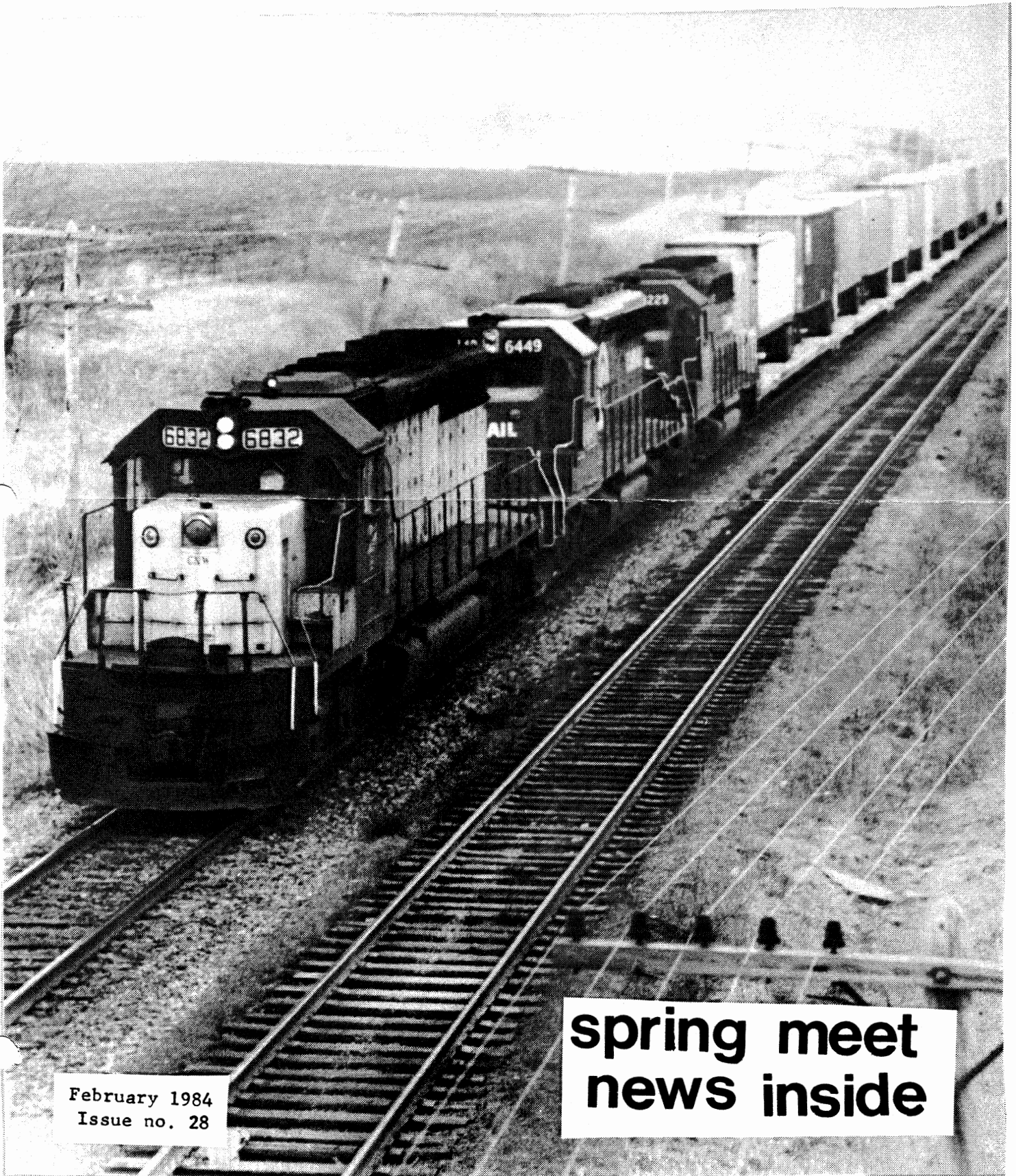
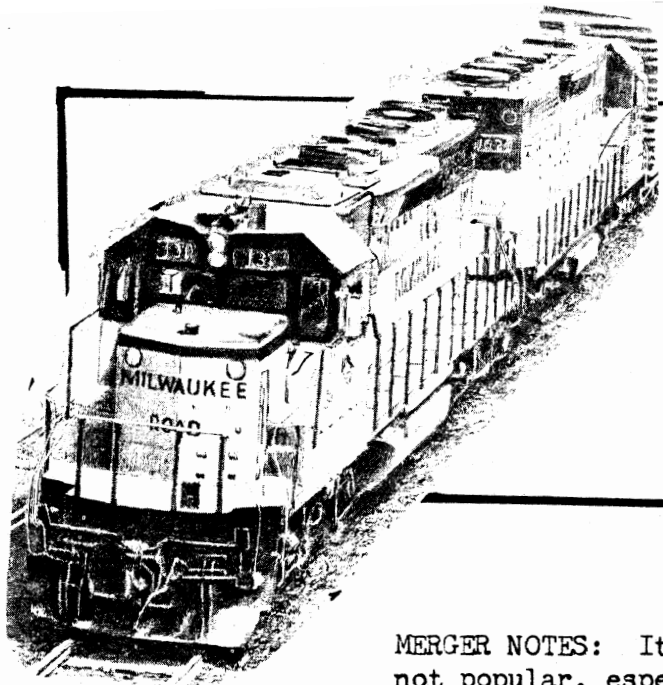


The Wayfreight



February 1984
Issue no. 28

**spring meet
news inside**



MILWAUKEE MEMOS



Ed Moran

MERGER NOTES: It seems that the possible CNW-MILW merger is not popular, especially with state governments in the midwest.

