

The Wayfreight

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Mid-Americas Railfan Newsletter

THE WAYFREIGHT

is the official publication of the Central Region of the TAMR. Central Region dues are \$3.00 per year. A years membership includes six (6) issues of the WAYFREIGHT. All material is submitted gratis. Material in this publication may be used without permission by publications of a kindred genre, but with the customary credits to the author and the WAYFREIGHT.

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Send all submissions to the WF Editor.

WHEEL REPORT

COMMENTS: Gerry Dobe, still the WF Editor

Hi, you remember me, don't you? Well I'm Gerry and this is what you call a WAYFREIGHT. You remember, that rag that you are supposed to receive six times a year. Well we're both back after a very long absence. I hope all of you will find it in your hearts to forgive us for making ourselves look like a bunch of bumbling idiots. But you know us, we try extra hard. Anyways I won't go into all of the unhappy details, but will just say that school, jobs and girlfriends got in the way. Well the WF is back and we will try once again to bring ourselves to what all of you had once known us to be. We will be upgrading our graphics and improving on our format. We will still feature well printed photographs and keep you up to date with prototype happenings. We will also be bringing in some fresh new blood to help out with the WF and keep it as lively and jumpin' as ever.

Remember, we are here to inform and serve you. We'll try our best to get out a product that is a balance of what everyone is looking for. Yes, a difficult task indeed, but one that we can do with input from you. We need articles and photographs, and we need those people who are up for renewal to do so promptly.

Let's get this WAYFREIGHT ready and moving out on an on time basis. We will be starting out with the traditional six issue a year schedule and see if we can't improve that to a eight issue schedule. So please send in some articles and we'll do our best to make each issue as interesting as possible. Hope you enjoy this issue and be looking forward to the next one soon. **WE'RE BIG, WE'RE BAD AND WE'RE BACK!!!**

On ze cover: Sooooo Line numero 772 doing its imitation of a Minnesota snow drift at Schiller Park (IL) yard. Photo by ze editor.

RIGHT: A really beat "chicken-wire" F-3 at Cedar Lake yard (MN) on the CNW. Photo by Tom Gasior. Unit dubbed 'Widow Maker' by crews and also called a covered hopper. Please don't ask.



Grand Trunk buys Milwaukee Rd.

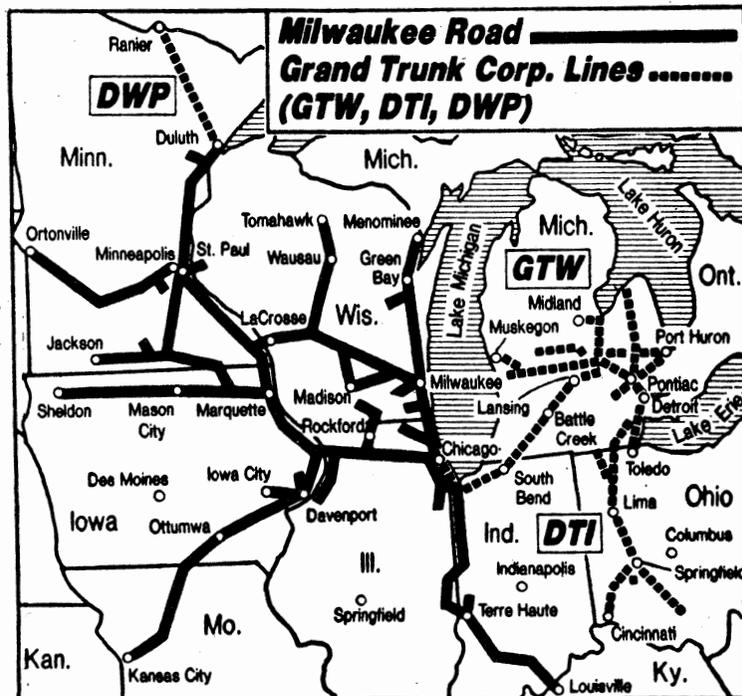
UPDATE - UPDATE - UPDATE - UPDATE - UPD.

RAIL NOTES EXTRA:

Under an agreement in principle announced on May 24th in federal bankruptcy court, the Grand Trunk will acquire the Milwaukee Road.

