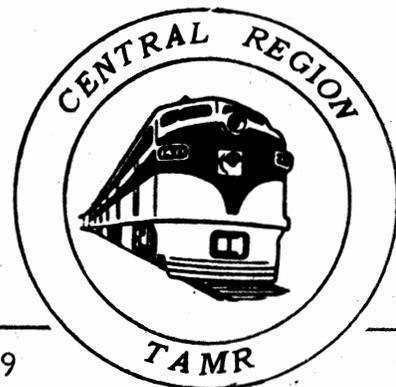


# WAYFREIGHT



April-May 1980 OFFICIAL PUBLICATION OF THE CENTRAL REGION-TAMR no.9

Summer is almost upon us once again after a fairly mild winter (for a change) here in much of the midwest. School will be out soon and another season of active railfanning will be at hand. This should prove to be an interesting summer from our viewpoint, as we will have another chance at hunting down those remaining rare units. I've made a point about finding these units before, because I truly believe you'll be glad you did when you had the chance when you look back many years from now. If you're taveling with your family this summer, encourage them to perhaps travel along a few back roads to investigate that rail line you saw on the map, or heard about in one of the magazines. Besides being an advantage for ypu, those in your family who are non-railroad oriented will get to see a change in scenery that you don't find along the highways. Give it a try and I'm sure all will enjoy it.

National TAMR elections are over, and with them we find a new Regional Representative stepping in to head up the Central region. I am happy and proud to welcome Corby Anderson to this posistion. This will be a giant step for our region, as in the past things began to get a bit hectic handling all the region business by myself. With Corby's help now, I will be able to direct my attention to improving the WF, and Corby can concentrate on improving the region and its workings in general. If you have anything that you'd like to say, drop Corby a note. I'm sure he'll be happy to hear from you and to begin to judge just what we do need, and what we don't.

Articles are still needed for the WF. I am looking for modeling items that aren't too heavy, news for Rail Notes, and general articles on railfanning, and any humour bits that you can supply. Your support is indeed needed.

Well that's about all for now. Enjoy the issue!

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Corby Anderson, Region Rep.,  
1209--97th Ave., Kenosha, WI  
53142.

Gerry Dobey, WF Editor, 145 E.  
Kenilworth Ave. Villa Park, IL  
60181

Mark Kaszniak, MESS Co-ordinator  
4818 W. George, Chicago, IL 60641

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# SIDETRACKS

## CONSFRAIL!

First of all I'd like to introduce myself as the Central Region's new representative, and also the author of this column. I hope to provide good representation and reading material for all members of the TAMR and WAYFREIGHT.

!As summer approaches us once again, and school vacations begin, most of us occupy ourselves by finding such professions as cutting lawns or doing odd jobs. The revenue gained from these jobs often goes towards the expansion or general improvement of our layouts. Sometimes we tend to run into problems and ask such questions as "How can I build a decent layout with so little money?", or "I only have enough space for a small layout, but I want to use HO equipment". Problems like these can be solved by combining a little prototype data gathering along with model railroading. A trip to your local museum or library can provide excellent information for constructing a small layout or expansion to the one you already have. The reason being that the archives in a local library or museum almost always contain information on old abandoned or even present day railroads in your town.

These railroads are usually small and can be easily modelled because of the availability of reference material pertaining to them. Especially in the midwest, many of the old structures or even abandoned railways are still standing.

When going about gathering such information, you should pick a time (such as summer) when the people who work at the libraries or museums are not busy. Generally they are always eager to help, but since going through old files, books, etc. requires a little time to do, it would be best if you didn't choose a time when school is just beginning, or at the end of a semester, etc. Depending on how involved you get, this project can be very interesting. Photographs, old maps, and things like company reports are also available for inspection. And if anyone decides to compile an article, send it in for use in the WAYFREIGHT (and perhaps if you do it at the right time, it could also be used for a report for school).

In the meantime, have a great summer, and HAPPY RAILROADING!

Corby Anderson  
Central Reg. Rep.



This story begins in 1968, when the troubled McCook and Tinley Park (McC&TP) railroad announced it could not continue its very localized freight operation any longer. Because of the expansion of small truck bound freight between Chicago's suburbs, there was really no need for a railroad.

