Jersey. After flying from Illinois to New Jersey with my grandfather, we stayed at his house and just hung out and did some "train stuff." We then departed by car from my grandfather's house on the morning of the 26th and headed to Strasburg, PA to the Train Collector's Association (TCA) National Office. The National Office hosts a large toy train museum along with about 5 layouts, all very impressive. An event known as the "Thursday Before York" is held at the National Office before every York Meet. All the major manufacturers of O scale trains meet and talk to the customers. We enjoyed our visit to the "before York" activity, though there were only about 250 people in attendance. Some very interesting talks were given, though I won't go into those.

After the Strasburg meet, we headed up to York. It was now late in the day, and after a big confusion with the hotel, we relocated to another hotel that was much further away—about 20 minutes from the York Fairgrounds where the York Meet is held. That night we had a hearty steak dinner and slept well.

The next day we headed over to the York Fairgrounds and waited in line to join the TCA since you must be a member to attend. After waiting in line about 30 minutes we got in and started walking around.

Imagine thousands of frantic model railroaders running around huge fairgrounds looking for the best deals and "rare" items. In some places you couldn't even turn around, and all the aisles are one-way. York is heaven for any model railroader in any scale, although the majority of items there are O scale. We both found deals on some things we were looking for, including a great price for a Z-4000 transformer. In case you haven't figured it out yet, York is THE place for deals on trains. We walked around

"...York is THE place for deals on trains."

the various "halls," as the buildings are called (there are 8 halls of trains), for the rest of the day. At 2 o'clock we went to the O Gauge Railroading On-Line Discussion Forum meet (see the last Editorial) that is held on the grounds. At the "reunion" we talked about one of our planned events, to set up a ½-mile long O scale train around the racetrack on the grounds in York. The event is planned for TCA October 2002 York meet, and if you would like to participate please join the forum at www.ogaugerr.com where you can find out the details.

After the meet we walked around looking at the different tables—too many to even estimate! That night *O Gauge Railroading Magazine* sponsored an "indoor picnic" on the York grounds in tribute to the late Frank Pettit, who developed about 180 of Lionel's operating accessories.

Frank's son and daughter-in-law were present, along with a lot of memorabilia that concerned Frank. I bought a Frank Pettit *signed* biography.

After the "picnic" dinner, we had another meeting about the previously mentioned "Longest Train Ever" event. We covered many things, and I'll be sure to report on it when/if it happens! You may even be able to see it live on TV! That night, before we were getting ready to leave, a friend of mine, Jim Barrett (who works at Davis Trains, the largest train store in the world, which we visited during the 2001 National Convention), asked me if I would like to go see Tony Lash's layout near DC. Now, maybe some of you haven't heard about this layout, but I've heard plenty and I was all for it!

The next afternoon we drove to Tony's layout... WOW!!!!!! I've seen videos of it, but none can capture the awesomeness of the layout. It is all O scale. The size of the layout is 70x45 feet and is built in a couple of rooms with the walls knocked out. The layout is housed in the office building of Tony's disposal company. However, that layout deserves a whole other article, which I will most likely write soon. For now I have about 60 pictures of Tony's layout on my website at <http://clik.to/prslou>.

Overall, I had a great first time at York and hope to go back this October!

You can find out more about York and the TCA on the TCA's website, www.traincollectors.org.

RAILFANNING

BY ANDY INSERRA

Welcome to another edition of Railfanning—made from only the best homegrown ingredients! Once again I'll be covering the hot spots of the Twin Cities of Minneapolis and St. Paul (that's in Minnesota for those that are geographically challenged) and where to catch the best action.

This time I will be concentrating on the other major hot spot here, the area known as "University." This spot again sees plenty of action and is easy for the public to access, just like Dayton's Bluff/Hoffman. The main difference is that it doesn't have the scenic backdrop that Hoffman has, but you can see Soo's old Shoreham shops from here plus the Soo/I&MRL intermodal yard from this location. All of the railroads serving the Twin Cities pass through this Minneapolis location. They include BNSF, CP/Soo, UP/CNW, Wisconsin Central, I&M Rail Link, Twin Cities and Western, Minnesota Commercial, and Amtrak. All of these railroads come through this point at least a couple of times a week, most coming through once a day or more. The main exception at this time is the TC&W, but we'll get to that later.

