

The Pilot

Issue Number 20

March/April 2002

Inside this issue...

Special Features

Official 2002 C.R. 3
Convention Infor-
mation

C.R. Photos 2

Regular Features

Editorial 1

C.R. News 2

LOASSB 7

Top 7/Info Page 8

Due to excessive amounts of schoolwork, Dave Honan and his *Railroading in the...* column will return in a future issue of *The Pilot* along with Andy Inserra's *RailFanning*.

In the background...
"The Pilot" of 4-6-2
#2417 Canadian
Pacific at Steam-
town in Scranton,
PA.

-Photo by Louis
Granato III

Editorial

Message from the Central Region Rep.

HELLO TO TEEN MODEL RAILROADERS, one and all!

Welcome back to another action-packed *Pilot*! I would first like to apologize for getting this issue out so late. The *Pilot* is behind schedule due to lack of articles from contributing members. I would prefer not to put out an empty *Pilot*. We desperately need feature articles and/or columns. If anyone is interested PLEASE contact me.

As you can see we have a number of upcoming conventions throughout the Central Region and throughout the entire TAMR. I hope we have great turnouts for all these conventions. The coordinators put a lot of work into them and we should not pass up these great opportunities!

If you have not heard yet, I recently took over the management of the TAMR site at www.tamr.org. Please take a look and tell me what you think. Suggestions for are always welcome.

In other aspects of the TAMR, things are running smoothly. We may have some surprises in the near future regarding membership benefits as well as the eMembership. Stay tuned and look forward to a continually growing TAMR!

Happy Railroading,



Louis Granato III
Central Region Rep/Webmaster of the
Teen Association of Model Railroaders

Central Region News

Bluewater Limited Convention Cancelled

Unfortunately the Bluewater Limited convention never took place this past April. However, Charles Warcinsky is considering the possibility of a future convention or activity around August 9th, 2002. Look for more information in future issues of this publication.

New Central Region Members: 1

Josh Miller
33 Mitchel
St. Cloud, MN 56301
(651) 246-6881
GrandMillion@hotmail.com
DOB: 06/21/1982
Layout: Modern Operating Junction Layout
Scale: HO

C.R. Photos

Photos on this page and the following pages were taken around the Central Region. Photos are relevant to the Mountaineer convention (see this page and the next page for more information). All photos were taken by Lewis Ableidinger unless noted.



Carrington, ND — RRW 303 CF7 Slug
August 12, 2000

SCHEDULE FOR MOUNTAINEER CONVENTION

JUNE 14-18, 2002 (ND)

Date	Description
Friday June 14th	8 AM: Leave for Bismarck, ND, and railfan the BNSF along the way. 2 PM: Hobby shop; Dave's Hobbies. 3:00 PM: A visit to the state railroad museum. 7:00 PM: Layout tour; Club located at Buckstop Jct. Site. Spend the night in Bismarck.
Saturday June 15th	8 AM - 1 PM: Railfan the Bismarck area. 2 PM: Ride the Ft. Lincoln State trolley. 4 PM: Layout tour, Wilton, ND, Club. 8 PM: An operating session on Lewis Ableidinger's Dakota Railways.
Sunday June 16th	Morning: Open to railfanning or postponed activities. 1 :30 -3 :00 PM: Ride the McHenry Loop. Afternoon: Railfan the Valley City, ND area.
Monday June 17th	Gang arrives from ND. Railfan University, Northtown, and surrounding areas. Wing it depending on arrival times from ND. Hit up Krispy Kreme in Maple Grove (count on this a lot!).
Tuesday June 18th	Railfan the Midway area, Amtrak, MNRR [early morning, trackside by 730] Bandana Square area, railfan Soo, BNSF, CNW, see their monstrous O scale layout. Jackson St. roundhouse tour Scale Model Supplies to stock up on all those essentials. Black Bear Crossing for a break, coffee shop with a deck for railfans to watch the BNSF/Soo main, rail theme inside Hoffman, Pig's Eye, and South St. Paul for more railfanning. Visit Bob Rivard's terrific Soo layout.
Wednesday June 19th	Layout tours, Andy Inserra and Josh Miller. Open to revisit more railfan spots or local hobby shops like N Shop, SMS again, etc. or even Ax-Man, everything you could want - dirt cheap stuff that is great for the layout [toggle switches, lights, toxic waste trash bags, street sweeper brushes, etc]. Catch MILW 261 as it comes in from Duluth around 3-4 pm.
Thursday June 20th	Chase UP 4-6-6-4 3985 up the Spine Line to St. Paul! Railfan some more or hit the road for home...

