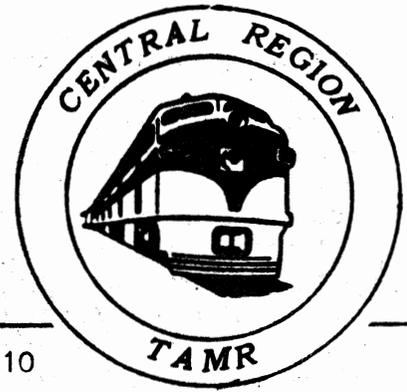


WAYFREIGHT



June-July 1980 OFFICIAL PUBLICATION OF THE CENTRAL REGION-TAMR no.10



From the
Dispatcher's Desk

HI! It's been a few months since I was elected as our region's representative, and I'm sorry to say that I haven't heard from too many members of the Central Region. This makes it hard for me to perform my job since I don't know what the majority of you would like to see accomplished in the Central Region.

I would really like to hear from all of you in the near future, especially those of you who have recently joined. If you'll give me just a few minutes of your time to write and tell me what you'd like to see done, I would greatly appreciate it. I'd also like to hear about your layout, modeling interests, and anything else you would like to say. Within a few days I'll get back to you and discuss any ideas you may have.

If we all work together I know we can look forward to a great future for the Central Region!

That's about all for now. Meanwhile, take it easy and don't forget to write!

Corby Anderson
Region Representative

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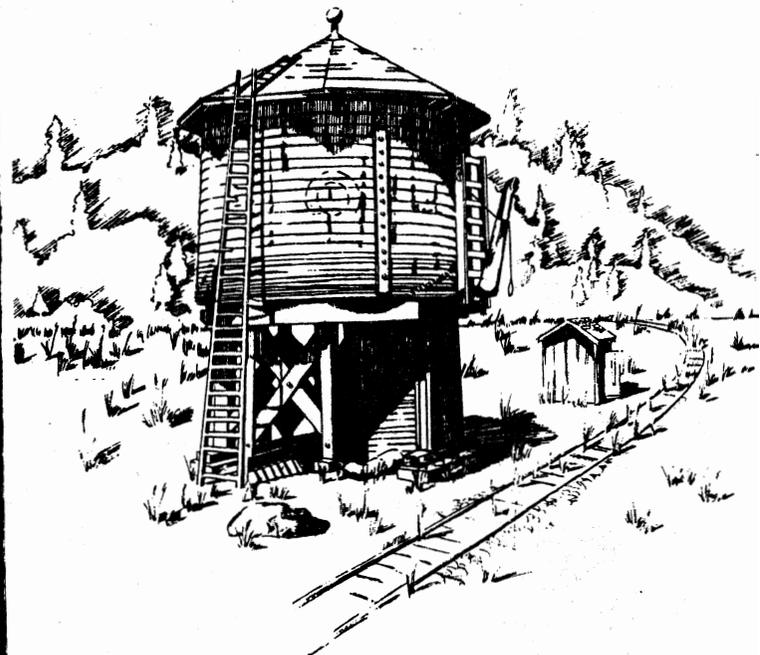
CENTRAL REGION dues are \$3.00 per year. A years membership includes six issues of the WAYFREIGHT. Please make all checks payable to Gerry Dobey, and send to: 145 E. Kenilworth, Villa Pk., IL 60181. The WAYFREIGHT is issued every other month and it presumes all material is submitted gratis.

CENTRAL REGION FALL MEET

A Central Region meeting is being planned right now that will take place before school starts again. A final date has not been decided upon by press time, but more information will be sent to you soon.

Plans call for the meeting to be a one day affair to be held in Indiana and will include a ride on the South Shore for all those members coming from the Chicago area and west. The meet will mainly be a day of railfanning hitting the busy spots in Indiana. We'll provide you with the action of the South Shore (maybe last chance to see Little Joes), GTW, CR, Chessie, N&W and more! Plus have the chance to meet region members from all over. As in the past you'll pay your own way, but we'll provide the guidance to the trains!!

