

**The Big  
May**



June 1984  
# 30

Soo Line F's awaiting  
trade in at Schiller Park, IL  
Gerry Dobey photo.

# GREAT AMERICAN TRAIN SHOW

<b>COLUMBUS</b>	<b>INDIANAPOLIS</b>	<b>SAN ANTONIO</b>	<b>ST. PAUL</b>	<b>ST. LOUIS</b>
October 20 & 21 Franklin County Veterans Memorial 300 West Broad Street Columbus, Ohio	November 10 & 11 Indiana Convention Center 100 South Capitol Indianapolis, Indiana	November 17 & 18 San Antonio Convention Center South Alamo & East Market San Antonio, Texas	December 1 & 2 St. Paul Civic Center I.A. O'Shaughnessy Plaza St. Paul, Minnesota	December 8 & 9 Cervantes Convention Center 801 Convention Plaza St. Louis, Missouri
<b>DENVER</b>	<b>MILWAUKEE</b>	<b>ATLANTA</b>	<b>CINCINNATI</b>	<b>LOUISVILLE</b>
December 15 & 16 Denver Merchandise Mart 451 East 58th Ave. Denver, Colorado	January 5 & 6 Mecca Convention Center 500 West Kilbourn Ave. Milwaukee, Wisconsin	January 26 & 27 Atlanta Civic Center 395 Piedmont N.E. Atlanta, Georgia	January 26 & 27 Cincinnati Convention Center 6th & Elm Streets Cincinnati, Ohio	February 2 & 3 Commonwealth Convention Center 221 4th Ave. Louisville, Kentucky
<b>HOUSTON</b>	<b>DALLAS</b>	<b>OAKLAND</b>	<b>KANSAS CITY</b>	<b>MEMPHIS</b>
February 9 & 10 Albert Thomas Exhibition Center Bagby & Capitol Houston, Texas	February 16 & 17 Dallas Convention Center 650 S. Griffith Dallas, Texas	February 23 & 24 Oakland/Alameda County Coliseum Nimitz Freeway & Hegenberger Road Oakland, California	March 2 & 3 Kansas City Convention Center 301 W. 13th St. Kansas City, Missouri	March 16 & 17 Cook Convention Center 255 N. Main Street Memphis, Tennessee
<b>CHICAGO</b> <b>WHITE PINES OPERATING TRAIN EXHIBITION</b> Model train operation, every Sunday 1 - 5pm Admission: \$1.00, FREE PARKING White Pines Model Railroad Club 239 James St., Bensenville, Illinois First stop light west of York Rd. on Grand Ave. — then two blocks north	<b>GREAT AMERICAN TRAIN SHOW</b> <b>Hours:</b> Saturday & Sunday, Noon to 6 p.m. <b>Admission:</b> \$4.00  <b>Information On Any Event, Contact</b> <b>NIART INC. 312/766-4417</b> 239 James Street, Bensenville, IL 60106		<b>CHICAGO</b> <b>GREAT MIDWEST TRAIN SHOW</b> A one day Market Place Show 10am to 5pm on the following Sundays 6/3 8/12 9/9 10/14 11/11 12/9 1/13 2/10 3/10 4/14 5/5 6/2 DuPage County Fairgrounds Highway 38 and County Farm Road Wheaton, Illinois Admission: \$2.00	

A nice cool winter shot  
for a warm summer day.  
Santa Fe 3652 at McCook, IL  
by Gerry Dobey.



# GERRY SEZ;

Hello, hello, hello. Slowly we are getting caught up and back on schedule. Hopefully the August issue will be able to come out in August!!!

Things are shaping up for the 1985 national TAMR convention to be held in August in Milwaukee. Currently Mark Kaszniak, myself and a handful of other members from the Chicago area are trying to organize a formal set of plans to get Teen Trak modules built in both N and HO scales. Perhaps this could spread to other areas in the region, where divisional leaders could oversee that at least one module be built (possibly more) to represent each division. Before they do this I advise they check with Mark or myself on how to keep within the trackplan or general theme.