Meanwhile, the South Central Cook County Rail Line, a competitor of the McC&TP, was not really much better. President Hans Pensive, a man who believed in the future of ten mile freight shortlines, felt that if you can't win out alone, two heads (or tracks, as it were) are better than none. So, after weeks of litigation, the McC&TP and the SCCCRL merged into the Park Central (PC). Everyone thought this was the solution, but actually it compounded the problem. By 1970, PC had to resort to bank robbery and other even lower crimes. It was needless to say, a bad situation. Well other suburban shortlines found themselves with financial problems. The Grand Avenue And Glencoe (GAG), gagging with debts, tried to make money by developing a system that would rust proof plastic. Full page ads were taken out in magazines such as Forbes and Business Week telling of the new development and how it could help. Andan editorial in the July 1971 issue of Scientific American said-"The common fools who came up with this scheme should be shot at". Down went the management.

Speaking of shooting, you should have seen the trouble on the Thorton Lines! One night a group of renegade consumers took shots at an engineer. Then, some Steve Dahl type blew up an old Geep. Finally, President Stuart (Jeckle) Gimlet quit in fear. The end was definitely in sight. However, when somebody walked off with nine feet of mainline! Oh well, it needed replacing, right?

These were just some examples of the many suburban shortlines having to sell used batteries just to keep themselves within bankruptcy! Well, in 1975, former Govenor Dan Walker signed the Suburban Rail Reorganization Act, and, one year later, on July 1st, 1976, the Consolidated Suburban Freight Rail Junta (CONSFRAIL) was formed. The idea was a working, yet profitable arterial system of rail running throughout the suburban Chicago area. The reality was sort of a mess, with the physical plant in a shambles, the track disguised as jig-saw puzzle, and grade crossings only a jeep could love.

Oh well, see what you can dream up while sitting through a boring lecture in history class.



# THE RIP TRACK

conducted by Jeff Wilke

## PAINTING THE HIAWATHA: By Rich Hoker

As most Milwaukee Road fans would know, the Milwaukee Road used many different paint schemes on their passenger equipment. On the Chicago to Twin Cities line the Milwaukee used cars that were built in their own shops. They had black roofs with orange sides and a maroon window strip. The following is how to paint and letter these cars.

If you are using plastic cars I would use the AHM modern streamlined version. These cars don't feature the round windows that were a characteristic of the Milwaukee, but they are the smooth sided cars such as the ones the Milwaukee had.

Start off with cleaning the car. If the car has to be stripped put the car in common automotive brake fluid. After all the paint has been stripped off you must wash the car in regular dish washing soap and water. Let the car air dry. If your cars are brass, wash the car in soap and water and let dry. Now you are ready to prime the car. Since I will recommend that you use Hobsco paint you should prime your cars with ACCU-Paint primer. ACCU-Paint primer can be used on both plastic and brass, but you should put a coat of Barrier on all the plastic parts of the car so the solvent in the primer doesn't attack the plastic in the car. After the primer is dry, use Scotch tape to mask off for painting the roof black. Next brush or spray on ACCU-Paint black. After the black is dry, apply tape so you can put on the orange on all sides and ends. Use Hobsco Milwaukee Road Orange. If you are spraying on the orange you should thin it about 200% with paint thinner. If you will be brushing it on, thin it about 50%. After the orange is dry you can tape off the car to apply the maroon. Again I used Hobsco Milw. Rd. Maroon, after thinning it 200%. After all the paint was dry I applied Walthers Decal set #43-83. DDV (or Dullcote) was not applied to the whole train because it turned the maroon a different shade.

You now have the formula to complete a whole train and now put them on the track, lash up a Northern or a group of E7's, FP7's or E9's and highball the Hiawatha out of Chicago for points north!