Thw Wisconsin State Senate passed a resolution supporting the GTW proposal, and the govrenors of the states of Iowa, Minnesota and Wisconsin also support the Grand Trunk's bid, feeling that the CNW takeover would eliminate competition. If the CNW merger does go through, look for the abandonment of much of the Chicago-Kansas City line, the abandonment of the CNW's Chicago-Twin Cities line, the elimination of the MILW's Bensenville yard, elimination of the MILW's Green Bay line, and abandonment of many CNW and MILW branchlines in various states.

If the GTW's proposal is accepted, look for the Green Bay & Western requesting trackage rights into Wausau and between Green Bay & Chicago, a direct connection between the DW&P and the GT, retaining the 'core' system that the MILW has built up and the continued employment of many MILW employees.

MISC:

A new paint scheme. SD40-2 #201 was out shopped November 9, 1983 in an experimental modified paint scheme. The words Milwaukee Road have been dropped on the short hood nose and have been replaced with a silver and maroon "Hiawatha" logo. Along the side of the long hood the "Road" in Milwaukee Road has been dropped and now just features a large MILWAUKEE and the units number appears at the end of the long hood. The MILW RD logo appears on the sides of the cab.

GP9's 293 and 328 have been sold to the L.G. Everist Co. which had leased the units previously. This company operates the D&I Railroad (unofficially standing for the Dakota & Iowa) in western Iowa and eastern South Dakota.

For ypu Southern Pacific fans, the MILW-SSW/SP pool train #226 departs Bensenville between 1pm and 5pm . It departs SP's Armourdale yard in Kansas City around 7:30am.

MOTIVE POWER NOTES:

SW1200 600 to RTA (NIRC) in November of 1982, not #604 as has been reported. SW1 877 seen at Midwest Dock Corp., in Chicago. GP40 2068 was sold to Peaker Rail Services. Stored at Bensenville (summer of '83): FP45's 2, 3; SD45's 6, 7, 8, 9, 10, 13, 14, 15; slug SE3; F units 60A, 97A, 101A; SD7/9's 500, 508, 511, 515, 518; SW1200's 601, 601, 604, 608, 609, 610; SW9 620; SW7 623; SW1200 630;

Stored at Milwaukee: slugs SG1, SG2; SD45 12; F unit 118A; SD40-2's 175 and 187 wrk; GP9 282; MP15AC 474; SD7/9's 503, 506, 507, 513, 549, 581; SW1200's 608, 628; TR2 695A; FM's 750, 753, 769. GP30's 1000, 1006, 1014; GP35 1510; GP40's 2011, 2027, 2028, 2063, 2069; plus mucho U-boats.

Have any Milwaukee Road news or sightings from your area? Send them in so I can report on them in the column. Thanks.

MESS MEMO

by Greg Dahl

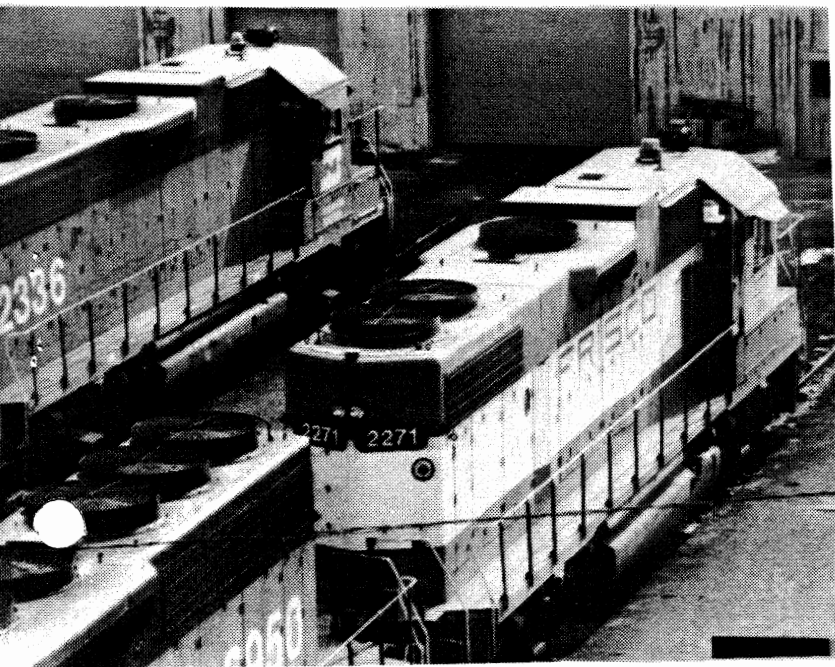
Well it's been a full year since I first took over the MESS, and as promised, the MESS map is under way with this issue. This thing has been promised since the very beginnings of the MESS but for one reason or another it always was put on the back burner. No more! The wait is over. This is the first installment of the first edition MESS map. After all states are printed and distributed we will print an entire "system" map and then will start on the updated maps going state by state again. Thus if you sent in an application, but don't see your line on the maps of this first edition, don't worry, you will be put on the updated maps. Many applications came in after the deadline so I had to hold off on putting you on.