We have decided to drop the Great Lakes Div. from the regions divisional structure. GLD leader Ken Keels has been attending school out of state and has not been heard from in some time. Divisional activities haven't been heard about, thus for the good of our Michigan members it was felt we should drop it until someone with more time and ideas could step in and take over. Any one who is interested can get in touch with John.

For you MTV addicts, remember to check out John Cougar's 'Little Pink Houses' which features Conrail and Chessie trains, and Big Country's 'Fields of Fire' featuring lots of European steam action.

For you HO modelers: The August issue of RMC has an ad from SMC in it which lists Atlas GP40 and GP38's for \$24.99 each. I'd advise you to order as soon as possible if you're at all interested in these two models. Atlas diesels were the best running plastic RTR units on the market until they were discontinued, and since that time they have been extremely hard to locate. Obviously SMC found a small supply of them somewhere.

Interested in going to Duluth at the end of this month. Look for the DM&IR announcement in this issue.

That's about all for now. I'll try to get the next issue out as soon as possible, but I still need your help--our column writers cannot put the whole issue together. We need your input--prototype news, recaps of your summer railfanning, modeling articles (which we haven't had in a while!!). Give it a try!

Enjoy the issue, and write in today!!!

# JOHN SEZ;

Hello CentralRegion Members,

I'm John Huseby III, your newly elected Central Region Representative.

To get to know me better, let me tell you a few things about myself. I'm 18 and have been a model railroader for 11 years now, and have been a member of the TAMR and CR for over a year.

I have a model railroad system called the Santa Fe & Sheridan Gulf RR in both N and HO gauges. It is mostly modeled after the fast, double tracked mainline of the Santa Fe's Kansas Division.

A layout I'm currently working on is a 4'x8' N scale layout with a double track main, a 14 track freight yard, an interchange with the SP and UP and the Great Northern (still running on my layout!).

Along with modeling, I am also a railfan. Since I went on my first railfanning trip in October '83, I have gone railfanning with some of the best known railfans in the Central Region. My favorite line is the Santa Fe.

Now down to business. First off our region has to bring its membership up and to a new high. We need all of our region members to help us do that. A good way of getting new members to join is right at your local hobby shops. If you look, you will always notice teen age modelers walking around. Go up to them and talk to them about the TAMR and ask them if they'd be interested in joining. Also see if the hobby shop owner would let you put up a TAMR poster, or a display with a stack of TAMR booklets.

Along with trying to recruit new members, I am also thinking up ideas for region meets, railfan trips, and even slide shows which our region hosts in different areas of the region.

I am also helping our TAMR HOTBOX Editor, Mark Kaszniak, with plans for our big 21st Anniversary convention.

Remember I'm doing my best to help our region get stronger and you can help too. Help your region be getting new members. Remember you younger members, you are the future of the TAMR and the region. You will be filling our shoes in the years to come.

Feel free to write me anytime. I also have supplies to give you to help out in recruiting new members. My address is on the back cover.

'Till next month, so long...

## LaCROSSE MEET

We would just like to state here that the LaCrosse meet was one of the more successful region doings in a long while. Much thanks has to go to Ed Moran for getting everyone interested in the whole thing. The weather actually co-operated to provide us with a beautiful weekend just perfect for chasing trains in this highly scenic bluff filled town. The Milwaukee Road even sent up a train that featured MKT power (including a Conrail unit they have on lease) and the BN supplied an endless variety of power. Thanks to all region members who attended. They included: Ed Moran, Mark Kaszniak, Gerry Dobey, John Huseby III, Tom Gasior, Greg Dahl, Dave Bruns, John Vincent, Paul Michelson, Paul's brother, Tom Novitski and his father. These people made our slide show quite a production (quite a long one too!).

Plans are still being arranged for a meet in Minnesota (Duluth and then Thunder Bay, ONT) and we will provide complete details as they become available.