The biggest user of University is BNSF since Northtown yard is just north of this point. Northtown was once one of their biggest yards but it has since been downgraded and of-

ten sits with many tracks empty. This was mainly due to a labor dispute over practices dating to the old Great Northern days. The crews at Northtown would get all of the jobs done in record time without jeopardizing anyone's health and then



BNSF SD9 6132 - one of the few repainted in the Heritage colors. It is working at the Northtown diesel shop on Aug 27, 2000.



This BNSF light engine move includes SD40-2 8056, SD45-2 6468, SD40-2 6820, and GP60M 154. All are cruising east past University on 3-16-01.



Santa Fe SD45-2 6482 passes the Malt One complex at University on 1-23-00.

headed for home,

often well under the 12 hour shift they were on. When the head honchos at the then-new BNSF got wind of this they weren't happy that they were paying for workers that didn't put in a full shift even though they did what they were supposed to do. The unions and railroad battled it out and the since railroad wasn't about to give in to the employees, they downsized the yard instead. So what was once one of the road's best yards

with three sets of power for hump trains working all around the clock has now become one with a mere one set working on an as-needed basis. But one thing that wasn't cut was the heavy engine repair shop at this location. It still is in use and all but the SD70MACs can be seen here - every thing from SW1000s to SD9s to C44-9Ws and even the lone SDCAT. All of this is just north of University - directions are below. BNSF runs many, many trains through here from the small locals to the hottest coal and intermodal trains with the newest power. They

still use cabooses on locals, especially on the one that parallels Hennepin County Road 81 through Robbinsdale to Osseo. You can bag shots of just about any style of unit on the BNSF fleet here plus all of the lease fleets that are used by the road.

The next biggest user is Soo (or CP Rail—we prefer to call it Soo around here). They have trains to Shoreham yard (again, another formerly huge yard) and their intermodal facility. They have many trains passing through here each day with all kinds of power including a large light engine move each evening. They usually take all westbound trains not headed to Northtown for transfers off the main at this point and head them onto their own main, which loops over the tracks on an

old bridge still with its Soo Line lettering. Most of the trains that head over the bridge head to Canada on the main line or go to Humboldt yard. The same goes for those trains



paint schemes.

Amtrak's Empire Builder passes through here close to seven in the morning (probably earlier if it happens to be on time) on the Chicago-bound trains and well after dark at any time of year on the Seattle-bound trains. Soon, the North Star Commuter Railway will begin service between Minneapolis and St Paul on this line, so

CSX C40-8Ws 7656 and 7771 on a east-bound Soo sulfur train. Seen at University on 3-16-01.

coming off of the bridge—they are coming from that main line (or Humboldt yard) and are bound for three yards in the area or will go to Chicago. They are also hosts to all CSX lashups on some trains. Soo doesn't use cabooses through here often, though occasionally some will pass through along with the CP vans, but these are definitely rare. Again, just about any unit that is on the Soo/CP roster can pass through here making for interesting trains.

UP is the lightest user of the major roads to serve this area. They would send trains up here from St. Paul until last year. Then they got into a disagreement with BNSF over who should be transferring and switching the cross-town trains and both decided to get a contract with the Minnesota Commercial to do its duty. With the reopening of UP's yard in the Midway area all of this may change. For now they still send trains here on under their own power and that of the MNNR. You can see anything from CNW to SP power come through on the UP trains – though with the massive renumbering/repainting program it is getting harder and harder to find those old



I&MRL SD45 367 and SD40 231. The SD45 is still in its old CNW colors with its earlier coat of BN green and black starting to show through. The train-complete with its crazy conductor—was seen at University on 3-16-01.

you will be able to see our state's first ever commuter trains here as well.

The shortlines in



Another eastbound light engine move, this time from UP. An AC44 and SD9043MAC duo, numbered 7160 and 8088 respectively, are at University on 3-16-01.