The first map is Illinois. We will then feature at least one map per Wayfreight. Sometimes we will try and get out more than one map per issue.

Only those members of the region who are also members of the MESS will be receiving the maps. If you care to get in on the MESS, just write me, my address is on the back page. Hope you like it.

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The BN has finished repainting all the Frisco units (see BN Bulletins), but before they did, Tom Gasior caught GP38-2 #2271 loitering at Northtown yard in the Twin Cities.



FROM THE DISPATCHERS DESK
FROM THE DISPATCHERS DESK
FROM THE DISPATCHERS DESK
FROM THE DISPATCHERS DESK

A new year is upon us, and reflecting on what has happened in the rail industry this past year we have seen many changes. Overall I think the health of the rail industry has improved. Look at the Milwaukee Road. Here in Iowa I have witnessed them replacing thousands of ties and rebuilding their roadbed. The same is true for the North Western and the ICG. I have also noticed traffic increases on all the major lines in Iowa. I think the railroads are on a rebound from their slump in the '70s.

Reflecting on what has transpired so far in the '80s, I think we call the '80s the decade of the megamerger. We all can name recent mergers in the past few years such as WP-MP-UP in the west, and Norfolk Western and Southern in the east. And more recently ATSF+SP plus the possibility of Conrail it is anybody's guess on how long it will be before we get a true transcontinental. Well, it's all speculation right now, but maybe by the year 2000 we'll be down to but 2 or 3 class 1 railroads. I hope not, but I doubt railfans will have much say in the future of the industry. Let's just enjoy what we have now, although I know it's hard to love a SD40-2 while remembering the F7's that once pulled tonnage through your home town.

Paul.

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MILWAUKEE MEMOS (update) More units are receiving the MILW's new "Indian oval" paint scheme. SD10's 549 and 559, SD40-2 183 and a few GP40's have gotten the new paint.

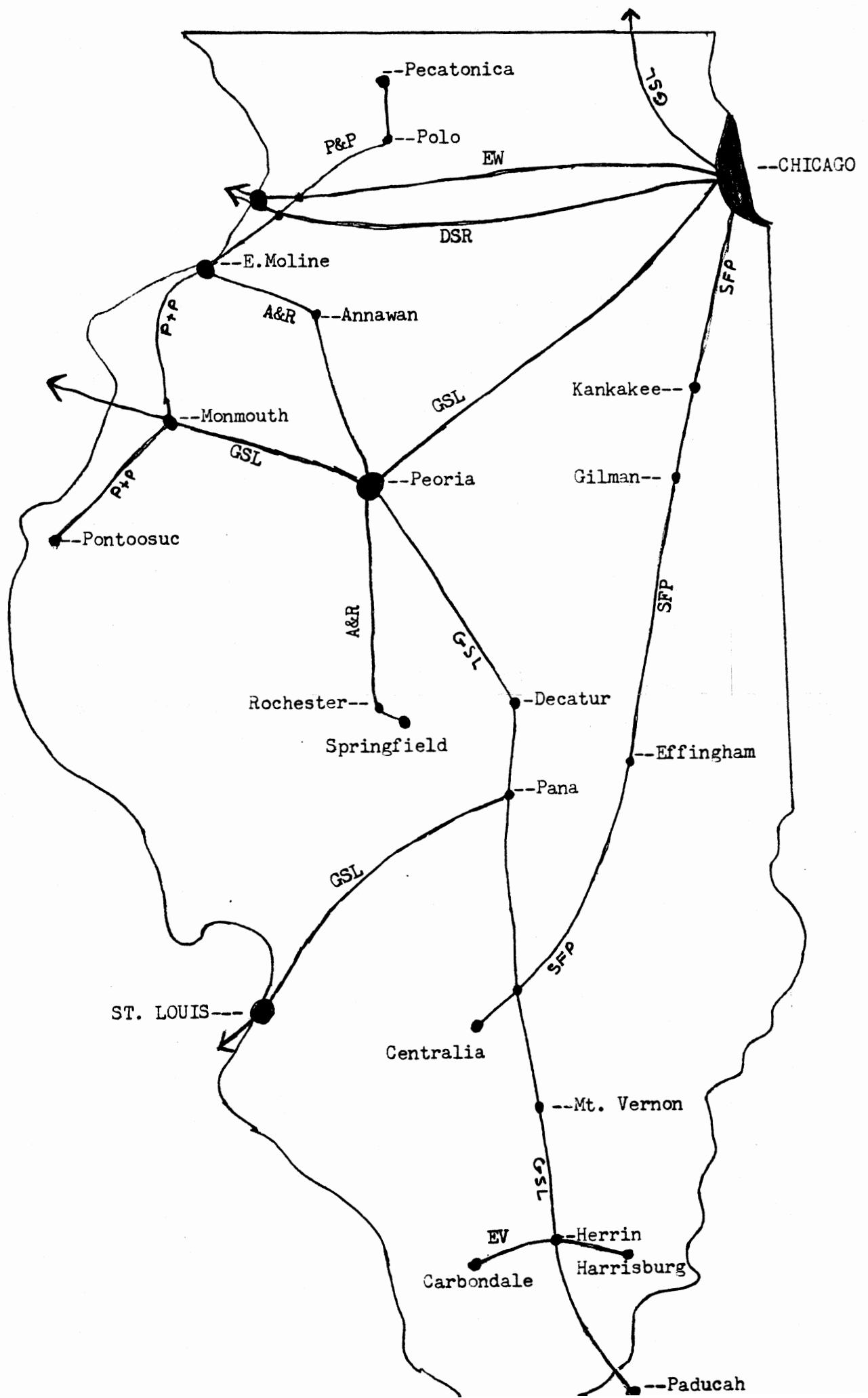
SWAP MEETS: a great way to promote the TAMR
March 31--Lyons Township H.S. Fieldhouse
LaGrange, IL

April 14--Woodbury Sr. High School
Woodbury, MN

April 8--DuPage County Fairgrounds
Wheaton, IL

if you hear of any swap meets in your area let us know-we'd like to pass the word!