We hope to feature some prototype shots from LaCrosse in the next issue.

A mere sampling of the members who attended: Left to right first row: Dave Bruns. Second Row: Mark Kaszniak, Gerry Dobey, Ed Moran, Tom Gasior, Greg Dahl and John Huseby III.



## DM&IR



Fan Trip on July 28 and 29 between Duluth and Two Harbors. This will be the last passenger train on this line as it is up for abandonment. Central Region members will be chasing this train and a host of others in the area during July 26 - 30. Since we have such a short notice on this, we will not call it an official region meet, but rather a Precision Wide-Vision Division get-together. However, all region members are invited to attend on this very very short notice and we can provide housing for you. Call Greg Dahl for more information.

We will try and arrange tours at Erie Miniijg for your viewing pleasure.

# TRUNK TALK

Ian Smith



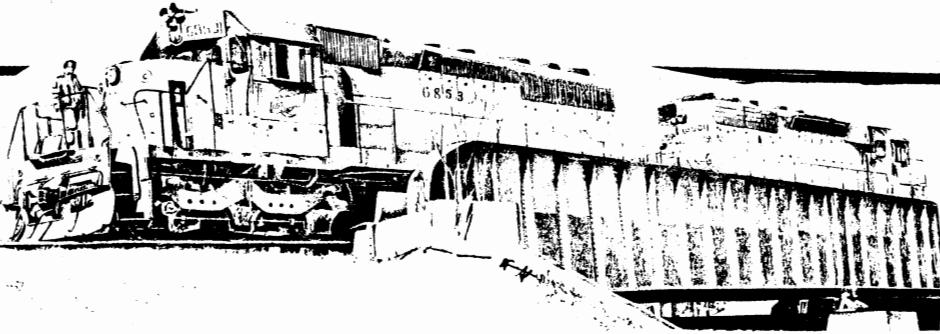
New trains 438 & 439 now compliment GT's 436/437 "Nighthawk" service from Chicago to Cincinnati and return. Like the name implies, they run at night (usually!).

The Zug Island - Granite City, IL unit coke trains with CNW power and cars have not run since fall on the GTW. Look for them to start up in July or August again.

Overall, business is up on the Trunk. More trains are being dispatched and fewer units are in storage. But, with a cash-flow problem arising from the dragged out process from trying to buy the MILW, less track maintenance is being done. GTW's long term plans call for the purchase of more trackage in the IL-IA-WI-MN area, and if they cannot get the MILW they will (and are) be looking for something else. (is it possible to see a GTW-ICG deal???) ICG wants to merge with someone, and this would give GT's Canadien parents a route to the Gulf and thus another port for Canadien grain). In the next 10 years or so GT will have to enter another market just to survive. In 1983 their losses were less than in 1982. From 1977-1981 GT Corp, made quite a profit.