Hope to see a good many of you there!!



Some of our members have recently been making comments about how the WAYFREIGHT has been shrinking in size and what the cause may be. Actually the problem is two-fold, but it can be corrected. First and foremost is the lack of articles for these pages. Sure, you've heard all this before. Now is the time that I have to sit here and practically get down on my hands and knees and beg you people for articles. Do you enjoy this or something? Why is it always up to a small group of people to keep things running in our region and national association. Surely the time will come when you get bored of seeing the names of Dobe, Anderson, Kasznaik, Wilke, Hoker and Vermande. Without these people where would we be? What would you be reading now? Probably nothing and it is your fault. Is it so hard to write? I'm the same as all of you, I have no great literary talent, but I have the will to at least write things when they are needed. I have written many things that I thought were really ridiculous but when others read them they really liked them. Is that's waht's holding you back. Are you afraid of the fact that someone here might think of you as a plain simple idiot!!? WE WON'T! I'm sure you have all gone railfanning, you all have your favorite railroad, you all have some modelling skills or talents in our hobby that you are especially good at. Why can't you write something about them. Don't worry about your use of english, spelling, etc. Express yourselves, come out and let others know that you do exist. It can be rewarding. If I hadn't been nominated for the office of TAMR Secretary three years ago, I may have never become active and your association could have gone in a totally different direction. But, because I made the move to accept the nomination I was activated and have now felt the rewards of doing so.

I'd like to do many things with the WF to bring it's quality up, but I can't do this when I have to continually waste space here begging for your help, or limiting our potential with these small issues due to a lack of articles.

The second problem is a lack of general funds. Sure, I'd like to bring you many photos, but photo printing costs money (approx. \$5.50 for each half-tone of a photo) and thus I have been cutting back on them. Photos do little more than add a fancy touch to any publication and aren't really necessary, and I feel a good article is worth much more than a bad photo, and an article is cheaper to print. In this world of continuing inflation we all have to cut back on the things we like, and in this case it's photos.

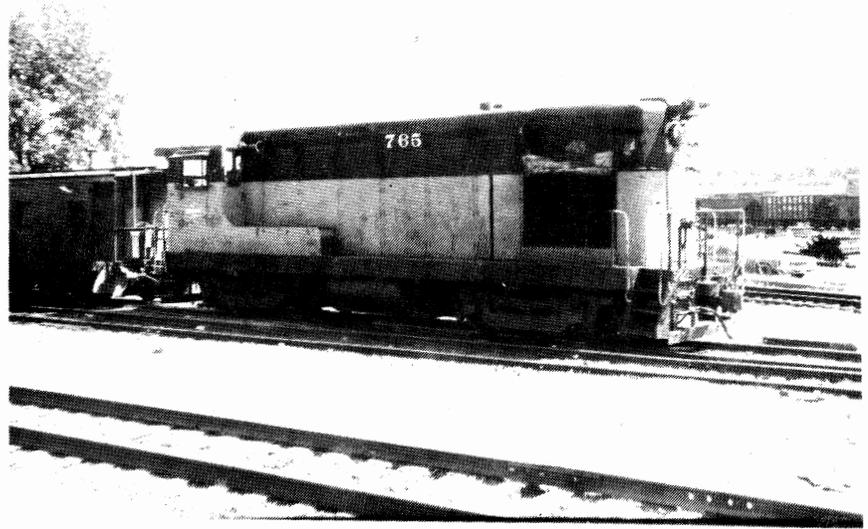
Now you'll ask why another region can have as many as 12 photos per issue. Well perhaps that region has a person who can get off-set printing free of charge at school, or perhaps that region has a smaller membership rate and can get by with Xeroxing their newsletter. We are different, but I also see us as unique.

Sure the WF is probably not all that you expected it, or wanted it to be, but without your feedback I have no idea on how to pattern each issue other than go with my own personal likes and dislikes. If you want to comment, contribute or just say a few words write me, write Corby but for heavens sake do something!! Each letter will be read and be considered for the ideas it holds. Each member is important to us.