And remember, it's a great place to put a stack of TAMR promotional booklets and also meet other teens interested in trains!



January 1984

MESS GUIDE -- ILLINOIS

1. A & R = Annawan & Rochester

Fred LeSage
RR 2 Box 120B
Manteno, IL 60950

HO scale exchanges cars
main commodity: coal - grain
others: fertilizer, farm
products

set in: mid 1970's

2. DSR = Denver System Railroads

Dan Carroll
11034 W. 78th Av
Arvada, CO 80005

HO scale trades passes
main commodity: coal - grain
others: passengers, general
merchandise

set in: 1950 - present

3. EV = Egyptian Valley

Steve Craig
RR 1 Box 811
Herrin, IL 62948

N scale
main c.: coal
others: g.m., farm products,
scrap metal

set in: 1949 - 1954

4. EW = Escanaba Western

Dave Schauer
1828 E. 6th St
Duluth, MN 55812

HO scale trades passes
main c.: grain
others: lumber, g.m., taconite,
potash

set in: late 1970's

5. GSL = Geneva Southern Lines

Gerry Dobey
145 E. Kenilworth
Villa Park, IL 60181

HO scale trades passes
main c.: grain
others: TOFC, coal, beer, ore,
lumber, g.m.

set in: 1980's

6. P&P = Pecatonica & Pontoosuc

Mark Kaszniak
4818 W. George St
Chicago, IL 60641

N scale trades passes
main c.: grain
others: stone, chemicals,
livestock

set in: 1968 - 1973

7. SFP = Santa Fe Pacific

John Venice
220 N. Ashland
Park Ridge, IL 60068

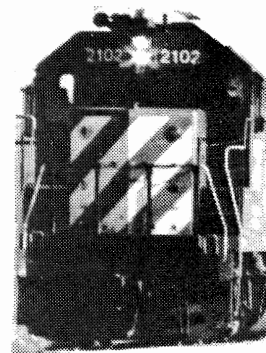
HO scale
main c.: TOFC
others: coal, grain, autoparts
Amtrak

set in: present



BULLETINS

by Greg Dahl



The operating headquarters for the BN have finally been moved to Overland, Kansas. Railfans in the north will be happy to know that the police and special services department was moved to Rosedale yard, 12 miles away.

The BN has been testing sets of units with fuel tenders in between. As of October 1983, 7 fuel tenders have been built; most coming out of the shops in the Twin Cities. One is assigned to Northtown yard, three to Alliance, NB and three to a system wide pool. The cars are 10,000 and 25,000 gallon tank cars converted so they automatically pump fuel into the engines tanks when the units fuel level approaches a pre-set level. Each tender carries enough fuel for a round trip from Chicago to Seattle. Rumor also states that the BN's SDP45's will be converted into giant tenders.

GP-9 #1961 has been converted at the West Burlington shops to burn both diesel fuel and natural gas in an effort to cut down on fuel consumption. Natural gas is less costly than diesel oil and also extends the life of the engines components. The #1961 is assigned to Lincoln, NB area but is going for testing on the Northtown area. After the testing is complete, and if it is successful, road units as well as switchers may be converted.

Motive power shorts: As of July 1, 1983: 18 NW-2's still roam the system, 34 GP7's still operate, all 9 U28-B8s and 64 U33-C's are shut down, 69 U30-C8s, 171 SD45's, and 35 F45's are stored.

All units assigned to Minneapolis Jct., Grand Forks and Minot have been moved to Northtown (Minneapolis) and the other points have been closed.

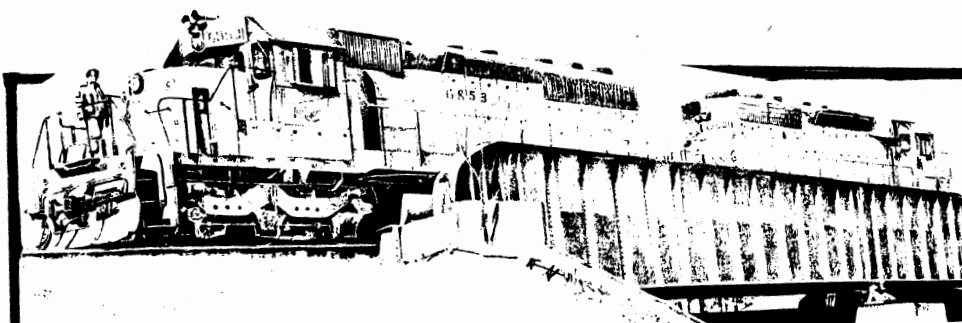
As of November all active Frisco units have been painted Cascade green. GP50 #3100 was the last to go. Some stored SD45's and other stored units remain in Frisco paint.