## DT&I UNITS THAT HAVE RECEIVED PAINT MODIFICATIONS SINCE 6/80 (merger date):

No.	painted for	body color	when received	notes
6200	DTI	GT Blue	3/82	has 3'6" high DTI letters
6202	DTI	"	7/82	"
6204	DTI	"	12/83	"
6206	GTW	"	5/84	has 12'11" long GT logo
6207	DTI	DTI org.	6/84	"6207" in white on cab
208	DTI	"	3/84	"208" in white on cab
209	DTI	"	4/84	"209" "
6211	DTI	GT blue	1/83	has 3'6" high DTI letters
212	DTI	DTI org.	5/84	"212" in white on cab
6213	GTW	GT blue	6/84	has 12'11" long GT logo
6215	DTI	DTI org.	5/84	"6215" in white on cab
6216	GTW	GT blue	5/84	has 12'11" long GT logo
6223	GTW	Gt blue	10/83	"
228	DTI	GT blue	11/81	has 3'6" high DTI letters (ex-1776)
351	DTI	DTI org.	2/83	"351" in white on cab. DTI star logo
354	DTI	GT blue	9/81	DT&I in huge white letters on sides
355	DTI	"	5/81	1st unit to have blue only onw w/star
6400	GTW	"	6/83	has 12'11" GT logo logo blue
6401	GTW	"	12/83	""
6403	GT-DTI	DTI org.	1/84	"6493" in white on cab, small GT logo
6404	GTW	GT blue	12/83	has 12'11" GT logo
6405	GT-DTI	DTI org.	1/84	"6405" in white on cab & small GT logo
406	DTI	DTI org.	5/84	"406" in white on cab
6408	GTW	GT blue	4/84	has 12'11" GT logo
6409	GTW	"	1/84	""
6411	DTI	DTI org.	6/84	"6411" in white on cab
6413	DTI	"	10/83	"6413" in white on cab
6419	DTI	GT blue	8/82	has 3'6" high DTI letters, rebuilt short hood.



Gerry Dobey

## NORTH WESTERN NOTES

SD45 #6500 (ex-CR 6170) was released from Oelwein at the end of last year. The unit is the first SD45 rebuild from Oelwein and will be tested extensively before any others are put through the SD45 rebuild program. As for the rest of the recently acquired SD45's, they are to enter service as is for the first year, and then it will be decided which units get rebuilt. Currently both EMD and GE are making studies concerning power requirements for the new coal line and to see if all UP power will be used, or CNW/UP mixed power.

Long range plans on the SD45's: Twenty ex-CR units are to be rebuilt in 1984, eighteen in 1985, CNW's own twenty two in 1985, eighteen in 1986 and twenty one in 1988 which is the year that the trusts expire on the CNW fleet.

This year, 26 GP7's (4301-4326) and 3 GP9's (4501-4503) have their trusts expire and will be returned to their owners. It looks like most GP7/9's will be returned along with NW2's when they come off base. The same will be with the GP30's in 1987 but the GP35's are to be rebuilt for future service. The ten RS32's expire in 1986 and will not be kept. The C-628's are scheduled for rebuilding after 1985 and the C-425's are to be kept. There will not be any new power purchased until about 1986..

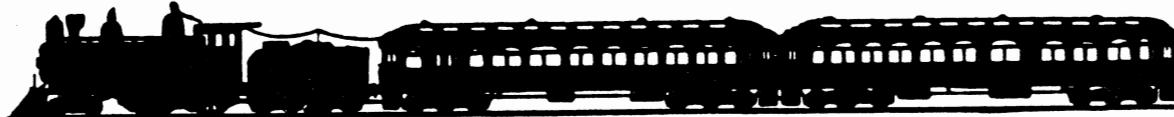
A program to repaint 100 units has gotten underway. These are to include the worst of the low and high horsepower fleet.

Due to increased auto traffic, the CNW has ordered 25 new bi-level and 75 new tri-level auto rack cars. Also a number of stored cars have been reconditioned.

December 1, the CNW closed its Ohio Street yard in Kansas City. This was an ex-CGW yard. With all Kansas City trains now on the old Rock main, the Ohio St. yard was too had to switch into and out of. Other railroads in K.C. have agreed to do the bulk of the North Westerns switching. CNW plans to block traffic through to MoPac, MKT, KCS and Santa Fe, its major KC connections, and will operate trains directly into the yards of those carriers.

Missouri-Kansas-Texas (MKT) power has been a regular visitor on the CNW in Chicago for the past few months. Mostly SD40-2's have been showing up on Kansas City-Chicago trains.

Have any CNW news? Send it in!





# THE WABASH CANNONBALL

**Steam Powered Excursion Train**  
**From Detroit to Fort Wayne, Indiana & Return**

**Saturday & Sunday — July 28 & 29, 1984**

**Featuring Norfolk & Western 611  
On Its First Visit To Michigan**



**SCHEDULE**

	<b>Going</b>
Detroit	7:30 a.m. Photo Stop Enroute
Montpelier	10:50 a.m. Passengers Only
Montpelier	11:00 a.m.
Fort Wayne	12:30 p.m.