Under a tentative term, the Grand Trunk will acquire the stock of the reorganized Milwaukee Road by assuming about \$250 million of debts and obligations of the Milwaukee's estate. Also the Milw.Rd. will sell its Chicago commuter operations to the RTA.

The merger of the two roads is expected to take about two years to win ICC approval.



COMPARISON OF MILWAUKEE ROAD AND THE GRAND TRUNK:

	GTW	MILW
Employees (average).....	6100	6300
Miles	2100	2900
Operating revenue (1981).....	\$390 mil.	\$400 mil
Freight Cars.....	17,000	12,500
Locomotives	320	325
Revenue Units handled in 1981	800,000	555 000

Source: Milwaukee Road

Watch for more news in upcoming issues of the WAYFREIGHT.

OTHER NEWS:

CSX Corp. (Chessie System & Family Lines) have on order at EMD 50 new locomotives. Family Lines will get 25 SD50's and Chessie will get 25 GP-15T's. Also CSX will purchase 2 3,900hp tugboats for use at Newport News coal piers. Total package price: \$50 million.

Southern has won the 1981 E.H. Harriman gold medal for top safety among employees. Family Lines got the silver medal being two-tenths of 1% behind Southern. The Bronze went to Santa fe, last years gold winner.

Have any interesting rail news from your area? Send it in for publication in Rail Notes. Black and White photos also welcomed.



Rail Notes

CHICAGO AND NORTHWESTERN has retired the following GP7's: 1537, 44, 56, 58, 59, 62, 63, 64, 67, 76, 80, 82, 83, 84, 86, 88, 90, 93, 99, 1602, 1603, 28, 30, 31, 33. They will be scrapped at Oelwein (IA) after the removal of useable parts.

C&NW has cut up the following 'E' units: 5019B, 5028B, 5032A, 5033A. More to come.

C&NW will begin the painting and releasing of 26 ex-PNC 'SD10s' to be numbered 6622-6647. Also 7 C-628's, 1 SD9, various GP35's, GP9's, and GP40's have been repainted in the new 'disgusting yellow' scheme (officially called Zito yellow).

MILWAUKEE ROAD ROSTER:

7-9	SD45
12, 13	SD45
16-30	SD40-2
40-54	F40C
130-144	SD40-2
146-176	SD40-2
182-209	SD40-2
270	GP9
272-276	GP9
279-286	GP9
288-291	GP9
293-295	GP9
297-299	GP9
302-313	GP9
315-316	GP9
318-321	GP9
323-325	GP9
327-331	GP9
334-497	MP15AC
500	SD9
501-512	SD7
522	SD7
532, 534	SD10
543-561	SD10
581-590	SDL39
600, 601	SW1200
603-608	SW1200
610, 613	SW1200
615-617	SW1200
620	SW9
626-637	SW1200
639	SW1200
641-647	SW1200
649-652	SW1200
806-807	GP9
946-984	GP20
986	GP20
988-992	GP20
994-999	GP20
2000-2071	GP40

A 100% EMD roster. How 'bout that. No wonder railfanning the Milwaukee is so much fun.

FP45's #2 and 3 are still on the property for now, but will be gone soon.

MICHIGAN NORTHERN has stopped running trains between Petoskey and Mackinaw City (MI). The financially crippled railroad will continue running trains south between Petoskey and Traverse City, and Petoskey and Grand Rapids, but on fewer days than before. Trains will only run one or two days a week.

CHICAGO MADISON & NORTHERN declared bankruptcy on February 26th at Monroe, WI. Another railroad from Waukesha should have assumed operations on March 1. The disposition of CM&N equipment is not known at this time.

NKP 765 will finally be steaming once again. The needed super heater units were supplied by #775 which is stored in Conneaut, OH. Get ready for a summer of excursions with ol' 765!

C&NW EASTER SPECIAL: An executive special was run on the CNW on Easter Sunday out of Chicago. Pulling the train were the CNW's specially painted "400" F units.

MILWAUKEE ROAD for the first time since its reorganization, was in the black for the month of march. April also looked like a good month. Milwaukee is hopeful that the railroad will actually be able to make a profit in 1982.