Official 2002 Central Region Convention

— Detailed Material and Registration Form — Information supplied by Lewis Ableidinger and Andy Inserra

It's the Mainstreeter!

Summer is approaching again, and you know what that means! It's time for all of those TAMR conventions that were planned over the long winter to finally take place! As with past years, the TAMR is sure to have a bumper crop of summer conventions, and the Great Plains Division/Central Region is no exception!

This year the Great Plains Division will be host to the Central Region convention, which will take place in North Dakota and Minnesota during June 14 through 19. The first three days will be spent in the great northerly unknown of North Dakota, and the remainder will be spent in Minnesota.

Don't be fooled by the fact that it is a Central Region convention, because all of the TAMR is invited to attend! There is certainly a lot to see, even if you previously didn't think so! We will be railfanning the railroads of BNSF, CP/Soo, Dakota Missouri Valley & Western, CN, Minnesota Commercial, and the UP, but don't be surprised if more railroads are seen! There are a variety of layouts around this area including Bob Rivard's famed Soo Line layout. The final day of the convention will include chasing UP steamer 3985 in Minnesota.

North Dakota and Minnesota are a lot nicer to be in during June than January, so don't be worried about coldness! Even though ND doesn't have a lot of trees, it's still pretty green, and is not as flat as a table top! So come one, come all to the Mountaineer, the 2002 Central Region convention!

If this were the Northeast region I'd say don't forget to bring your accordion, but this is the Central Region, so I'll say bring your own banjo!

-Andy Inserra
-Lewis Ableidinger

Lewis Ableidinger, Convention Director
8746 4th St. SE
Kensal, ND 58455
(701) 435-2971
earl02@hotmail.com

Andy Inserra, MN portion director
4940 Xylon Ave N
New Hope MN 55428
763-535-6183
inse0005@tc.umn.edu

General information

Convention site, Part 1 (North Dakota): Currently is at my house, but the Chieftain Motel in Carrington will be used if the number of attendees grows too large.

Convention site, Part 2 (Minnesota): In the area around Andy Inserra's house in Minnesota. For exact information contact Andy.

Maps: A map to my house and of nearby motel locations will be provided with registration. A ND highway map should also be included (sorry, no Minnesota map, ND maps are free, MN charges for their maps!)

Non-Railroad Activities: Notify me if you wish to have information about non-railroad activities. ND and MN are great places to fish, and there are several areas of interest to see. The Twin Cities of Minneapolis and St. Paul have a lot of various things to see.

Schedule: The schedule is printed on the previous page. One will also be supplied with registration. The schedule is subject to change, especially if there are more people attending the convention.

Clinics and Slide Shows: If you wish to give a clinic or slide show, let me know and it will be worked into the schedule.

Layout tours: There will be several layout tours in MN and ND including the HO clubs in Bismarck and Wilton, ND. A tour is currently being set up with Bob Rivard's famed HO scale Soo Line layout.

"Excursions:" you probably wonder why excursions is in quotation marks. ND doesn't have a particular excursion, rather a ride in a caboose around the McHenry Loop, which is a reverse loop built at the end of a branch line (more on this later). The other "excursion" is a trip down part of a former Northern Pacific branch line in an old trolley, more on this later too.

