

Official publication of the Central Region/TAMR
Published February 1986 Issue #36

the WAYFREIGHT



Mid-America's Railfan Newsletter

Finally after more than 4 months, we have recovered from the Milwaukee convention enough to get a Wayfreight out. Sorry once again for the delay, but hopefully you'll enjoy the issue enough to forgive us for the 265th time.

Speaking of Milwaukee, I must say that everything went over pretty good. If you didn't make it, then you missed out on a really good time with all the nuts from the TAMR. Between the TAMR and NMRA activities that we attended, I think that everyone agreed it was well worth the trip and many are looking forward to next years national convention.

At the manufacturers display, we saw the latest new products from a number of companies, including new HO scale double stack cars from ProtoPower West...let me just say that these things are really nice and will really add something special to your layout, not to mention Con-Cor's new Santa Fe 10 Pack fuel foiler cars. GSB announced that they will have SD50's coming out in 1986 and Athearn now has their new GP38-2's in many schemes including Seaboard System, Norfolk Southern and the orange and grey ICG scheme.

Anyways, at Milwaukee talk started up about the next region meeting and it looks like we'll stick with our ever popular spring meet in LaCrosse, WI sometime in late March or early April...exact details will be released sometime soon. Hopefully this year the weather will co-operate and we won't be faced with a 12" blizzard.

Coming soon in the WF we will be bringing you a new column on the MoPac and also one covering Northeast Iowa's rail scene (ICG, SOO/MILW, CNW, Cedar Valley, Iowa Northern, etc.).

To compliment our columns though, we still need feature articles to make the WF interesting. If you feel you've got something to contribute then send it in. We have also snagged the considerable talents of the infamous ex-TAMR HOTBOX editor Mark Kaszniak to write for our pages. Mark has pledged to bring modeling back to the WF's pages. Thus all you modelers can now feel free to contribute your modeling articles to our model editor Mark. We'll see about bringing Sackett's cartoons along with Mark.

That's all for this time, hopefully we'll get another issue out before LaCrosse and also look forward to another helping of the Editors New Years Gifts next time.

MESS MAP UPDATE:

All region members are getting a copy of the latest MESS map in this issue. Why? Well basically it is a way to introduce the MESS idea to our many new members, and our older guys who never warmed up to the MESS idea. What is MESS. Well, MESS stands for Mid-Eastern Shortline System and it was set up for the modelers in the region. If your railroad has its fictitious route somewhere in Central region territory, then MESS wants to know. We will then add your route to the MESS maps, which go state by state. Members can then work between themselves to set up interchanges and run-thru agreements, even pool power. There are no dues in the MESS. If enough interest is ever generated then MESS decals or a MESS paint scheme can be thought of. So if you're interested in the MESS, drop a line to Greg Dahl, our MESS Co-ordinator, his address is on the back page.

ON THE COVER: Milwaukee Road plow extra powered by two GP20's at Bensenville, IL on 2-13-85. Photo by Ed Moran



JOHN HUSEBY'S AMTRAK REPORT

PART II of a continuing Amtrak saga. This month:
AMTRAK TO THE EAST COAST....FOUR TRAINS....THREE DAYS....2323 MILES

BY JOHN HUSEBY III

This trip was planned back in April when I heard that Robbie McLean of Youngstown, OH had an Amtrak trip planned for the summer. I thought, "Hey, why not join him on his journey out East?"

June 18th Robbie McLean and his Dad arrived at Union Station off the Broadway Ltd. at 10:30am. I took them to the NIRC (MILW RD) RTA commuter train on the North Line to Round Lake and to my home for an afternoon of running my layouts and for a slide show. In the late afternoon we took a trip out to see Dee Gilbert in LaGrange Park on the BN commuters.

