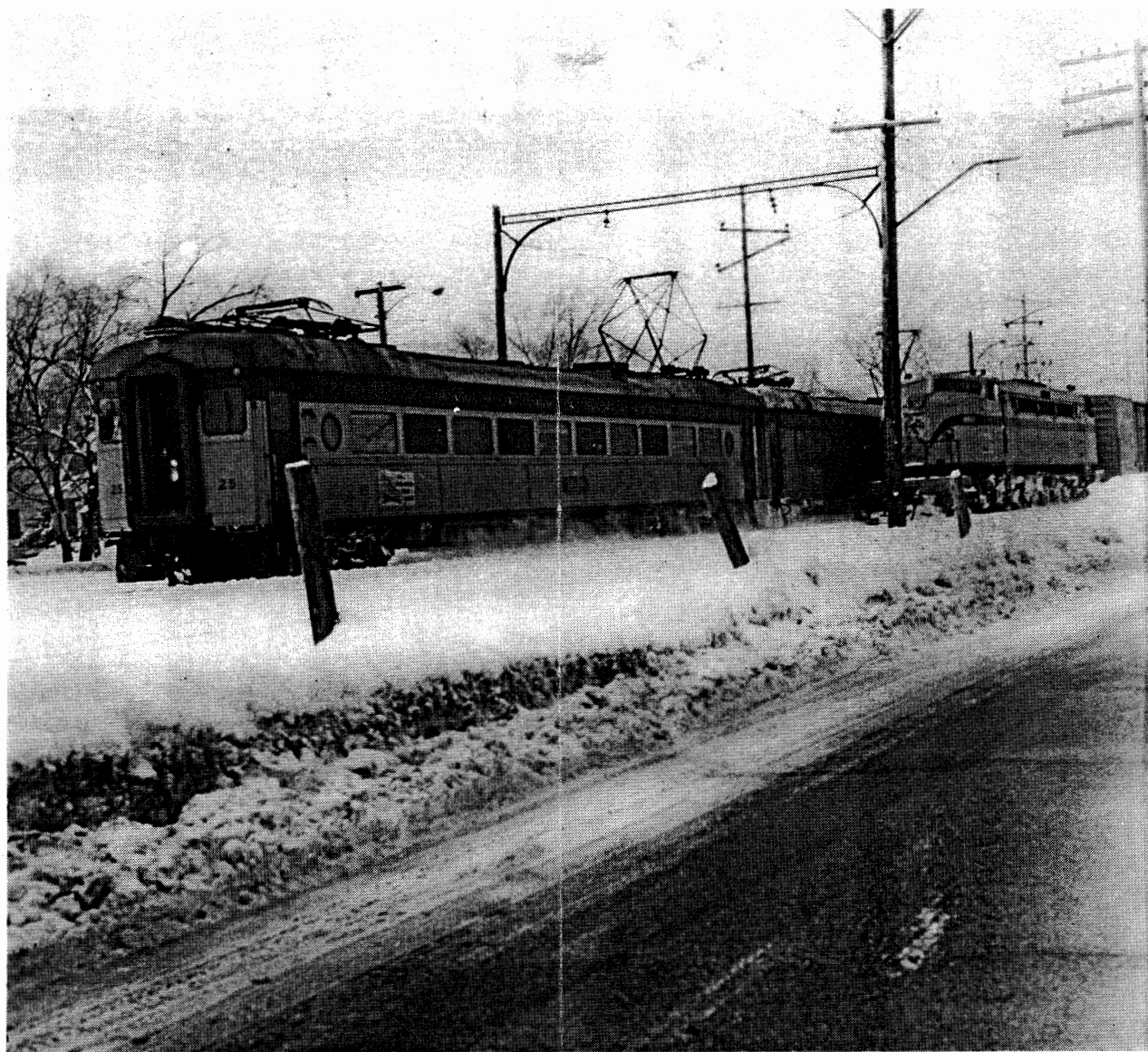


WAYFREIGHT

number twenty-two

January/February 1983



comments: Gerry Dobeay, editor

Shocking, isn't it? The Wayfreight still rolling along, and we're picking up speed, too. With Corby's help (and graphite), we're trying to get back on time and come out with some quality issues.