An agreement has been reached between the BN and the CNW on the Gillette-Orin coal line in Wyoming. CNW will pay \$76.2 million for joint partnership in the line. In order to connect with the line, CNW will upgrade 45 miles of existing rails along with building another 56 miles of track southward to the UP line at Joyce, NB.

It should also be noted that the BN has NOT put in a bid for the MILW RD while everyone else has. I guess the BN figures that it goes everywhere (except Arizona & Maine) already so why waste money that can be spent on more SD40-2's.

Send BN Bulletins to me at: 1649 Euclid St., St. Paul, MN 55106





Gerry Dobey

NORTH WESTERN NOTES

Motive power wise, the big news on the CNW is with SD45's. Once considered to be too much horsepower (20 cylinder, 3600 h.p.) and too much of a gas guzzler (diesel guzzler?!) the CNW had at a time stored most of the SD45's. But as other rail publications were reporting that the SD45's on the CNW were still in storage and would remain there, many members of the Central Region found them running all over on the CNW. It was true. The big units had indeed come out of storage (many never even were stored) and to add to this the CNW bought 62 ex-Conrail SD45's (which are now coming out of the shops still in CR blue, but with a CNW number and herald applied). Now to add to that collection the CNW just bought 19 more SD45's!!! Nine will be from the BN (ex-6448-6456, ex-GN 418-426), five from Conrail (ex-PC 6235-6239) and five from Milwaukee Road. Total CNW ownership of SD45's currently stands at 142 units (CNW's original units lack dynamic brakes-- this applies to 61 units).

And yes, there will be a need for all this power as CNW business is up 31%. Some of the SD45's will be used on the new taconite trains operating from U.S. Steels Minntac plant up near Duluth, MN. These trains are routed Duluth, Missabe & Iron Range to Duluth, C&NW to Council Bluffs and UP to Pueblo where they go to the Colorado Fuel & Iron steel mill. The UP is using 34 ft. ore hoppers on the trains, and the CNW usually assigns 5 SD45's to each train.

The train to watch for on the Iowa and Illinois Div main line is the unit coal train between Converse, CO and Wheatfield, IN which operates between the D&RGW, UP, and C&NW (Conrail uses its own power from Chicago to Wheatfield). This train often has Rio Grande run-thru power in the form of SD40T-2 and SD45's. Usually three trains operate every two weeks.

The connector line between Crandall, Wyoming and Joyce, Nebraska has been under construction since July 1983. Actual tracklaying is scheduled for early spring and the new 56 mile line is due for completion by November 9, 1984.

Missouri-Kansas-Texas units have been reported to be running into Chicago every once in a while, apparently off of Kansas City trains.

GP30's and GP35's are moving out of their storage lines at Green Bay and Proviso and are heading to Marshalltown and Oelwein. It looks as though these units will never see service again.

Chicago's historic North Western Station is scheduled to have the wreckers ball start in sometime in March. However, the date for demolition has been put off for so long (going on a few yaers now) that this may change.

Oelwein has completed the modifications needed on the ex-Precision SD24's and some are going out on the road. Most up either in the Twin Cities or Duluth/Itasca holding down local jobs. The others that aren't needed were put back into storage.

If you have any C'NW news from your area please send it in!! We need your input!

skibo skutthebutts



A HA! Just when you thought it was safe to read the WAYFREIGHT, another column comes forth from Slash Hackmore and my faithful cohort Bazebo. Maybe this will force the editor to list our column again on the back page!

It's been a full year since our last column was printed, but that hasn't stopped us from writting another. Yes, here is the final word on what is happening in Minnesota, Duluth, the Twin Cities and Dave Schauers room, all courtesy of us and the Precision Wide-Vision Division.

Well up here in Skibo things get pretty boring around this time of year unless you enjoy dog sledding, peaknuckle or Rail Baron tournaments in Dave Scahuers living room. So we really have to dig out to go and see any trains. But we did anyways just so you, yes you, could know what is happening in the North Star State (so you better appreciate it!).

The first snow was really exciting since it hasn't stopped yet, but as soon as it does, we will be out there to record plow trains in action, see Jordan Spreaders clear out the yards and watch Greg Dahl push Tom Gasior out of his driveway.

The big action has been on the CNW with A LOT of UP pool power in the Twin Towns and Superior, WI on the ore trains to Provo, UT. The DM&IR brings ore trains from Minntac down to Itasca yard and then the CNW takes them to Freemont to hand over to the UP. Also on these trains are the ex-Conrail SD-45's still in CR paint but with a CNW number and herald applied to the cab. The ore cars are also a mixed bag with almost every type the UP has along with some spare CNW coal hoppers.

The BN is doing the same as usual only with more of those cabless U-boats. The DM&IR has closed the Iron Range Division so all operations are now out of Duluth/Proctor and Two Harbors has virtually closed down.

The Soo Line has dropped off the face of the earth, and if anyone finds them please let us know (this occured just after Dave Schauer started modeling the CB&Q).

The Milw. Rd. is going full speed now that they are the prime target for a couple of railroads, a bargeline, Republic airlines, Roadway trucking, UPS, Bob's Meat Packing and the church of the open container (the latter for tax purposes).

The Duluth Winnepeg & Pacific has now painted one GP38 in the standard paint scheme (which is an ex-GTW, ex-RI unit). They also ran their annual Christmas Special but with only two cars instead of the usual full size train.