I'd like to start a column in the WF that would be a page or two in length that would be a pull-out section that you can put in a notebook. This column would feature mid-western railfanning locations that could include maps, directions, photo locations, scanner frequencies, schedules for trains etc. If each member sent in an article like this on his favorite railfanning location then at the end of the series, each member would have a comprehensive railfans guide to the midwest, It is an idea that I'd like to carry out, but it depends on you, and you alone.

I'd also like to try and have the WF go to being a monthly publication that would be about six pages in length. We could this way provide up to date news, and if you all got out there and promoted the TAMR and we got a landslide of new members, we could set divisions in each state and you could set up regular meetings that I'd like to report on here in the WF. These are my dreams for this publication. And now your apathy sets in again when you say to me, "Dream on!" Well, if you don't want to see this happen to the WF, then you must also not want to improve the HB.

If this dosen't motivate you to do something, I don't know what will, I've tried in issues past, editors have tried in the HB before me and Mark K. yet nothing seems to work. It is indeed sad to see this happen, and even sadder to see 17 to 20 year old people begging others to do something. Think about it.



**VANISHING MID-
WEST FACES
SEE PG. 8**



Rail Notes

compiled by the WAYFREIGHT staff

Still an important issue going into mid-summer is that of the Rock Island. Plenty of news is now coming in on what has or is taking place with the Rock.

The Union Pacific has recalled the RI units that they leased many years ago to the Rock. Included are ex-RT U28B's #262-281 which are now UP #500-519, GP40's 340-373 are renumbered UP #600-630, GP40's #4700-4719 are now UP #631-650, and C415's are to be sold as is. Many of the units are in sad shape, and some GP40's have already been retired by the UP. UP #645 made one trip before it blew up.

Here is an update to the previous WF list for roads that have temporary operating authority on the Rock.

- P&PU at Peoria, IL
- UP at N. Topeka, KS and Beatrice, NB
- EDW at El Dorado, AR
- TP&W at Keokuk, IA and between Hollis and Iowa Jct. (Peoria) IL
- BN at Burlington, Fairfield and Ottumwa, IA
- FW&D at Amarillo, TX and from Bowie to N. Ft. Worth, TX
- C&NW between Twin Cities and Kansas City, MO plus certain branches in IA and MN
- MILW at Washington, IA and Newport to St. Paul
- D&RGW at Sandown Jct including Belt Jct. at Denver, CO and at Roswell and Colorado Springs, CO.
- ICG at Waterloo, IA
- SLSF from Wichita, Ks to Enid, Ok., and Dallas to Ft. Worth, Tx.

Chrome Crankshaft in Chicago is interested in purchasing the Rock's main yard and terminal in Silvis, IL. CC is interested in the locomotive shops, but had expressed no interest in the hump yard.

Chicago's RTA has not yet decided whether to scrap or save the currently stored 5000 series E units of the C&NW. The units are at 40th Street coach yard awaiting a decision.

Two 500 series C&NW E units have been repainted into RTA colors with two more to be released soon. No. 516 was the first to be released, looking now like a very long RTA F40PH.



The rebuilt E's feature twin Detroit Diesels in place of their Cummins engines.

Send news of local rail happenings for RAIL NOTES directly to the editor. We can use any prototype news from your area including newspaper clippings, maps, and photos too.

C&NW has gotten a four year contract with the U.S. Postal Service for a gross revenue of about \$10 million in 1980 alone on 36,000 trailer loads of mail.

For the second time in three years, the Santa Fe has won the top E.H. Harriman Memorial Award--a gold medal--for employee safety. The Southern earned the silver medal and MoPac got the bronze.

L&N will spend \$185.5 million this year for 2,929 new freight cars, 769 rebuilt cars, and 57 new diesels. Their track program calls for 210 miles of new welded rail to be put down, 1.1 million new crossties, and 1.2 million tons of ballast.