Soo SD40-2s 6619 and 6622 in a new take off of the bandit scheme they applied to the Milwaukee Road units. CP has wiped out the Soo markings and stenciled a small CP on the nose of each unit. Luckily this stopped soon after the program started. Seen at University in February, 2000

the area use University regularly. The Minnesota Commercial uses it on transfers from the Midway area and its own large yard. These trains often rate multiple Alcos or elderly GE Dash 7s or even the Australian-built GEs. Right now many of these runs happen after dark, not making for railfan-friendly photography. The I&M Rail Link runs intermodal trains in and out of Shoreham intermodal yard with their eclectic locomotives in the lead, anything from CNW painted SD45s to I&M SD40s and SD35s and even their own F45. One conductor that

often is on these runs loves the camera; often posing on the lead unit for pictures as it rolls past, adding that human element (and he can add some humor to the usual photos as well). TC+W is probably the least represented of all the lines; their runs don't always make it up this far. They often take the MNS line up from Hopkins to New Hope and get on the Soo main at MNS Junction in Crystal. This way they can enter Soo's Humboldt Yard from the west without clogging up the busy tracks

from the east. And Peavey—owner of the Malt One plant that can be

seen from University—uses a small blue SW1 that can sometimes be seen in the area shoving grain cars into the depths of the grain elevators.

Here are directions to both Northtown and University: Take I-94 (west if you are coming from Chicago or east if you are coming from Fargo) to eastbound I-694. Exit on East River Road and go south. About a mile or two later you'll see the yard to your left. A large bridge crosses over the yard; a

(Continued on page 8)

Layout On A Shoestring Budget

Conducted by: Peter Maurath

(Continued from page 7)

Open all major holidays it's LOASSB! This issue we continue improvements on N scale vehicles by adding some standouts to the sea of sedans and pick-up trucks. We'll start with the most obvious, the police car.

REAL STORIES OF...

A good start for your black-n-white would be any 4-door sedan, preferably already white. The Mercedes' (MB) described last month are a good example, and what better way for your town to show off its wealth. Otherwise, sedans in the Bachman sets will work, as well as more costly individual cast sedans from Road apples, GHQ, etc.

BEVERLY HILLS COP CARS

Because N scale leaves little room for complicated striping patterns and shields, it's easier to stick with a scheme that's recognizable as an officer of the law.

Using a white MB as an example, prep it as described in last month's issue, except when it comes time to paint. Using a small amount of black paint dab a coat on the front third and rear third of the vehicle painting everything black except the doors (you can also reverse this pattern or use dark blue for a different scheme). Then continue as you would with a normal

car improvement, adding the glue-windows, etc, though don't add as much chrome trim - this car is supposed to be all business.

BRIGHT LIGHTS

Once your car is complete you'll need the final touch, the blue and red light bar atop the roof. This can be two ways, if you prefer the rounded light bar, grab a section of spaghetti noodle. If you prefer the more modern squared-off design use a small 1/16" strip of styrene or even illustration board. Taking your chosen material, lay it across the roof of the cop car flush with one end. Mark your material at the other end so you'll know where to cut it (fig. 1).

Next, mark roughly where the center

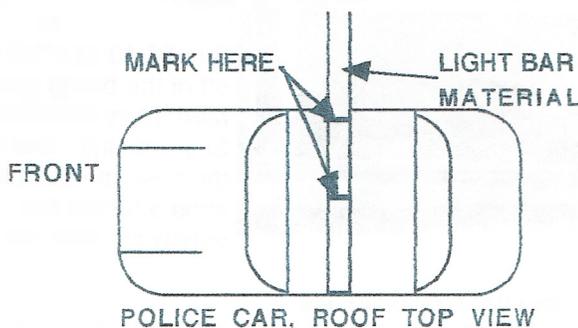


Figure 1

of your light bar will be. Finish with the necessary colors. Blue on one side, red on the other, making sure not to pass your lines. Cut out your light bar and glue it using either ACC (super glue), or Elmer's, let dry. I'm outa' space, join me next issue when we'll make good use of those canary yellow cars.

stoplight guards the intersection at the bottom of the bridge. Take a left at the light (County Rd. 1), go over the bridge and take the first left into the grain elevators lot. Either side of the bridge has walking room, on the westbound lane is a huge shoulder, on the eastbound is a sidewalk. These will give you the best views of the Northtown shop and the traffic up here. To get to University go over the bridge to a stop sign (past the grain elevator-away from the bridge) and take a right at the intersection. You'll see the BNSF offices on the right. Keep going straight to the end of the road (a couple of miles). Here you can go right for great bridge views of the storage tracks and mainline, otherwise to get to University take a left. You should see a loop to your right leading down to an intersection on University Ave. protected by a stoplight. Take that loop to the stoplight, and then head left. After crossing the bridge over the yard, take the first business road immediately to your left (27th Ave), head to the tracks, and your there! Need a map? Go to mapquest.com and type in the intersection of University (in this case the street) and 27th Ave NE in Minneapolis. University (the railfanning location) is at the wye. If you get the "Big Map" at mapquest.com you can see the layout of whole area. Also, if you have a scanner there is lots of radio chatter here and that helps you figure out what is going when.