The day began at 8:00 in the morning with a couple of my friends picking me up. It was Labor Day 1981, Sept. 7, and was a very cloudy day. It didn't look like a very promising day for photographing Amtrak's NORTHSTAR up from Chicago and St. Paul but we were determined to try anyways. We drove parallel to the BN's Duluth-Northtown main line on Mn. Hwy. 23 about 20 miles south of Superior, Wi. Our employees timetable stated that the train was due at our location at 9:50. The NORTHSTAR was on time and we managed to click off a few shots even though the train was doing close to 60 mph. We followed the train into Superior and let it go at that. While in Superior we decided to check the BN roundhouse for the elusive Graond Forks F units that make regular runs on the grain trains. As we dre close to the roundhouse we saw them, three BN F units (#792 F9-A, #833 F9-B, #832 F9-A) coupled to an old ex-NP GP-9. They were on the ready track, but being Labor Day we didn't expect them to leave until night or early morning. Also on the ready tracks were three SD40-2's and we figured that they would be used on the first train out anyways. It was only 11:20 and it was still very overcast but we took a few shots to preserve the F's as best we could. So off to lunch we went, hoping our scanner would blurt out some train movement in the area.

After lunch we drove over to the Soo Lines 21st Street roundhouse and as usual only five units were present. After that personal disappointment (aww shucks Dave!) we drove to Soo's Stinson Ave yard, the major Soo yard in the Twin Ports, and we were pleased to spot a duo of GP35's and an SD-40 ready to highball a grain train out west. The weather front had cleared and a 'Kodachrome' sky had appeared much to our delight. As we waited for the grain train to leave west, another grain train with 2 SD40-2's appeared off the Glenwood line, the same line our 35-35-40 trio would hopefully traverse. As the loaded grain train passed us, we heard a horn off towards the BN a mile away.
(con't next page)



photo by Gerry Dobej/Shoreham Yard, MN

F is for First Generation (cont'd)

Our scanner then came to life with a train calling Saunders Tower (BN) with information stating he had a red smashboard at the Soo crossing which our grain train was blocking. The BN train gave his number as #127. When we heard this, we immediately dropped the Soo chase and headed for the BN double track main because we knew that #127 meant a Grand Forks train. We knew that this train was the regular stomping grounds for the F units but we also remembered those three boring SD40-2's on the ready track. As we approached the crossing we saw them, three of the streamlined beauties and the Geep smoking it up after getting the go-ahead over the Soo crossing. The sun was out and on the right side of the tracks. We drove down to where the Twin Cities main line leaves the double tracked Staples line and set up for photos.

As the train approached at 40 mph the sun decided to disappear behind a cloud and reappeared too late but the sight and sound of the First generation units in mainline service was a reward in itself. We passed the train on a road that parallels the tracks for about 6 miles. When, as I was looking out the back window, I noticed that the units had stopped smoking; this causing us to stop and investigate. Over the scanner came the engineer calling the conductor to tell him that he had lost all power in the four units and would have to coast to a stop (sounds like a model railroad to me-G). The engineer then called the roundhouse for possible help and for a fire extinguisher to be delivered to Carlton, MN because the fireman had emptied the 832's cab extinguisher on a small fire in the cab. The engineer then went to each engine and successfully started all four. The roundhouse crew would not be needed after all. Number 127 was underway again after a 15 minute delay.

We set up our cameras at a grade crossing and took a series of shots that would prove to be the best of the day. We followed them the entire 6 miles but because of their speed and our photo stop we had to go to the end of the 6 mile parallel road just to get off one final shot. As the units rolled by we noticed the fireman on the running board of the geep. Our scanner soon told us why he was there; it seems that the engineer noticed a warning light indicating an overheated engine in the Geep and the fireman was sent to shut it off. I'm sure the crew was cussing the first generation junk (how could you say such a thing-G) and would have loved to get their hands on one of those three SD40-2's.

As we happily drove back to Duluth, we came across a BN taconite (iron ore) train following close behind the #127 with two SD40-2's on the point. We took photos but we really didn't care, it wasn't first generation. When we joined the Twin Cities line again we spotted another train, and our scanner told us it was #157 to Northtown, and on the point was, you guessed it, three SD40-2's and a happy crew. A few miles later we noticed a hostler taking four SD40-2's to the taconite yard in South Superior. Nine SD40-2's to three F8s, the ratio is sickening. Currently there are 3 sets of F's operating out of Superior: (1) A-B-A, Geep (2) A-B-B-B-A pure set of F8s, and (3) A-A coupled with any available unit. Superior has five F's in storage on it's property.