GTW has recieved five new GP38-2's numbered 5832-5836. GTW plans to buy 552 freight cars this year and spend \$54.9 million for maintenance of equipment and structures.

All Conrail F units are retired. The remaining F's are stored at Cleveland's Collinwood shops awaiting scrapping. Also at Collinwood are several lines of Conrail Alco units--C-424 and 425's, C-628, 630 and 636's--awaiting scrapping or sale.

The last 15 C&O U25-B's have been sold to the National Railways of Mexico. Chessie has placed orders for 95 new locos for 1981 delivery. Chessie's 1979 earnings were the largest ever: \$120.5 million on operating revenues of \$1.9 billion. Chessie hauled 1, 576, 800 carloads of coal in 1979.

The Toronto Transit Commision has asked for bids for the sale of all its PCC streetcars. If you're interested in buying one write the TCC at 1900 Yonge, Toronto, M4S 1Z2.

That Rock Island photo special has been held on a siding do to a lack of general funds to print the photos. We hope you enjoy the issue just as much without it though. Thanks for understanding.

--GD

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by Gerry Dobe

THESE TRACKS ARE THOSE?

Here's some musings on the changing railroad map.

To the Chicago, Rock Island and Pacific RR, R.I.B. (Rest In Bankruptcy). Back in the 1960's chairman Jervis Langdon (later of Penn Central infamy) foamed at the mouth about merging with the Union Pacific. The situation was amazing. Even in 1966, when the railroad made a profit, they made it look like a huge loss. They said that under no circumstances would they merge with the North Western. The funny thing about it is that old RI equipment is now marked "C&NW". Ah, fate.

Here's one you may know about. Santa Fe Industries and Southern Pacific Industries want to merge. What effect will this have on these two big railroads? Will things remain the same or will Espee and Santa Fe pool power? How about a total merger--will we see a War Bonnet done up in Daylight colors, or how about a Blue Widow scheme? And of course it will need a new name, such as Santa Fe Pacific or SantaPac--the favorite though, would require a pink and white scheme and the name "Southern Fe".

If you're wanting to railfan west of Miles City for orange and black diesels, there is something you may be interested in. You won't see anything--the Milwaukee Road abandoned all that trackage. Rumor has it that this may be a gradual thing--that some day America's Resourceful Railroad will become a shortline between Milwaukee and Wawautosa. So long as they fix those 27,000 dead diesels at Milwaukee and Bensenville.

The route of the Merge That Worked pulled off another biggie by bringing in a railroad named after a city it doesn't go to. Yes, Burlington Northern took over Frisco. So it looks like UP can't take over Frisco, but maybe they'll try BN...

I can't handle the fact that the above mentioned Union Pacific wants to bring MoPac and Western Pacific under its already crowded wing, which could ruin the Rio Grande, which would then become UP property. This strategy could blossom. If UP could take over Conrail, Amtrak, RTA and the United States Department of Transportation, who knows? They might get the Chicago and Western Indiana!

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Have any humorous railroad related stories? Send them into the WF for the Sidetracks column.

part one of the exciting story of my trip to northern Minnesota from December 26, 1979 to January 1, 1980.

A few months before my long awaited Christmas break, I recieved a letter from Western Region Rep. Gary Gardner inviting me and Tom Gasior from Hopkins, MN to venture out his way for some Xmas railfanning, and, of course, a ride on the Rio Grande Zephyr where I could take thousands of shots from the vestibule. Quite an offer. Now who could turn down something like this--railfanning, vestibule shots, good conversation with TAMR members from out west and probably more! But a quick glance at rail fares (the only way to travel!), food, motels, etc. added up to quite a hefty bill. Something neither mine nor Tom's pocketbook could afford. We both came to the conclusion that we had to get away, but where? Quite a few ideas were tossed up, but then Tom suggested that we go up to Duluth, MN. Now I had promised Tom that we would go to Duluth sometime last summer, but due to my many excuses we never made it up there. Well Duluth it was then (even though it's warmer in the summer!). Using our supreme intelligence (???) we figured that I could take Amtrak's Empire Builder to St. Paul where Tom would meet me, and then we could make the roughly two hour trip up to Duluth the next morning after a nights rest at Tom's house. Alright, it sounded good so far, and I figured the day after Christmas would be a good time to leave.