--all RIP TRACK questions, comments or article submissions send to: Jeff Wilke, 38115 Park St., Oconomowoc, WI 53066--

## The UP City Trains: By Rich Hoker

A rather colorful train on your layout could be the UP or Milwaukee City Trains. These are the gray and yellow ones with red stripping. First it would be a good idea to get yourself a picture of one of these trains from a book or magazine to aid you in the striping and decaling (one such picture can be found on pgs. 34 and 35 of May 1977 issue of Trains-GD). Next, arm yourself with a copy of the March-April 1979 issue of the Hotbox (copies of article available from TAMR Secretary) which explains how to paint and letter your equipment. Clean the car thoroughly with soap and water so you can prime the entire car. Use Floquil's SP Lark Lt. Gray for the priming. The gray primer that you put on the car acts as the primer for the yellow sides and as the gray roof and underbody on the finished car. Now mask the car off so you can apply Floquil's Reefer Yellow to the car's sides. Champ decals would have been used usually due to their prototypical accuracy, but the letterboard on the Con-Cor car that I used is not long enough to accept the Champ decals, so I used Walthers set #46-84. Next apply the red stripes. I used thin red tape that I bought at the local hobby shop, and applied a wider strip at the bottom (1/16") than I did on the top (1/32"). Lastly prime the trucks of the cars with Floquil primer. Let this dry and then brush on bright silver. To add a final touch put on a coat of DDV.

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# 1980

## TAMR CONVENTION!!

This years TAMR national convention will be held on August 15, 16, & 17 in Long Island, New York. A full line up of activities are planned to fill up those three days. If you missed last years convention, make plans now to attend this one! More information can be had from:

Ted Tait  
16 Evergreen Dr  
Syosset, NY 11791

HOPE TO SEE YOU THERE!!!!

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Write an article for the WAYFREIGHT today!

# MESSy news

By Mark Kaszniak, MESS Co-ordinator

No matter what you may be thinking, the MESS is not dead--just stagnant. At the present we have some 24 members who are officially enrolled in the MESS. To be officially enrolled, you must have completed the MESS Survey and returned it to me. If you'd like to join the MESS, feel free to write me and I'll send you a survey to fill out as well as providing some background information on the MESS itself.

At the present we are waiting for the MESS map to be produced. Why has there been a delay? Well, Jim Kobrinetz has offered to draw it up for us, but he's been so busy lately with HOTBOX drawings that he doesn't have any time to get to the MESS map. Thus we hope to arrange for him to do it this summer and we will hopefully have it out to you by the FALL. I realize I said almost the same thing last year, but this time I mean it. You will have a MESS map by the Fall if I have to do it myself. In the meantime, keep communications open amongst yourselves on possible interchanges and equipment leases between your respective roads. I will probably have something more definite for you in the next WAYFREIGHT, but in the meantime, here is a listing of all MESS members and their roads to date:

- Randy Rivers--Minnetonka Road
- Lone Eagle Payne--East Penn Lines
- Jeff Meyer--Autumn Valley
- Frank Fatsie--Erie Lackawanna Rwy. Co.
- Ted Bedell--Tonica & Santa De
- Peter Anderson--Flint, Flushing & Frankenmuth RR
- Mark Kaszniak--Pecatonica & Pontoosuc
- Jeff Wilke--Midway Northern
- Tim Vermande--Marquette Utility Trans. & Trading Co, Grand Detour Northern.
- Roger Arnold--Monrail, CA Northern, SW Pacific
- Jim Kobrinetz--Chicago & Ohio Eastern
- Greg Dahl--Minnesota Southern
- Martin McGurik--Maryland & Ohio
- John Van--Chicago, Lake Michigan & Grand Haven
- J.S. Ward--Alleghany Railway
- Gerry Dobey--Geneva Southern Lines, MESS Belt of Chicago
- Tom Gasior--North Western Pacific
- Dwight Anderson--Cheyenne & Northport
- Fred LeSage--Annawan & Rochester
- Steve Craig--Herrin & Carbondale Southern
- Mike Thurber--Topeka & Northeastern
- Kurt Zilley--
- Daniel Carroll--Denver, Atchison & N. Chicago
- Jim French--Peoria & Eastern

Dear Wayfreight Friends:

The other day we all got to talking about operation and how we route cars over the layout.

I use car cards and waybills in which I randomly pick the waybills out of a box then I match them with a car that can fill the job. All of the empties are put in an envelope that represents the yard and there are various pockets around the layout which represent the industries.