This wraps it up for another edition of Railfanning; I hope you enjoyed it. If you have comments or questions about the trains in the Twin Cities or will be in the area and want more information on the best places to railfan, please feel free to email me at:

Andy_Insera@tamr.org

Or snail mail me at:
Andy Insera, 4940 Xylon Ave N,
New Hope MN 55428
Till next time, see you trackside!

RAILROADING IN THE "KIRK"

BY DAVE HONAN

Hi everyone! This is a special summer edition of my column; since I'm home in Albany, NY, I had to change the title.... the reason for this will soon become evident.

Being a college student, it's a given that I am absolutely broke at any given time, so a summer job is essential. As you might know, most teens get a temp job doing retail or food service for the weeks they're out of school; however, me being me and wanting to make more than \$6.50/hr, I applied for an entirely different kind of job.

Obviously, I wouldn't be a member of the TAMR if I didn't like trains; also obviously, I wouldn't be writing about summer jobs if mine didn't relate to trains. So, allow me to reintroduce myself:

I'm Dave Honan, CSXT Design & Construction Intern, Selkirk, NY.

Yup, that's right. I managed to land a job working for CSXT. I've only been on the job for three weeks and two days (as of this writing), but I am already certain that this is the best job I've ever had (much more fun than working at The Great Train Store, even though it was through working there that I was introduced to the TAMR).

What makes my job so fun, you might be asking. First, let me say that working for the railroad does not mean that you're able to be a full-time railfan; in fact, the opposite is entirely true: there is *no* time to railfan while on the job. When in the field, I find that I am constantly busy with whatever task I'm working on, and the safety of myself and those around me is paramount to anything else.

So, what makes the job so fun? First, my coworkers. At the Selkirk

office are three senior engineers with many years of experience, one junior engineer who started working at the beginning of the year, and two interns (me and a guy from Wisconsin). Everyone is really laid-back and relaxed, and will gladly interrupt their own tasks to help me out. To be honest, I have yet to meet a CR/CSX employee (even though people don't like to admit it, an "us vs. them" mentality does exist, and the folks in Jacksonville are usually referred to along the line of "they said...") who has not been nice to me.

Second, the learning experience that is inherent in my job. There is so much available for me to learn that it's tough to remember it all! My second day on the job, I traveled to West Springfield, MA, to attend a class on track buckling; the very next day I returned there for classes on safety and environmental awareness. And then there's the MWI, the engineer's Holy Grail: at least four inches thick, this continually-updated collection of documents contains all of CSX's track construction and maintenance standards. Also, it is guaranteed to put you to sleep if you try to read it for a while, as I (painfully) found out!

As I said above, I've only been working for seventeen days, and already I have been involved with or introduced to a large number of quite varied projects. One of my first tasks was to become just about the first person in the office to use RailDOCS, a web-based system that allows anyone with access to search for any projects that have been undertaken at a location, and find out where the files for those projects are stored.

Two days after completing the Roadway Worker Safety Exam, I

went out to Syracuse for a contractor's presentation (over lunch) and, afterwards, to survey a culvert passing under the Chicago Line (oops, I think it's the Mohawk or Rochester Sub now... I can't keep track of the new CSX naming systems!) at MP QC 288.9 (QC being CSX's alphanumeric identifier for the Chicago Line; examples from the Haute are the 0ZA Line for the CE&D Sub and, if I remember correctly, QS for the St. Louis Line). The survey was supposed to be quite simple, expected to take slightly more than an hour: find the elevations of both ends of the culvert, the major topographic features, and the railheads; and then determine the spacing between these points.

We didn't even have a chance to start before Mr. Murphy dropped by for a visit. At MP 288.9, the Chicago Line has four tracks; from north to south: #8 Running Track, #1 Main, #2 Main, and #7 R.T. Sitting on #8 R.T. was a long string of covered hoppers, and we couldn't tell if there was power connected to the string, much less what direction it was headed in. A call to the Chicago Line (oops, NC) DS informed us that it was a westbound and should move in an hour. So, before we even had a chance to start, our intended itinerary was shot to pieces.

The next task was finding the north end of the culvert, and this was delegated to me. After working my way through 20' of shrubbery (much of it thorny, and all on a steep embankment), I discovered that where I had been sent down to search was hundreds of feet west of where the culvert was actually situated; after that, it was relatively a

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(Continued from page 9)

simple matter to find all the various elevations that we needed.