One thing that prompted me to take the Empire Builder was that it was now equipped with new Superliners. It would be a new experience for me and I could relate my official review of the cars through the pages of the WF. First, however, I must ask the question of the century. Why is it, Amtrak always assigns the oldest employee they can find (I'm talking about the 95-100 age group) to handle the baggage check in when you're in a hurry to catch a train. And when they do this, they only assign one, especially in a major terminal like Chicago Union!! AYE!!! Well I didn't have to worry too much as I arrived in enough time to allow for things like this to happen. Once on the train, and after locating the stairs to the upper level and after squeezing up the narrow stairway, you find yourself in a very large, quite posh seating section. It really is fantastic. The room is warm with earthtones, with a few blues.

(cont'd next page)

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The seats are quite conformtable, with no arm rest in between the two seats thus allowing you to at least move around and get comfortable while sleeping if you are traveling overnight. The seats recline and have seperate foot and leg rests with adjustable lights overhead. The windows are nice and big too for good viewing. And if this isn't enough, the heat actually works (which means the air conditioning must also!).

The Milw. Rd. tracks are rough, but there are signs of work to be done on them this summer and fall. But once you get use to the rough riding, and have mastered the "Superliner Shuffle" you will have no problems. I for one did have a few problems walking, and found myself at one point in someones lap. I was also counting how many old ladies went flying down the stairs when we hit the grade crossings!

The train is a great place to meet all kinds of people and really enjoy yourself. I of course am no exception and had the pleasure of riding from Milwaukee to St. Paul with a most enjoyable female companion whose name was Brenda. She made the trip go much better. But enough of this.

The train arrived only 15 minutes late which was quite good considering we were almost two hours late at the Wisconsin Dells. Good ol' Tom was there to meet me with his good old car too!

After a pleasant nights sleep at "Ma Gasior's No Tell Motel" we were off on the road bright and early. I had expressed a desire to go to the CNW's Cedar Lake yard near Tom's house to see the new GE center-cabs, and since it was on the way Tom agreed. Finding the yard was no problem for a trained railfan like Tom, and we were soon greeted by a long train flat switching. We couldn't see the engines, but I expressed that they could be the centercabs. With cameras in hand we waited (and froze) and finally we saw thick black smoke pouring out of one of the units. Do GE centercabs smoke that much? No, but Alcos do, and to our delight and surprize we were greeted by one of the (then) new CNW Alcos purchased from Conrail.

As we left we encountered a mild snow storm that confirmed my thoughts of it being a lousy picture taking day. Soon the munchies were brought out, and signs pointing out Duluth were at hand. The trip went fast, but I won't say how fast we were going, only that we beat Amtrak that left the Twin Cities an hour earlier than we did. Just as we decended into the lakeside city the sun burst out.