"I also tried that but I found it easier to put colored stripes on the waybills," said Buckshot. "This helps identify where the car is going. It also makes it easier when you are blocking cars and making up trains in the yard."

"I usually use a data sheet which I have written up. It has 5 columns for information. The first for the cars roadname, the second for the cars number, the third for the type of car, the fourth shows its destination, and the fifth shows the cars second destination," piped Bumper.

"But if you make up the list you certainly aren't acting to car demands in the real world!"

"So what," argued Bumper, "this is supposed to be a relaxing hobby!!"

"But don't you like running trains and switching cars under a fast clock? This is what model railroading is about."

They sat and argued for about three hours coming to no conclusion at all which pointed out to me that no one operational sequence fits every one. If you want to develop one you ought to hunt around and see what suits you and your likes and needs. Talk to some other modellers and see what they have to say on various types. After all if you don't like the way you're running your trains you're not going to be too happy with the hobby. I really don't care if you develop an operational sequence at all as long as YOU are happy!

Later,  
Boxcar

.....  
Want rotten film processing? Then stay away from us!!! A custom lab for the serious railfan photographer, all formats from 110 to 8x10. B&W and color, slides or negatives developed and printed. Duplicates, film pushing, whatever-you name it, we'll do it! Write for price list, it's not the lowest, but the other guys know what their work is worth. Tim Vermande, P.O. Box 4383, South Bend, IN 46634.

# Rail Notes

compiled by the WF staff

CHESSIE SYSTEM has had for some time now a staggering amount of units stored at various points on the system. Here is the latest breakdown on units stored:

C&O	# of units stored
Clifton Forge	19
Russell	124
Grand Rapids	31
Saginaw	3
Detroit	3
<hr/>	
Total:	180
<hr/>	
B&O	
Cumberland	79
Willard	20
Cincinnati	11
Glenwood (Pittsburgh)	6
Chicago	3
Baltimore	1
<hr/>	
Total:	120

New units for the Chessie are now on the property, and they include fifty GP40-2's (#4372-4421) and fourteen GE B30-7's. It is still amazing to see the GE units going to the C&O as the crews absolutely hate GE products. Anyone know the reasoning behind this?

Ready guys? One May 15, the Santa Fe and the Southern Pacific announced that they want to merge. Obviously it is a rebuttal to the proposed UP-MoPac merger that was proposed earlier this year. Both mergers still need to be approved by the ICC before going through.

The ICC has authorized a nationwide pool of gondola cars. The gondola pool, modeled after the Railbox boxcar pool, would be operated by Railgon Co., a wholly owned subsidiary of Trailer Train Co.

General Electric has signed a contract with the National Railways of Mexico (NdeM) calling for delivery of a minimum of 600 and as many as 1000 locomotives over the next 10 years. The contract is worth between \$48 to \$70 million in the first year.

The Grand Trunk Western has worked out an agreement with the Detroit, Toledo & Ironton's owner, the Pennsylvania Co. to buy the DT&I for \$25.2 million.