**Returning**

	<b>Returning</b>
	6:30 p.m.
	Non-Stop
	4:00 p.m.
	Servicing Stop
	2:00 p.m.
	1:00 p.m.

**Fares:** In Air-Conditioned Coaches. Specially Reserved for Michigan Railroad Club Members and their guests.

**Detroit to...**

**Montpelier   Fort Wayne**

Adult .....	\$39	\$59
Child 11 or Less .....	\$30	\$48

**Maybe you  
can beat the  
train.**

**Maybe  
you're dead  
wrong.**

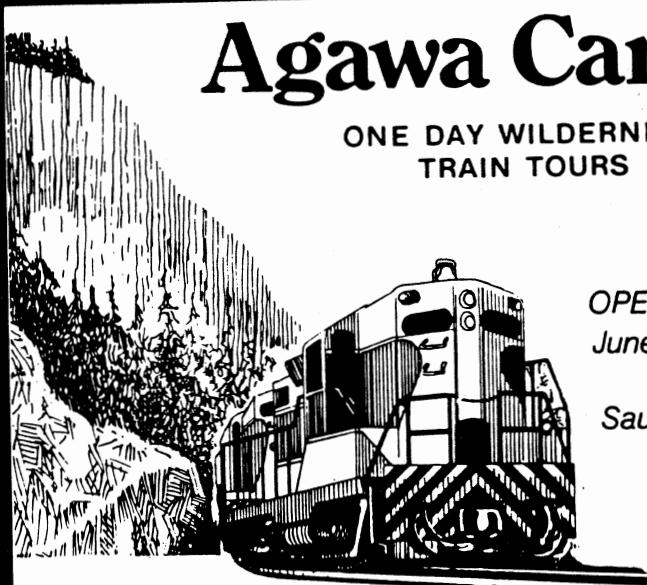


CROSS TRACKS SAFELY

an

**OPERATION  
LIFESAVER**  
public service message

**Agawa Canyon**  
 ONE DAY WILDERNESS TRAIN TOURS



OPERATING DAILY  
 June 4 - October 14  
 From  
 Sault Ste. Marie, Ont.  
 Canada

FOR FURTHER INFO: CONTACT

ALGOMA CENTRAL RAILWAY  
 129 BAY ST. SAULT STE. MARIE - 65  
 ONTARIO, CANADA  
 P6A 5P6 (705) 254-4331

\* Reduced fares for  
 Seniors in June !!

**Wilderness by Rail**



# Chessie CHATTER

Gerry Dobey



Eighty more units are going into EMD as trade ins for 20 B&O SD50's, among them will be:

C&O GP-7's: 5850, 5884, 5898 GP-9's: 6065, 6219, 6234 B&O GP-7's 5603, 5607 GP-9's 5939, 5947, 5948, 5949, 5957, 6041, 6429, 6444, 6507, 6522, 6528, 6563, 6568, 6608, 6613, 6616, 6650, 6669 WM GP-7 5632 and WM GP-9 6412.

Twelve Chessie 4800 series GP38's are still on lease to the Canadian Pacific as of early May. Two SD50's were returned after a four week period of testing.

The stored locomotive situation is slowly improving with 647 units stored as of early May. This is down by over 250 units.

The C&O will continue extensive work on the Michigan Division this summer, including installing 11.5 miles of new welded rail; 7.6 miles of relay welded rail; 140,114 mainline crossties; 37,810 side track ties; 31,000 switch ties; 245,000 tones of ballast and 481 miles of surfacing.