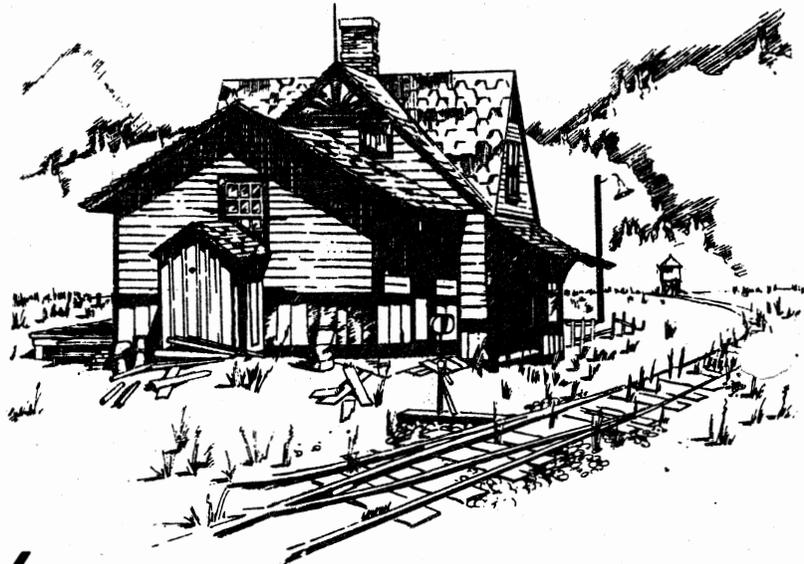
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As we clipped along the highway still heading down into the city we passed a train alongside of us. Chugging away on the front was of all things, a Duluth, Winnepeg and Pacific RS11!!! Wow! Two Alcos already and it wasn't even noon.

We arrived at the Lake Superior Transportation Museum, which I should point out is one of the best rail museums one could hope to encounter. It is housed in the old Duluth railroad depot and inside you can see a few old snow plows (including rotary and wedge type attached to a caboose), plus a massive DM&IR "Yellowstone". Plus I went nuts at the sight of an old CNW "400" coach parked outside. If you are planning a trip to this area, an stop at the museum is a must!

At the museum we meet some people, among them the infamous John Vincent and David Schauer who were kind enough for showing us around the museum.

We soon took off and did a little railfanning in the area. We went to the DW&P yard where more RS11's were to be found and we hit the Duluth Missabe & Iron Range yard. We also hunted down the Lake Superior Terminal and Transfer RR which uses NW-2's painted up in the old Great Northern orange scheme. We then returned to Duluth to go to the home of one David Bruns who would be our host for the next few days. He was even kind enough to provide Tom and I with a room of our own, thus saving many a cold night out on the porch. For this we thank him very much. We got unpacked and headed for the local Pizza Hut. One note to Tim Vermande---it appears the waitresses up there are just as good as the ones in Grand Haven, MI. Returning to Brunzy's house (a nick-name) we all settled down to a nice friendly game of Bail Baron. After a few hours it was off for a pleasant nights sleep. Or so we thought!! Tune in next issue for the second chapter of this truly exciting story.



conducted by Jeff Wilke

NORTH AMERICAN CHEMICAL TANK CAR:

I spotted this car on our family vacation down south last year. Like most tank cars, this one was not spotless, rather it had some sort of green smelly chemical spewed all over the top and the sides of the car. Although my Midway Northern RR serves no chemical plants, I thought I could use the car as a run through on various trains to give them a more interesting consist.

The Athearn 42' chemical tank car best resembled the car I was going to model, so I bought an undecorated version of the car and began work. The first step was to assemble the car except for the trucks and couplers according to the manufacturers instructions. I then spray painted the entire car with Floquil's RR3010 (Engine Black), with the final coat being Testor's gloss cote. When this had dried for a couple of days I lettered the car with Champion's set #HT-184 and some odds and ends out of my scrap box. The large "North American" emblems were omitted as they were not on the prototype car. All decals were applied by first soaking them in warm water for 15-20 seconds, applying them and blotting with a soft cloth with a light wash of Solvaset to finish it. After the decals were dry, I checked for air bubbles that may have gotten trapped under the decal. If you have any of these just pop them with a pin and apply Solvaset over the area. After all the decals were in satisfactory condition, Testor's dull cote was sprayed on to hide the decal film.

I used Flo-Paque F43 turquoise diluted about 4-1 for the chemical on the sides of the car. I used an eyedropper to apply it to the top of the car and let the color run down the sides as it may. Before this was put on the car, test runs were made by putting it on the sides of a paper towel tube until I had the right touch. When the car was dry, I finished it with the final assembling and the addition of the trucks.