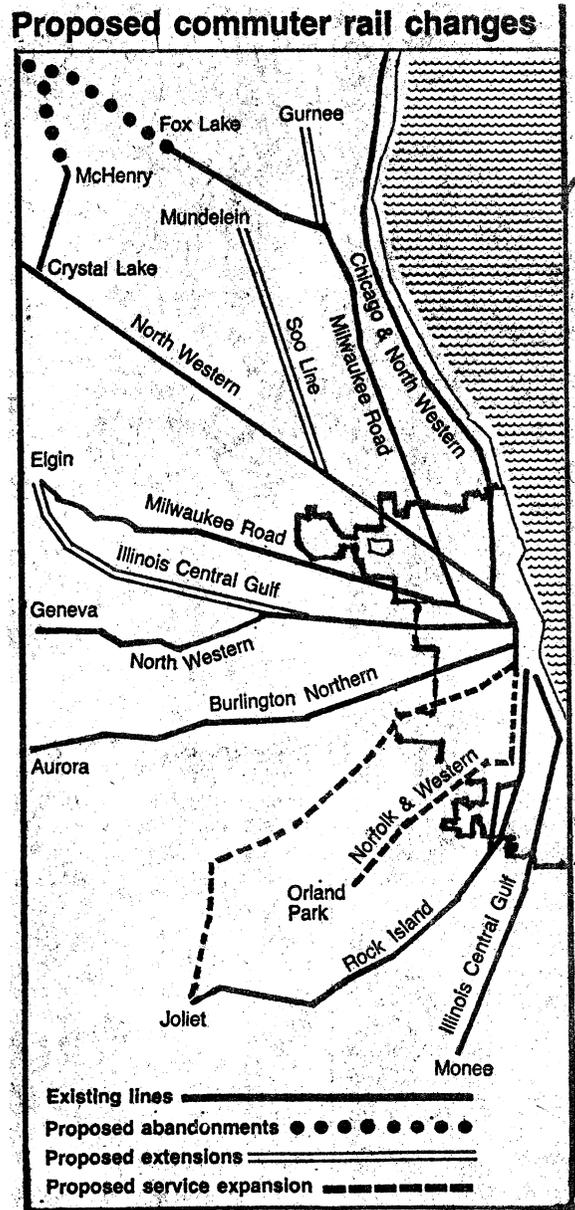
Chicago & North Western is leasing approximately 4,100 Rock Island freight cars, at an annual

rate of \$13 million for use on Rock lines that the C&NW began operating on April 1.

Here's a few stats on the recently approved BN/Frisco merger: The new system will have: 64,582 employees--\$3,697,948,000 operating revenues and sales--151,821,000,000 revenue ton miles--29,226 miles of road operated--3,371 locomotives and 114,435 freight cars.

Cotton Belt/Southern Pacific are awaiting an ICC approval that would let the SP operate permanently on the Rock's Tucumcari, NM to St. Louis, MO main line. When approval comes down, the SP will sink an estimated \$250 million into rebuilding the line.

Chicago area transportation study: 20 year plan



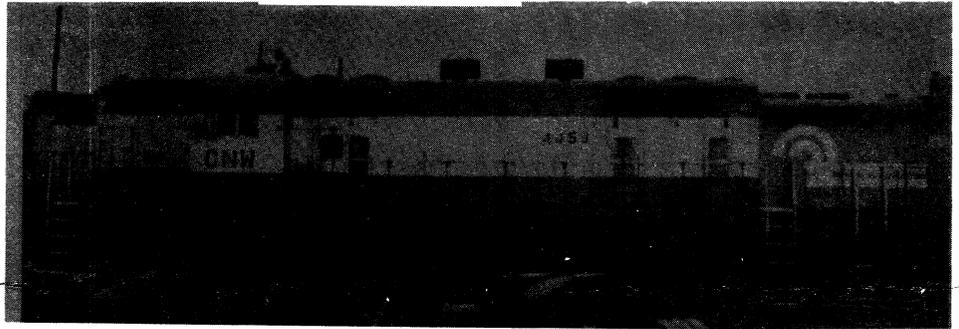
The days of the South Shore's "Little Joe" electric locomotives are numbered. It appears that the units will be removed from service at the end of this year when the South Shore will take delivery of ten new GP38-2's from EMD.

The ten new units will be numbered in the 2000-2009 series and will not feature dynamic brakes or any other special options. The units are due to be delivered this December. When they arrive some of the South Shore's eleven ex-C&O and ex-Florida East Coast GP7's are expected to go along with the "Joes".

NEXT SCHEDULED RUN....

In the next issue of the WAYFREIGHT we will have a photo feature on the Rock Island as a final tribute to the road. Also will be the first part on our special trip report on adventurous railfanning in the Duluth, MN area. Send in an article or news piece today for publication in the next issue. Look for it towards the third week in July.

The Chicago & North Western has just recently picked up some used Geeps from the Frisco, and many are still painted red, white, red as shown in the photo at right. No. 4459 was at Proviso yard when Gerry Dobey snapped its picture.



Central Region--TAMR  
WAYFREIGHT  
145 E. Kenilworth Ave  
Villa Park, IL 60181

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