I hope this experience with the BN F's was not my last, but I can easily see the inevitable retirement and scrapping of the remaining F's in the near future. We were very lucky to experience the G and Fork's F's in action and I will never forget the sight and sound as the first generation slips into the past.

Anybody with any information on the BN F's or those of the C&NW and SOO are asked to write in. We'd like to know if any are still operating. The CNW brought a few out of storage this past winter to open snow clogged lines but they may have been shut down again.

Here below is a list of some of our real swell pals who are due to renew their membership with us. Some of these guys haven't been with us for some time. So let's get on the track you guys and fork over some bucks!

(no particular order)

Richard Hoker
Kurt Zilley
Paul Michelson
Steve Kahl
Roland Lewis
Jeff Kern
Scott Osantowski
John Van
Ted Tait
Doug DeLor
Steve Craig
Dave Thomas
Jeff Scholler
Charles Mizikar
Mary Ann Kindel
Shaun Gray
Dale Miller
DOUG JOHNSON
Jim French
Randy Rivers
Jeff Meyer
John Mayer
Dwight Anderson
Fred LeSage
Peter Anderson
Graham Smith
Brooks Johnson
Dave Toczek
Ian Smith
Dan Van Epps
Jeff Wilke
Brian Knouff
Roger Arnold

If you see your name on the list and know that it shouldn't be, contact us with proper i.d. and we'll look into it as we probably made an error.



DOWN TO BUSINESS....

Now for all those wondering about a few things like dues, the MESS and the recent election, we'll fill you in now.

First off, national TAMR elections are over with and our new Regional Representative is Paul Michelson. Paul comes from Manchester Iowa. If you'd like to drop him a line sometime soon his address is: 201 S. 8th St, Manchester, IA 52057.

Now, for all those wondering why Corby didn't run again after doing such an x-l-ent job with the region and the WF. Well he simply didn't have enough time to devote to the region for the next two years and thought it better to step down than to MESS things up to badly. He'll still be active writing articles and helping out on occasion with the WF.

Now for the MESS, which to be truthful is in quite a MESS. We still need a MESS co-ordinator to replace Mark Kaszniak. If you are interested in the job drop me a line and we'll get rolling on that. The MESS map has once again been promised to me by Jim Kobrinetz. If you also want to see it write him not me. We'll try our best.

Divisions are still going within the region. The Precision Wide-Vision Division (Minnesota) has been going great guns and even has a newsletter out. We'll have more details on that in the next issue. Also, TAMR president, Ken Keels, is trying to organize something in Michigan. Drop him a line if you're interested. The Lake Shore Railfan Protection District is still functioning and should get a boost with the announcement that Tim Vermande once again has a van in action.

Dues will remain at the standard low, low rate of \$3.00 per year. At the moment a year is considered six issues as we go by issue numbers on our memberships.

Other than that all we can say is that we'll try and get the next issue out as soon as possible. We need articles and photos too. So lets get rolling now that school is almost out. Until next time, happy railroading!!!