--all questions, comments or article submissions for this column should be sent to Jeff at 38115 Park Street, Oconomowoc, WI 53066.--

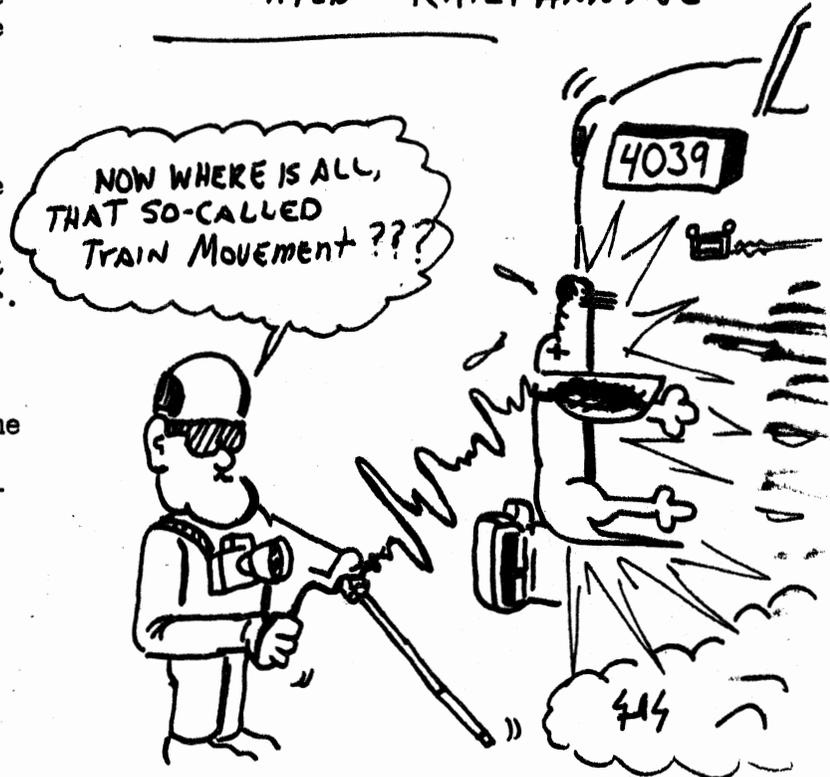
The day before this is to go to the printer a report comes in from Greg Schneider that will bring joy to the hearts of all Chicago area railfans. This will come as quite a shock but the Indiana Harbor Belt has a new paint scheme!!! Better yet it is not black!! In fact it's quite the opposite, being a bright ICG orange on the whole unit with large black lettering on the side saying "HARBOR". Greg also reports that this new color is on some of the IHB caboose. Perhaps now the fans in Chicago will have something to look forward to the next time we're in IHB territory. I had spotted this new scheme on one of their switchers about 3 weeks prior to Greg's letter, but since it was in the industrial south side I thought it may have been a new industrial line. So now it looks like the identity of the IHB will not be painted over in Conrail blue as was once believed.

--GD



Let's hear from some of our other members in the next issue! We need your contributions to make the WF a publication we can all be proud of. Send in anything you can to the WF editor!!