Transportation: Trains, planes, and automobiles, that's the three ways of getting here. Amtrak provides service to several stations in the state, but I will be planning on providing transport only from Fargo, ND, and possibly Devils Lake, ND (for those of you coming from the west). Unfortunately, new Amtrak policies don't allow you to check baggage at either of these stations anymore. This shouldn't be a problem, though, unless you pack a lot! [like your banjo. -Ed.] There is also Amtrak service to the Twin Cities, but unless you can find another way to get to ND from there, that station will be used only for those of you traveling back (or you can return from Fargo if you wish). Hector International Airport is located in Fargo, and there is also an international airport in the Twin Cities. As for driving, all the roads are great! Interstate 1-94 misses my house by only 30 miles and passes right through

the Twin Cities. Unlike Ohio, we are less likely to see the nice orange roadside flowers (or Schneider turds, if you prefer) on every highway, nor should we have to drive on the interstate shoulder as a detour lane!

Reminders: ND and MN are usually not that cold in the summer! Be sure to bring shorts (as well as at least one pair of long pants), because the temperature will range from 70° to 90°. The humidity has also been quite high these past nine years, so be prepared. You may also wish to bring along a good rope and anchor, because it does get pretty windy sometimes! June weather is also temperamental in ND and MN. It could be clear one day (or one minute) and a raging thunderstorm the next. Don't forget to bring a lot of film, and remember that film is pretty useless without a camera!

Contacts:

Lewis Ableidinger (701) 435-2971
Andy Inserra inse005@tc.umn.edu

Where to Stay

There are a lot of places to stay; my house, a hotel, in a tent out in the backyard, it's up to you! I do have a limited amount of space at my house, but it's first come-first-serve (and you can sleep in a tent in the backyard if you want to). If you wish to stay in a hotel, it is recommended that you stay in either Jamestown or Carrington (please let me know first, as schedule changes may affect the best location to stay). We will have to spend one night in a hotel at Bismarck. That will be determined later so we don't get split up across the city.

Contact Andy Inserra for detailed information on the second half of the convention.

North Dakota Area

Jamestown, ND (All have 701 area code)
Dakota Inn, 252-3611
Gladstone/Select Inn, 252-0700 (1-800-641-1000)
Budget Lodge, 252-2363 Comfort Inn, 252-7125
Days Inn of Jamestown, 251-9085
Holiday Inn Express, 251-2131
Interstate Motel, 252-4715
Ranch House Motel, 252-0222
Carrington, ND (All have 701 area code)
Chieftain Motel, 652-3131
Super 8 Motel, 652-3982

If parents/drivers wish for hotel information for other towns, contact Lewis Ableidinger.

Minnesota Area

MOTEL 6
Brooklyn Center, MN
Phone: (763) 560-9789

Want more choices? There are dozens – contact Andy for more or consult your AAA book.

Additional Information

North Dakota Area

McHenry Loop RR

This operation was developed in 1982 after Burlington Northern announced it was planning to abandon a section of a former Northern Pacific branch from Binford to McHenry, ND. Avis Lowe and other locals wished to preserve the track at McHenry because of its unusual design, a reverse loop to turn entire trains rather than a wye or turntable. The city acquired the track and later



McHenry Loop, McHenry, ND, June 1999

purchased an ex-NP caboose and a Whitcomb switch engine. Also on the property is an ex-NP snowplow that was damaged while plowing the McHenry line. The original NP depot was removed in years past, so the Glenfield depot was brought in. This is strange because the Glenfield depot is former Great Northern, thus causing one of NP's biggest competitors to have a station to serve an operation on one of their lines. The ride lasts about 20 minutes and cost only a dollar .

Ft. Lincoln Trolley

The Fort Lincoln trolley is an old trolley, once used in Bismarck, ND, that now runs on a section of a former Northern Pacific branch line from the south side of Bismarck to Fort Lincoln, which is located several miles south of Bismarck. The line parallels the Missouri River and travels through a very scenic area. Fort Lincoln was the last permanent home of Custer before he set out on his doomed expedition which ended in a massacre at Little Big Horn, Montana.