Gerry
ze editor

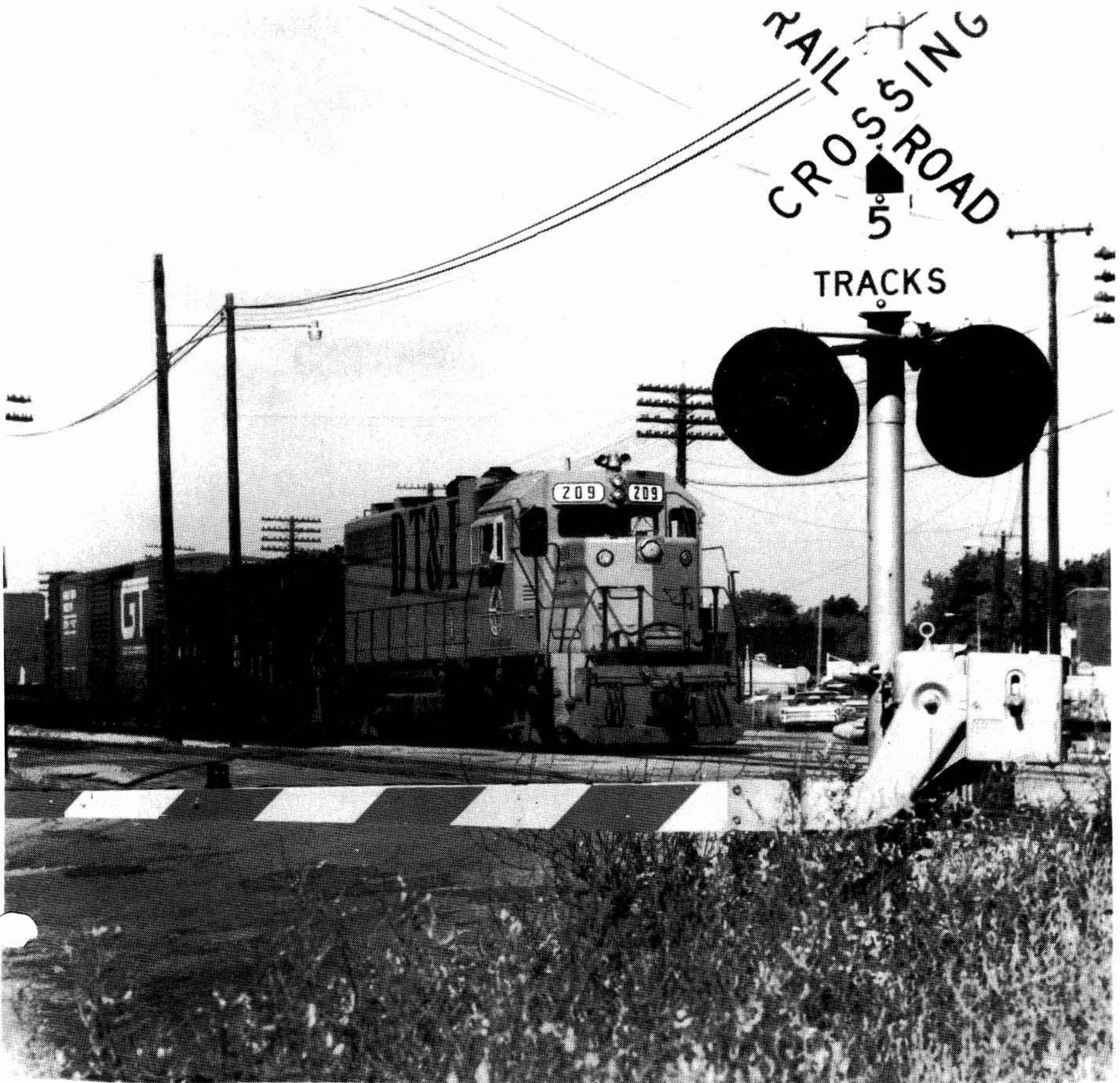


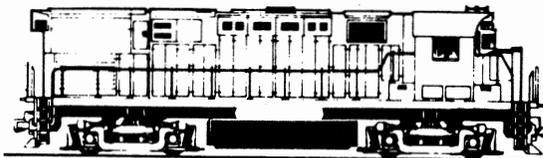
PHOTO CAPTIONS FEB PAGE 7:

Top: Since the Grand Trunk's takeover of the DT&I, the bright orange DT&I units are apt to show up just about anywhere. Timothy J. Vermande (man of the '80s) caught #209 in action in Indiana.

Bottom: Tom 'Preppy' Gasior somehow managed to take a break from his studies to go out and find the infamous Empire Builder (complete with those very rare 'hard to find, tough to beat' F4OPH's) and the even more infamous Dayton's Bluff in St. Paul. Which prompts me to say to Tom, "What a man!"

Next issue (yes, there will be one): Our long awaited ERIE MINING issue. Complete with maps, rosters, equipment, track plans and even more than that! And if that isn't enough, we'll have mucho RAIL NOTES pages and some more editorializing from me. All this plus a few surprises ("Hereeeeeees Corby") will be coming your way in the all new revitalized Central Region WAYFREIGHT.

And remember to send in those cards and pictures for the Tim Vermande look alike contest.



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FIRST CLASS MAIL