That's about all. We are still a good holdout for first-generation hood units, and Alco's and F units still haul ore on the EM railroad. The fuel tenders are still around with some showing up in the Duluth-Spperior area lately. Only one problem with these: When they get low on fuel they get too light and derail very easily.

So that it as far as we know, but thats not saying much since we just found out it's already 1984. As far as modeling is in this state...we are in a sad place with only two shops in the Twin Cities and one in Duluth and one in Proctor. Maybe we should start a new hobby shop that is a real good place to go, I heard from Tom Dorin that Mike Neally from Hobbies For Men is looking for a shop to manage....

Chessie CHATTER

Gerry Dobey



The Chessie System is leasing locomotives to other railroads again for the first time in three years or so. On October 13, twelve units were sent to the Canadian Pacific, followed one week later by 15 more units. It appears that all units are GP-38's. This, along with an upswing in business has dropped the Chessie's fleet of stored units from a high of over 800 units over last summer to 655 as of November.

In September, B&O GP40-2 #GM50 recieved a fresh coat of gold paint. Trucks and fuel tank were also painted gold. Thus it looks like the unit will wear the special colors for some time to come (GM50 came from EMD in gold paint to celebrate EMD's 50th anniversary).

The following locomotives are known to be destined for trade in on the C&O's SD50 order. The listing represents just under half of the total number of units to be traded in.

C&O: NW2 5211; SW9 5084; GP7s 5713, 5719, 5753, 5825, 5846, 5885; GP9s 6022, 6038, 6047, 6049, 6050, 6254.

B&O: NW2s 5063, 9538; GP9s 5950, 5958, 6436, 6463, 6468, 6478, 6502, 6527, 6549, 6558, 6560, 6570, 6572, 6603, 6652, 6659, 6666, 6667; SW900 9413; SW9s 9604, 9607, 9611, 9612; SW1200 9618; TR4B 9623;

WM: GP9s 5973, 6415.

As you read this the SD50's will be coming out of EMD.

The C&O's 19 SD18's have all been placed in storage. The jobs they held down in Russell have been replaced by GP39's. The problems with the SD18's is that the trucks have been found to have imbalances in them (they ride on Alco trucks off of C&O RSD5's)---which is where more weight is carried by some axles than by others, which can ultimately lead to derailments.

The lease has been allowed to lapse on C&O U30C's 3304-3312. The units are stored at Clifton Forge along with the C&O's first four U30C's 3300-3303.

Chessie has sold three C&O GP9's to the Prairie Trunk Rlwy in Illinois. Unit numbers are 6045, 6089 and 6179.

The word is out that Chessie GP7's and GP9's are nearing the ends of their lives. Up to 70 Geeps are to be traded in on the new SD50's (#8553-8575) due to a four-for-one deal with EMD. Time to go out and get your shots.

An order for 22 B30-7's was cancelled.

Both WM BL-2s have been saved with #7171 going to the B&O railroad museum, and #7172 going to the South Branch Valley RR.



C&O GP9 #6047 in stripe paint scheme is one of the many Chessie Geeps that was traded into EMD on the new SD50's. Shown here in happier days at Raleigh, W. Va. on 12/28/71. Photo by Thomas W. Dixon, Jr.

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SHORELINE RAIL EFFORT RENEWED

Chicago-- A suburban Lake Bluff man is hopeful of seeing a rebirth of railroad service along the Lake Michigan shoreline—including freight and passenger service.

Steve Gorsline, 29, has seen his applications for a freight only line derailed by the ICC, but says he will try again with a freight and commuter line.

Gorsline would like to see his North Shore Railway Company make the transistion from paper hopes to real-life rails on the old right-of-way of the former Chicago, North Shore and Milwaukee Railroad.

After reviewing his data, Gorsline says "There is substantial traffic base to support commuter operations , even without RTA help." He foresees over one million riders yearly and the use of modern-day versions of the old electrically powered North Shore cars.

"Just a dream?" says Gorsline, "Ah, many railfans still manage to catch a glimpse of her ghost as she makes hourly runs over her old right of way. Listen hard. You too may hear the old girl cacking."

Gorsline will apply to the ICC again in the very near future.

News Sun Newspaper 1-17-84
via John Huseby III

FOR SALE: Two Athearn passenger cars. 1 baggage and 1 coach.
Tyco model railroad manual--cover missing. WANTED: any modern Athearn or Roundhouse cars. Will trade.
DAVE CHAPMAN, BOX 265, GRANT PARK, IL 60940

RAILROAD LINES

Right now all we own is an 8 mile single track line going thru the mountains (really a shelf in my room) connecting the Santa Fe and Burlington Northern. We roster a SW1500 and an old Alco.

TRUNK TALK

Ian Smith



As of 12-31-83 the DT&I ceased to exist as a GTW subsidiary. All DT&I compass logos are to be removed from buildings etc. Locomotives and cars will be repainted "as necessary" (which means there will probably be DT&I locos running around in full-- and semi-full--colors until the late 1980's).

Many DT&I units are having their compass logos below the cab painted out and a 15" GTW number and a small 2 1/4' long GT logo painted below the new numbers (see illustration below) as the ex-RI units first recieved. Oddly enough, the units so painted (6402, 6403, 6405, 6404, 6413) still retain their large DT&I black letters on the long hood.