ND State Railroad Museum

This museum has several interesting items including an ex-Soo caboose, ex-BN, CB&Q caboose, and several

old freight cars. Also on hand is a presumably home built "critter" that BN used around its Mandan, ND, facilities. A structure you wouldn't normally find at a museum set away from the tracks is a railroad bridge. It was moved in off of a nearby NP branch line. There is also a model railroad on display.

Bismarck and Beyond

Bismarck, ND, could almost be considered the start of the west. It's where the Missouri River separates the flatter portion of ND from the hilly region to the west leading up to the Rockies. This makes for the area west and north of Bismarck to be extremely scenic, something you wouldn't think of in ND!

Valley City , ND

This is another scenic area of the state. A huge valley created by the Sheyenne River made it a difficult area for the railroads to cross, so the Northern Pacific built a massive, 3600 foot long bridge to span the valley. The huge steel structure is almost always visible when looking north from most spots in Valley City. If that wasn't enough, the Soo Line built down into the valley and crossed under the bridge, making a difficult climb out of the valley. At one time there was even an interurban railway in the city! This is truly a great spot to visit!

Bob Rivard's Soo Line Layout

This HO scale layout has graced the pages of *Model Railroader's Great Model Railroads* and Bob has had over 400 articles published in numerous periodicals over the past decades! The layout very accurately depicts the Soo Line around the Twin Cities and is complemented by a fleet of locomotives and cars that were all built based on photos of the real thing, this is one layout you don't want to miss!

The Wilton Model Railroad Club

This club is housed in the former Soo Line depot at Wilton, ND. The layout depicts several towns in ND in H O scale. The layout is pretty neat to see, and on TAMR' s last visit to the layout we were allowed to run trains on it as well.

The Buckstop Jct. Layout

This HO layout is currently uncontested for being the largest layout in ND! No one is sure how long the mainline is, but it takes a train 10 minutes to traverse it at average speed, nonstop! The layout is still under heavy construction as it was begun only a few years ago, but it is still amazing to see!

Minnesota Area

MN Transportation Museum, Jackson Street Roundhouse:

Former GN roundhouse with dozens of pieces of rolling stock on display. They range from steam to diesel and much more. It is still a working roundhouse today, with

operating turntable, etc.

Bandana Square

O scale layout in old NP shops, seen in MR and extremely impressive!

Dayton's Bluff, University, and other railfanning locations

There is so much railfanning that it could easily fill pages. Railroads include Soo, BNSF, UP, TCW, CN, MNNR, Amtrak, and Progressive Rail. These locations can be seen in plenty of magazine photos and video productions. The action has been rated among the best in the country, comparable to Chicago and KC.



Valley City, ND
Looking south over Sheyenne River on
Valley City St. and Interurban Ry.
July 20, 2000 -



Lewis Ableidinger's Layout



Train East of Valley City, ND

BNSF B23-7



-Mark Joy Photo



Soo 4449 Enderlin, ND September 3, 2000

Below:
Jamestown, ND
BNSF SDP40
June 29, 2001



Above: Dakota, Missouri Valley and Western
Bismarck, ND - July 1998

CELEBRATING TEN YEARS OF NOODLEMANIA, it's LOASSB! Welcome back as this year marks the tenth anniversary of LOASSB providing the TAMR with the finest in low-budget layout upgrades. While the Hotbox's LOASSB will be featuring a years worth of retro articles, the Pilot's LOASSB will continue where we left off, and feature new series throughout the year. This issue we continue the improving vehicles series with construction of an ambulance.

The hospital or EMS ambulance is very much a part of modern society and no layout would be complete without one or two of these flying down the roadways. While early ambulances were usually converted station wagons or panel vans, most today are specially built from truck chassis. A standard cab on the front attaches to a large rear cabin, resembling a big box with double doors on the rear. This will be the design of choice for our version.

Our ambulance starts out as a Bachmann tow truck. These are normally found in inexpensive (\$5-\$10) sets of Bachmann vehicles, and fresh from the package are a rather sad excuse for a rescue vehicle, car or otherwise. It'll be the additions made here, and the fresh paint, that save this truck from a lifetime of sitting on the back edge of the layout.