We are starting a new column, the Mail Car, so you can express your thoughts to the membership. Write in so we can publish your letters. Also, we are still trying to revitalize the old Rip Track column. Perhaps we can bribe Mr. Gasior into taking this one over, seeing as he is our resident expert

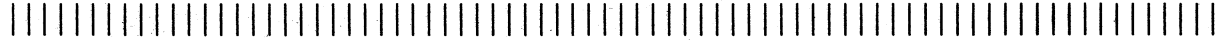
in the field of painting, lettering, and kitbashing (especially big loco like DDA40X's, SD40-2's, and U-boats). So if you're reading this Tom, we need you. Even though someone will be heading up this column, that doesn't mean we can't use contributions from anyone else. The purpose of the Rip Track column is to allow members to share modeling ideas with everyone. For example, I've heard of using brake fluid to take off paint and decal on rolling stock but have also heard of soaking models in Fantastik overnight. I haven't tried either method, but someone has, and there is the basis of a good column describing various paint removing methods and getting a model ready for repainting and decaling.

We have also brought back the Mid-West Railfan's Guide with this issue. If any of you have a favorite crossing, yard, or railfanning spot, just jot down a few paragraphs about it and send them in. We're appreciate any information of this type from the Midwest. If possible, please include a map. We will supply scanner frequencies.

We will accept ads for your railroads free of charge provided you do all of the necessary artwork. If there is enough interest in pass trade columns, slide trade columns, or car trade columns, we will start them. Write to us, and let us know how you feel about such possibilities.

THE WAYFREIGHT

...is the official publication of the Central Region of the Teen Association of Model Railroading. Central Region dues are three dollars per year. A year's membership includes six issues of the WAYFREIGHT. All material is submitted gratis. Unless indicated otherwise, material in this publication may be used without permission by publications of a kindred genre, provided that credit is given to the author and the WAYFREIGHT.



Welcome the following new members...

- | | | |
|---|--|--|
| James Woods Ball
101 Stanf Street
Lancaster, KY 40444 | Raymond Wells
Route 3 Box 138B
Strafford, MO 65757 | Scott Brand
915 Pheasant Ridge
Lake Zurich, IL 60047 |
| Tim Ekren
267 Wegener Drive
Breckenridge, MN 56520 | Greg Ruppel
5030 Trafalger Place
Madison, WI 53414 | Tom Boyle
10 E 107th Street Circle
Bloomington, MN 55420 |

From the Dispatcher's Desk

This time of the year dictates that we must spend more time indoors than out, except for those of you blessed with warmer days in the southern part of our region. What better time to get some work done on our layouts than now? I, for one, have been working on laying track on my Iowa Central RR. But I'm sure not going to miss out on any railfanning adventures because of Mother Nature. No siree. I'm sure the -30°F weather and five feet of snow wouldn't stop any of you die hard railfans either. One of the best shots in your collection would be a Russell plow and two Geeps fighting drifts. In my opinion, it's worth the frostbite.

On to other subjects. Our editor has brought to my attention the possibility of organizing a regional module group. Anyone who is interested or has any further ideas can contact either Gerry or myself. Gerry has also informed me that we have some new members in the region (listed on page two), and I'd like to welcome each and every one of them to the Central region.

If you have any questions or problems, just drop me a line and I'll answer them as best as I can. Gerry and I are going to be working hard this year on getting the region in top shape, and we'll need your help. Of most importance are articles for the Wayfreight. I cannot emphasize enough how much we need articles. Gerry and his co-editors will be working hard to get the Wayfreight out on time, and he needs your help and support. Enough talk! Time to get out and shoot that plow that's coming through! Hope everyone had a safe and happy holiday season!

Paul Michelson
Region Representative

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Since Gerry so graciously put me in charge of the MESS, I guess I've got no choice but to do something about it.

To get this thing back on its feet, you're going to have to tell me what you want. Many of you remember the constant news of a soon to appear MESS map. Well, as many of you have realized, you were lied to. For those of you who have become totally disgusted, try to give us one more chance. Here is how it is going to work:

Do you want to see a map of everyone's railroad? If so, fill out the MESS application included with this issue, and leave the rest up to us!

Greg Dahl

skibo skuttlebutts



WELCOME to the first Skibo Skuttlebutts. The all information column on everything happening in the North Star State. We will bring you news on important things like where the trains are, what the weather is like, and the latest fallacies on Jeff Scholler's sex life. Yes folks, this is where you will find it all; from Uncle Andy to Greg Dahl's articles on how YOU can model industries (emphasis on YOU, not us!). This column is from the Precision Wide-Vision Division of the Central Region of the Teen Association of Model Railroading. (Whew! That was a mouthful.)