HANDICAPPED RAILFANNING



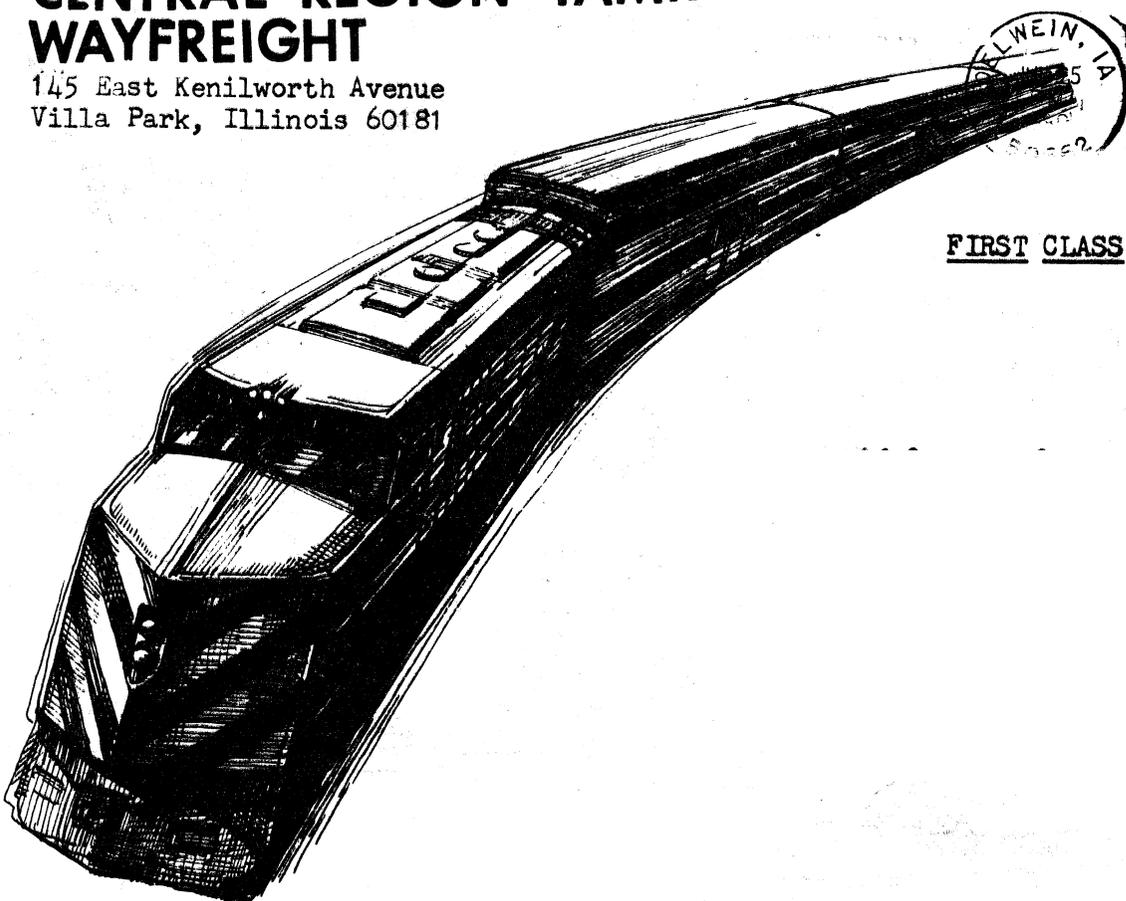
The railroad scene here within the boundaries of the Central Region is changing rapidly. The Class 1 railroads are retiring the old first generation units much faster than most of us expected. On page three we have provided you with a few of the faces that are now becoming rare. With the Milwaukee Road embargo in the Pacific Northwest the road found themselves with a surplus of units, and first to go were the F units and now the FM switchers. You won't be able to find these two Milw. Rd units (top row) running any more, but you may find them at Bensenville, Milwaukee, Savanna (IL), or the Twin Cities sitting dead in the yards. Soo Line F units are also for the most part gone (middle) but one or two may still be kicking around. Both the B units such as #2201-C pictured, and the A units are being traded in. As reported in the last WF, the South Shore's 'Little Joe' electric locos will be retired at the end of this year, but also going soon will be the old interurban passenger cars as new ones will be delivered over the next few years, thus we provide you with a picture of #24 at South Bend, In by Tim Vermande. Lastly the C&NW E units in the 5000 series for the most part have been stored, and the 500 series E's are receiving RTA paint, thus to rekindle a few old fond memories of these green and yellow gutsy beasts we provide a picture of #5024-B highballing rush hour commuters home at Mayfair crossing. And for those of you who said that the Geep would never become rare, look again, the Milw Rd has a whole string of dead Geeps at Bensenville. Perhaps you should get a few shots of those SD40-2's you see everyday..... just in case!

All photos by Gerry Dobey except where noted.

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