Start by removing the tow hook from the bed of the truck. In most cases it should snap right out, though Bachmann has been known to glue it down once in a while (if you have to break it off, don't worry, as the bed gets covered anyway). With the hook out of the way, you can begin building the rear cabin around the bed of the truck. My material of choice is Illustration Board (IB), though sheet styrene, or even card stock will work as well. I prefer the IB because of its low cost and strength. First, cut the pieces that will make up the four sides. The right, and left sides should be as long as the bed and measure $3/4" \times 1/2"$. The rear panel will be as wide as the bed, and fit in between the side panels, it measures $1/2" \times 1/2"$. The front panel (behind the cab) will also fit between the sides and measure $1/2" \times 5/16"$.

Attach the sides to the truck bed. Begin with the left and right side, gluing them to the upper half of the bed sides just above the wheel (Figure 1). Once the glue has dried, add the front and rear to your new box. They should both fit between the first two, with the rear piece overlapping the rear of the bed, and the front piece against the cab rear window. Let dry.

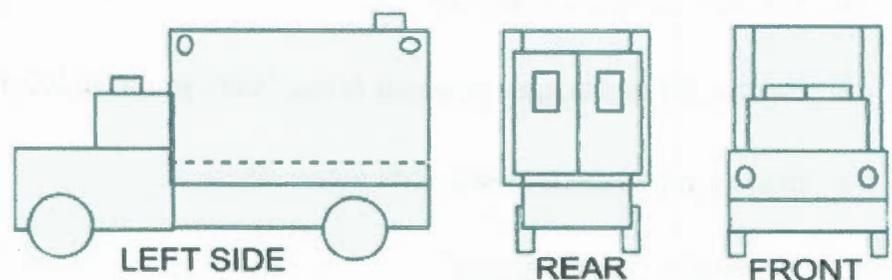
All you need now to finish the rear cabin is the roof. You'll need a piece $5/8" \times 1/2"$ (measure yours to be sure, this size can vary) to fit flush, just inside the side panels. You can also find some thin cardstock and cut it to

fit around the edges instead of inside. This won't look as neat, but is easier to do.

Once your roof is set in place it is time to finish the EMy look. Start with body color. White is the most popular choice, though I have seen yellow, red, and even bright orange. Prototypes come in handy here, especially with details such as lettering, stripes and light placement. Mine were painted a bright yellow with green stripes down the sides and lettering for the hospital on the sides of the cabin (printed on my computer). Lights were painted on around the top of the cabin, and elsewhere for headlights, taillights, etc. Two light bars were made from scrap sections of styrene rod. One side painted white, the other side red, and one glued to the top of the cab, the other to the top of the cabin.

By now you're probably asking about the rear doors. Installing actual doors would have been a lot of extra work I didn't feel like doing, so they're drawn on a piece of paper with a ruler, then cut out and glued to rear of the cabin. It may sound like a cheap alternative to putting in real doors, but you hardly notice it on this brightly colored vehicle, and it is N scale. Well that finishes this episode, join me next issue when we tear into some Bachmann postal trucks.

Figure 1



Teen Association of
Model Railroaders
Central Region

931 Robin Court
Geneseo, IL 61254

Phone: (309) 944-5961

Fax: (309) 944-5961

Email: centralregion@tamr.org

The T.A.M.R. Central Region has a firm presence on the World Wide Web. You can visit our site at www.tamr.org/CR along with the main *updated* T.A.M.R. site at www.tamr.org.



The Pilot depends almost entirely 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.

Top Seven ways to save Amtrak

Brought to you in living color by Peter Maurath.

#7. Resurrect steam service.

#6. New name, "Funtrak".

#5. Put Mellow Yellow in all the vending machines.

#4. The 360° all-glass dome car.

#3. Electric, Jet *and* maglev powered Acela, "Gets you from D.C. to Boston in 10 minutes".

#2. Replace all conductors with Elvis look-a-likes.

#1. Two words, "car musicians".