Here's what's stored at GTW's Flat Rock yard as of 1/8/84: GTW 5929, DT&I 351-353, DT&I 356-357, GTW 6403-405, DT&I 408, 986 and 989.

Status of blue ex-Rock Island units (this is official, from the Flat Rock paint shop) GTW 5856 (ex RI 4374) and GTW 5858 (ex RI 4376) still wear the Rock blue and white but will be receiving new paint by the end of summer 1984.

DT&I (now GTW) 6401 was completely repainted in late Nov 83 with GT logo and colors. No. 6400 will keep the logo it recieved contrary to what I reported.

SEMTA has leased their 22 cars (ex-PRR and UP coaches) to MTA for commuter service in New York and Connecticut (the lease is for about \$300,000 a year). The cars will still wear their silver, black, red and orange colors.

VIA LRC's are back on the International.



DT&I train 393 heads through Lansing, MI at 5:35 pm on 3/29/83.
photo by Ian Smith.

WHEEL REPORT	WHEEL REPORT
WHEEL REPORT	WHEEL REPORT
WHEEL REPORT	WHEEL REPORT
WHEEL REPORT	WHEEL REPORT

Happy 1984!!! Hope you are all set for an exciting year in the TAMR, the region, and in prototype railroading.

The way the nations rail systems are going, anything could happen. Look out west, the Santa Fe-Southern Pacific merger was just approved, and now those two are looking into getting the Rio Grande!!!! That would leave three railroads out west: UP (which includes Western Pacific and Missouri Pacific) Santa Fe-Southern Pacific Co., and BN. Out east we have Chessie (CSX) and Norfolk Southern looking into buying Conrail, and here in the midwest anything is possible. The ICG wants to merge with anybody (and recently sold 700 miles of track to Kyle Rlwy) and the Milwaukee is in a bidding war. The Soo Line re-opened the MILW bidding and it is now rumored that other lines may also make offers. Look for lines like MKT (which is having a hard time since the UP and SF-SP mergers) and KCS to try and get in on the MILW. The UP may look at the CNW as a merger partner after putting up hefty financing on the CNW's coal connector lines. Anybody care to make any other predictions????

The TAMR is planning on a big 21st birthday bash next year to be held in Milwaukee along with the NMRA's anniversary. That means we here in the Central Region have a year to start planning for this convention. We need members to start planning activities that they are interested in. How about building a Teen Trak module so we can set up an entire operating system at Milwaukee??? Perhaps some of you can come up with some clinics to help teens that we can present at the convention. Plus there will be modeling contests, so if you start now you will have time to devote to it so you can win big!

The region is also going good with more members getting involved with divisions and with the WAYFREIGHT. Compare all the names on the back page with those who we had helping out two years ago.

So just think what kind of a 21st party we can hold for the TAMR if we can get everyone involved. We need people to spread the word about the TAMR. I have promotional booklets that you can pass out, just write me or Paul. We'll send ya what you need to help get the word out!

Have any prototype sightings to report? Well, we've got the columns for you to do it. Send your rail news to the people writting the columns, or, if we don't have a column for your favorite prototype, send it in to our Rail Notes column. Or maybe you're interested in starting up a column. Let us know.

You can also help out by supporting the HOTBOX with articles and photos. And you can try and get your friends interested in joining and perhaps planning on getting a group to travel to Milwaukee next year to help us celebrate. We can promise you a great time that you won't forget!!!

So get involved--everybody benefits from it!!!

Editor's New Years Gifts: Vol. III

To Mark Kaszniak: Your own Budd built MAGLEV to make that trip to Aurora a bit faster everyday (how does 250mph sound?).

To ed Moran: The first copy of the new book entitled "Real Men Don't Need Quotas"

To Greg Dahl: Co-writting features to Bloom County so you can have Opus on a BN SD40-2.

To Paul Michelson: a 10-ride free pass in Tim Vermande's van. Valid anytime.

To Tom Gasior: A trip back to Chicago to visit your two "favorite" places: Illinois Slag & Ballast and Park Forest. Somehow you missed them last summer.

To Tim Vermande: A new van with aerodynamics so a you can go faster than 30mph when there is a 5mph head wind.

To John Vincent: A trip to Chicago to see all the "sights" that Bloomquist has told you all about. Keep those windows rolled up!

To Dee Gilbert: A new found love for HO scale and 40'x36' layouts. I'll start packing for you.

To John Huseby III: That K1000 you've always been dreaming of.

To Jim Kobrinetz: More steam locomotive kissing friends.

Midwest shortline guide

AURORA, ELGIN & FOX RIVER ELECTRIC CO.

Switching road operating 1.3 miles of trackage at South Elgin.
Also operates trolley excursions on weekends.

CAIRO TERMINAL RAILROAD

Former Conrail track in and around Cairo. CT will soon get ICG's line from Davis to Elco and will build a connecting track to the CR trackage.

CHICAGO & ILLINOIS MIDLAND

Peoria to Taylorsville (121 miles). Enginehouse at Springfield.
Engines also kept at Peoria and Taylorsville.

roster:	18 - 23	SW1200	60 - 61	SD18
	30 - 31	RS-1325	70 - 75	SD38-2
	50 - 54	SD-9		

CHICAGO SHORT LINE

Operates 33 miles of track in the Calumet District of South Chicago.

4 units are owned (SW1500's?)

CHICAGO WEST PULLMAN & SOUTHERN

30.61 miles of track from West Pullman to Irondale.