At Ludington, the Michigan-Wisconsin Transportation Co. makes one round trip per day to Keweenaw, Tuesday - Saturday, departing Ludington at 9:30 am. The Badger is currently in service. The schedule will increase to a daily schedule over the summer. Beginning June 15 and continuing through Labor Day, there will be a daily round trip to Milwaukee. The ferry will leave Ludington at 7:00 am EDT and arrive Milwaukee at noon CDT. The return trip is to depart Milwaukee at 3:00 pm CDT and arrive Ludington at 10:09pm EDT.

The C&O has acquired the Toledo Terminal RR. The 26 mile railroad will be operated as part of the C&O's yard operations.

Chessie also is acquiring the Port Huron & Detroit RR. The 19 mile line runs south from its Port Huron headquarters adjacent to GTW's Tunnel Yard. The line has two Also switchers.

Units that still wear WM black and gold are SD40's 7570, 7573, 7595. Units still in red, white and black are GP9's 6404, 6410; GP35's 3578, 3580; GP40's 3795, 3797, 3798, 3799.

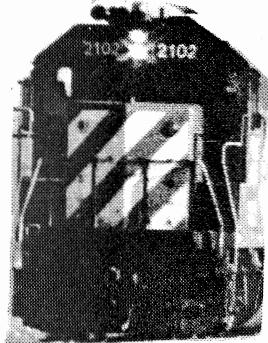
New Buffalo yard in Michigan was closed at the beginning of the year, including the engine facility.

The C&O Historical Society's annual convention will be in Columbus, OH on July 27-29. A tour of Parsons yard is lined up along with a ride behind steam over the Hocking Valley Scenic RR. Also a number of guest speakers are lined up and Gene Huddleston, master photographer of the C&O will present a special slide show. Interested C&O fans are encouraged to attend.

Have any Chessie news from your area?? Please send it in for publication. Thanks!



# BULLETINS



by Greg Dahl

Early on Thursday, June 14, the Big Nothin' decided things were too quiet and so had two coal trains, one empty, one full, plow head on into each other near Motley, Minnesota. The three engines on the point of each train were demolished and it is doubtful that any of the six can be rebuilt. A fire took care of any salvagable parts. Worse than the loss of the engines was the loss of several crew members. Those who were riding in the caboose had time to jump but the employees in the cabs didn't have a chance. Both crews were based at Superior, WI.

This makes the third accident where lives were lost on the BN since the beginning of April. An investigation is underway, and initial reports say that alcohol was not involved, and that the accident may be the fault of a new Minneapolis dispatcher. The trackage was not signaled since it is used only once in a while.

Wiggins, CO was the sight of another accident earlier in April. Five crew members died in this head on crash and seven of ten engines were destroyed.

And one more recent one, this on June 25th near Aurora, IL, just a plain old derailment this time, no injuries, but the line was closed for a couple days.

Most of the F45's are back in service, although most are on western rails. Most are assigned to Havre, Montana or Vancouver Canada.

Only six of the big U33-C's are still operating. GP9-B's 601 and 602 are now stored at Northtown.

A new piggyback service from Chicago to San Francisco has been started. It has been deemed the Bay Area Express. Traffic will flow off the BN to the Rio Grande and then the SP. Let's hope for pool power!!!!!!

If the current power shortage continues on the BN, I wouldn't be surprised to see them put in an order for new SD50's (lets hope they decide on SD50's and not more SD40-2's!!!!!!) (I can see it now, an all SD40-2 railroad....makes me wanna puke).

The BN received a new contract to haul 3000 carloads of Fords per year from Detroit to Seattle. Keep an eye to see what route this will be on. It should start in July.

And now to squelch some rumors:

Contrary to the most recent rumor, the BN did not, I repeat DID NOT offer to buy the state of New Jersey from the United States Government "...We were only studying it to see if we could store all of our SD40-2's there. We concluded that the state was too small and that we needed a bigger one. Besides, no one could figure out what to do with all those people. Montana on the other hand..."

Please send any news about the BN to you know who. I'll get anything published now that I got these pictures of Gerry and .....

By the way, Citicorp. made a bid on Conrail and listed the BN as part of the financial backing.

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