Our first article has to do with some new trackage rights and the trains that are running over them. The BN mainline that runs from the Twin Cities to Duluth (ex-GN) is the track in question. The Milwaukee Road already has trackage rights, and now the North Western is on the deal, along with the local Amtrak train, the Northstar. This section of track now plays host to all passenger trains, all rail ore trains, along with the usual freight traffic. Trains to take note of are the CN-DWP-MILW-GT run throughs. The power for this train can be made up of any road's power, and the caboose is usually from the CN. SD40's are the rule, with MILW using the only Dash-2's. The consist is usually all lumber on the Chicago bound trips and almost a total empty consist on the northbound trip. Catch this train if possible. We will try to pin down the times for the next WF. So far schedules have varied quite a bit.

The CNW train has been making nocturnal trips so far, but they will switch to daylight hours soon so they can make a better connection with the train that leaves the Twin Cities for Chicago (488, which leaves around 5:30 PM).

The Amtrak Northstar is also a train to watch since it is now the train that BN likes to try out all of its new or refurbished passenger cars on.

Reserve Mining is starting operations on the 2nd of January. It will be a treat to catch those SD28's in the snow along with the SD38's, SD18's, and other assorted units that just seem to pop up when you least expect them.

Well, that's all from the Skibo Skuttlebutts for now. Next time Greg Dahl will tell us how to copy any article you want and make it look like you wrote it...plus, Dave Schauers will explain why he likes that Nikon advantage. All for now...

The Skibo Skuttlebutts are brought to you by:

The men against.....

Nikon

by John McGreevy

It is time for me to come out of my literary hibernation and let anyone who is interested know about my feelings on this crazy hobby of ours. I'm sorry if you expected me to say "I lost my interest," for that ain't it.

At some age it hits all railfans. I wish I had time to do all my railfanning, all my schoolwork, and my job. It seems like there is no time to do it all. In short, that is the plain truth of it all.

I got started in model railroading at the age seven. It wasn't until the American Freedom Train came along that I had an interest in seeing the real thing. My layout grew from the proverbial oval to a still existing eight by eleven foot pike. I wish I could operate this layout and go railfanning at least once a week, but the fact is that I haven't done either in the past three months. Am I losing touch?

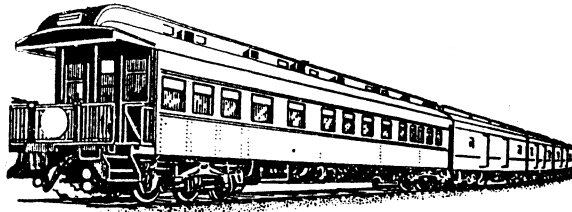
When I took my first full-time job and kept schoolwork my number one priority, I had no choice but to cut back on non-essential activities. The result meant buying Model Railroader every now and then instead of every month. My school is only one mile from the Missouri Pacific line in Warrensburg, MO, yet I haven't spent any time there at all. Am I still interested? Certainly. But until I get out of college and as long as I have to work for a living, railfanning and model railroading must wait.

What is the point of all this? I love this hobby. I was president of the TAMR for two years. I slaved over the Western Region's newsletter, the Daylight. Beware! Life is full of responsibilities. As you guys get older, you'll find out. School is tough if you have to work too. I'll have more time for this hobby when I graduate. Please remember that just because you don't have enough time for the hobby doesn't mean that you like it any less.

My career will take me into aviation and economics. True, these areas don't have much to do with railfanning. I will never claim to love the hobby as much as you guys who love it no matter what the weather, financial status, or other interests. There is nothing wrong with obsession. I guess because I have a love for airplanes, hockey, baseball, running, and a girlfriend, I am not a railfan's railfan. Despite all of that, when I hear an engine's horn in the middle of the night, or when I read about a pike in the Daylight or the Hotbox, I know that the railfan in me will never die. After all, once a railfan, always a railfan!

Reprinted from the Winter 1980 issue of the Western Region TAMR Daylight. It sums up what can happen when you go to college, have a girlfriend, and try to hold down a job. It's happened to me, but I'm trying to balance my time to allow for a weekly railfanning trip once again. --GD

Rail Notes



Burlington Northern No more SD-24's or F's will run on the BN. All have been retired, sold, or traded in to GE on new B30-7's (A and B).