While I was performing my Lewis & Clark parody, the west-bound moved, so once I had returned to civilization, we were able to smoothly accomplish distance and elevation measurements across the tracks. But when we started to look for the south end of the culvert, Mr. Murphy returned from his early-afternoon siesta. From my observation of the direction the culvert ran from the north, we expected to find the outlet near a large tree next to a wide, but oddly stagnant, creek on the south side of the tracks. We spent a full half-hour searching for the darned thing, but to no avail. The senior engineer with us called one of the local MOW guys to get a fix on the location of the exit; he said it was a two-foot-diameter concrete pipe right by the big tree, "you can't miss it." Well, we missed it for another ten minutes; the local guys were called again to come out there and locate the exit for us. During the 45 minutes it took for them to show up, we were treated to a number of flybys by the NYANG F-16s based at Hancock Int'l Airport.

So the local guys show up, cross over to the south side of the tracks, scramble through the brush (not as much thorny stuff, thankfully), and point: "There it is." And there it was. Two feet underwater, ten feet from shore. Guess who got volunteered to wade out there with the rod and chain...

Turns out the "creek" is actually a drainage ditch, and that the culvert had apparently collapsed under the #8 R.T., again. In fact, this is why we were surveying in the first place: The culvert had collapsed recently

and a lot of excavation work took place to repair the damage; our job was to prepare a cross-section diagram of the location so that project work to replace the culvert could begin.

Interestingly, as we were leaving Syracuse, I was completely surprised to see six of the Navy's Blue Angels (acrobatic demonstration team, flying F/A-18s) execute a banking turn in tight formation, a mere half-mile from my car...truly an amazing sight!

That's just one of a few tales I have now, and I know I'll have more to relate in the future (ask me about the Framingham cutover if we ever chance to talk).



One thing I would like to mention about the way both Conrail and CSX have consolidated the engineering departments: Everything that goes on in a region is handled out of a regional office, with perhaps an area office or two to cover distant places. We at Selkirk handle everything from Erie to Boston, Montreal to North Jersey, and there are essentially four guys who do all this work. There are area offices in Buffalo and West Springfield; although West Springfield is quite close to Selkirk, there are so many ongoing projects in MA that a separate office was created.

Because of all this, travel is a big part of our jobs. The six big ongoing projects:

- proposal to double-track CP-121 to CP-128 of the River Line; 15 minutes from SK
 - NYSDOT bridgework in NYC; 3-4 hours from SK
 - double-track installation from CP-3 to CP-7 of the River Line; 3 hours from SK
 - NYSDOT bridge replacement at Warners; 3 hours from SK
 - NYSDOT bridge replacement north of Watertown; 3 hours from SK
 - NYSDOT bridge replacement east of Rochester; 4 hours from SK
- For the most part, visits to these sites are handled on a single day, so you can see how much of our time is taken up by travel.

In fact, I was able to start this column today during the 3-hour drive to the site north of Watertown to watch the concrete bridge deck get poured (a 3-hour visit, with six hours of travel time: notice the inherent inefficiency!).

I have but one other addition to

this column, and it is what I consider to be the best photo I've ever taken. This was taken during my two-roll experiment with B&W film; the location is the CSX (former CE&D) bridge over the Wabash River in Clinton, IN, on May 19, 2001.

As ever, if you have any questions, comments, or would just plain like to say hi, please feel free to contact me by any of the following means:

USPS: Dave Honan, 47 Peyster St., Albany, NY 12208

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Until the fall... "CSX D&C Foreman Honan, out."

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The Pilot depends mostly on its readers for material and we are always looking for more contributions. If you would like to conduct your own column or submit a feature article, please contact the Editor.

We're on the web!

WWW.TAMR.ORG/CR

Please watch for a new and updated site!



Top Seven Items on Chris Burchett's "To Do" List

Pulled out of the really small type on a car lease by Peter Maurath

- #7. Mail off check to NMRA
- #6. Complete Bo's citizenship papers.
- #5. Redecorate oval office.
- #4. Call Joe Bohannon, laugh into phone, hang up.
- #3. Dump TAMR constitution, replace with Hocking Valley Railroad Operation Rule-book
- #2. Tape "Big Brother 2" episodes for CZ.
- #1. Buy saxophone



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