CRAB ORCHARD & EGYPTIAN

8.53 miles Ordell to Mande

roster:	1	diesel switcher (unknown model)
	5	steam 2-4-2
	17	steam 2-8-0

KANKAKEE, BEAVERVILLE & SOUTHERN

roster:	4110	S-2
	312	RS-11
	321	RS-11

LaSALLE & BUREAU COUNTY

LaSalle to Ladd 8.56 miles. Enginehouse at LaSalle #8 and 9 are S-8's
Also operates ex-RI trackage in Chicago/Burr Oak yard area with two GP35's

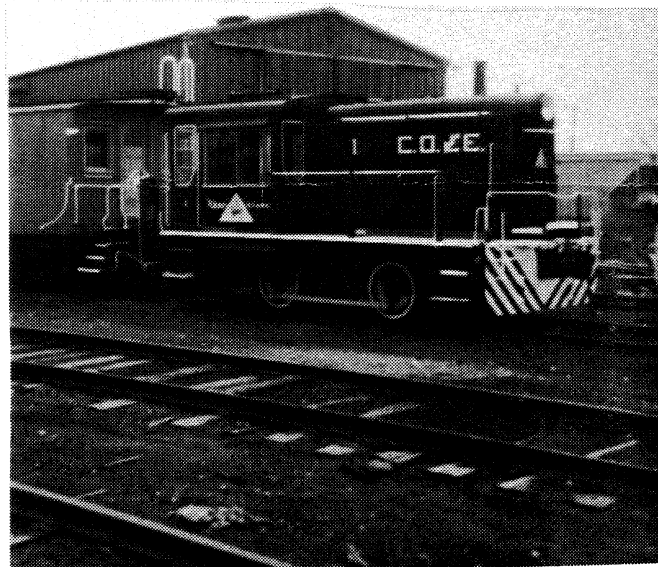
PRAIRIE CENTRAL

Ex-Wabash Valley 73 mile line from Decatur to Paris.

roster:	2604 - 2606	U25B (ex-CR painted blue but lettered for Prairie Central)
	2883 - 2885	U30B (" " ")
	7300, 7302	GP9 (leased from CR, painted for CR)

PRAIRIE TRUNK RAILWAY

74 mile ex-B&O line between Flora and Shawneetown. B&O engines are currently leased.



CO&E diesel #1
photo by Steve Craig

THE WAYFREIGHT is published six times per yaer. A year's subscription is \$3. All material is submitted gratis. Please send all material to the WF editor, except where noted. PHOTOS: black and white is better for reproduction, but color shots (no slides) can be used. Please put all information on the back of each photo and indicate if you wished it to be returned.

WAYFREIGHT EDITOR:

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

REGIONAL REPRESENTATIVE:

Paul Michelson
201 S. 8th St
Manchester, IA 52057

MESS CO-ORDINATOR:

Greg Dahl
1649 Euclid St
St. Paul, MN 55106

column writers

TRUNK TALK

Ian Smith
3100 N. Cambridge
Lansing, MI 48910

MILWAUKEE MEMOS

Ed Moran
8105 W. Addison
Chicago, IL 60634

NORTH WESTERN NOTES

c/o the WF editor

HOOSIER CONNECTION

c/o SE Indiana Div.
Pat Limbach, rep.

CHESSIE CHATTER

c/o the WF editor

BN BULLETINS

c/o Greg Dahl
MESS co-ordinator

SKIBO SKUTTLEBUTTS

c/o PWVD

DIVISION HEADS

Precision Wide-Vision Div.

(Minnesota)
Tom Gasior
11800 Pheasant Ln
Hopkins, MN 55343

Great Lakes Div
(Michigan)

Ken Keels
624 Birch Tree Ct
Rochester, MI 48063

Southern Illinois Div

Steve Craig
RR#1 Box 811
Herrin, IL 62948

Lake Shore Railfan
Protection District
(Chicago area)

Mark Kaszniak
4818 W. George
Chicago, IL 60641

Southeastern Indiana Div

Pat Limbach
3045 S. Pisgah Way
Columbus, IN 47201

la crosse meet

Just when you thought it was safe to come out side after a long, cold winter, the Central Region strikes out and announces it's annual spring meet. LaCrosse, Wisconsin is the location this year and it looks like a great time is going to happen. WHEN? MARCH 31 and APRIL 1 at the Exel Inn. We will be getting together Friday night, March 30th and will then head out bright and early Saturday morning for a day filled with railfanning in "Gods Country". See Milwaukee Road action flying along the banks of the Mississippi River. C&NW trains and if we get bored with that perhaps BN and/or Green Bay & Western!! Meet fellow region members. And, as an added bonus, the one, the only, the famous Central Region Marathon Slide Show lasting Saturday night well into Sunday morning. And when the slides run out, out comes Rail Baron!!!!!! So plan now. Contact Ed Moran for more details at: 1-312-625-2524!!! This promises to be the biggest and best region meet EVER!!!!!!!!!!!!!! BE THERE!!!!!!!!!!!! MARCH 30, 31 & APRIL 1. Come by car, bus or train (Amtrak's Empire Builder!!). Groups from Chicago and the Twin Cities will be attending.

Cover photo: A C&NW SD40-2 teams up with Conrail pool power as the Falcon flies for Chicago from the West Coast. Photo by Tim Vermande near Dixon, IL.

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