Chicago & Northwestern Purchased from Conrail were U30-C's 6840-44 to use as parts on for the C&NW's fleet of Alco C-628's.

Milwaukee Road GP40's 2003 and 2009 are being rebuilt in Milwaukee after being damaged. Wrecked SDL39 581 is still being stored awaiting rebuilding. SD40-2's 140 and 163 are back in service after repairs from wreck damage. FP7 96A has been repainted in MILW MOW colors and will be used in Milwaukee shops as an auxiliary generator. Sold to Chrome Crankshaft were F7's 88C, 102B, 104C, 119A; TR4A's 691A and 693A; and SW9 622.

RTA (Chicago) Twenty-four additional F40PH's have been ordered from EMD to replace C&NW E's and F's and MILW E's. Delivery is set for early this year.

SOO Recently acquired MN&S units cannot be used with other SOO engines due to differences in the MU receptacles (twenty-seven point vs twenty-one point receptacles). Oh well. After SOO wrecked SD40-2 660 and GP38-2 4408 in Gilchrist, MI, they have placed an order to replace the units. Being built are SD40-2 6617 and GP38-2's 4451 and 4452. In Minneapolis, SOO still has GP30's stored as well as the road's only SD9 2381.

Wisconsin & Western Milwaukee Road (formerly Central Wisconsin) FM H10-44 767 is now being repainted dark blue with yellow lettering and will be numbered 1204.

GTW-DT&I Stored at Battle Creek are DT&I 6419, 1519, 4427, 4906, 4918, and 5927. Stored at Flat Rock, MI are DT&I 201, 203-206, 352, 354, 401, 402, 952, 973, 982, 986, and 989. GTW units stored are 5912, 5914, 5918, 5922, 5924, 5926, 5928, and 5929.

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ON THE COVER...

South Shore car 25 whizzes past a Little Joe sitting on a siding waiting for clearance onto the main once again. A nice winter's day shot by Timothy Vermande. The Little Joe is gone and car 25 will soon join it. By the way, 1983 is the South Shore's 75th!

WAYFREIGHT EDITOR'S NEW YEAR GIFTS

We're back with the second annual helping of left-overs from the holidays to shove down the throats of some of our more "deserving" members.

To Ed Moran: Fifteen dollars to go out and buy an antenna of your own for the scanner. Pretty sneaky driving off with mine attached to your roof. Somehow it seems that coat hangers don't work too well for me.

To Jeff Scholler: A well functioning brain that will keep your mind on the trains and off of the cars and military models, and close the mouth at the touch of a button. Who ever heard of operating GN Mallets in 1981?!!!!

To Jim Kobrinetz: A brass model of C&NW R-1 1385 complete with its own black tie so it will be welcomed at the grand affair signalling the completion of your model railroad.

To Greg Dahl: Ten GSB SD40-2's that you've been looking for since Model Railroader began running those ads declaring "Arriving Summer of '80!" I saw the ad in their latest issue.

To John Vincent: A license to own and operate your own Kodak developing company. That way you won't go broke trying to develop the 500 rolls of film that you've been "saving" for the past three years.

To Mark Kaszniak: One of the above. It seems as if you and John have been stricken by the same disease.

To Tim Vermande: A subscription to ZOOM magazine. Why? You always left me with the impression that you liked zoom lenses with the way you played with the lense shade. This may satisfy your urges.

To Dave Schauers: Copies of catalogs from Canon, Pentax, and others to prove to you that cameras are made by other companies beside Nikon. Nikon?

To Corby Anderson: An all expense paid trip to Chicago for a week worth of railfanning. (After spending the night in the homes of Dobey, Kaszniak, Kobrinetz, Vermande, and Moran, you'll never be the same again.)

To Tom Gasior: A car that works and a secret wire tap into the computers at UMD. That way you can boost your grade point average without having them realize what has happened.

To Paul Michelson: A model of the C&NW Oelwein shops made from Pizza. Enjoy

To Ronald Reagan: Since our Commander in Chief already got nineteen train sets for Christmas, one more won't hurt. We made this one live steam though so he can't complain that they're "smaller than I thought."

We'll leave the Pacific Ocean in the grab bag this year.