THE CARDINAL:

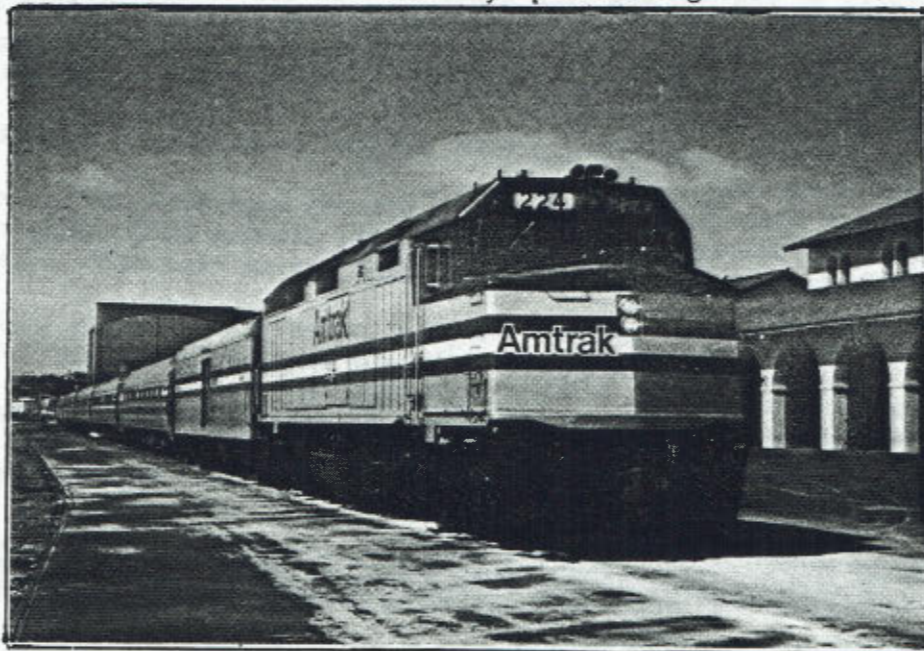
Our departure is 9:00pm on Amtrak #50, the Cardinal. We boarded around 8:40pm and found our seats. Our first delay was five minutes out of Union Station where we stopped for a wire that had fallen across a bridge. They fixed it but we were now delayed 45 minutes.

Our car was the caboose of a 16 car train. Being the last car (ex-Union Pacific) we had the whole car to ourselves. During the night me and Robbie would go to the back door and open it and watch and listen to the passing rails and countryside.

After Cincinnati our car started to fill up. In Kentucky and West Virginia we followed the Ohio River which is pretty country along the river with its white water flowing down. We are traveling on the old C&O railroad, now better known as Chessie.

Our arrival in Washington, D.C. is 35min late. We got off and Robbie's Uncle took us out for dinner. We found this Irish Pub near the station. They had live Irish music and the food was real good...different...but good! After the meal I wanted to get some night shots of our bations Capitol.

Back to the Washington station we went down and started to ride Wash. DC Metro subway. What a system they have!! It makes me sick..I only wish Chicago would have something like theirs. All the cars are computerized and the Metro stations are very clean and look great when all lighted up. After an hour of riding the Metros we went up to the waiting room for our departure on the "Fast Mail" at 1:45am. And boy, you better believe its hard to stay up that long after a day of riding Amtrak.



THE FAST MAIL

We are now on the famous Northeast Corridor. The Fast Mail (train #12) keeps her schedule right down to the second. We were right on time at Baltimore and on time at Philadelphia where we got off at 4:17am to travel on the NE Corridor in the daylight on the Ben Franklin to Boston.

The BEN FRANKLIN

After grabbing breakfast at the 30th St. Station in Philly we spent three hours in the waiting room of this very nice station. We boarded the Ben Franklin (train #190) for a departure at 7:45am.

After riding the NE Corridor last August on the Broadway Limited and Colonial from Philly-New York then to Providence, RI there is nothing really new to see. But time to grab some much needed sleep. Five minutes early to New York. This is my second time into New York by train.

At New Haven, CT they switch from electric to diesel locomotives. With our rare F40PH on the point we were off to Boston. At Providence I saw where the new Providence station is being built. They are about 3/4 done and it should be open early in '86.

Eight minutes late into Boston...or "Bean Town" where James Lincoln met us and took us on Boston's subways (what a trip, all we do is ride city subways!!!!). I couldn't believe that they are still running PCC cars down there along with other trolleys. We took them to the North Station to see the MBTA & B&M commuters, which use RDC's for passenger cars. James said all the motors are torn out and now GP7s, F40PH's & FL-9's pull them.

LAKE SHORE LIMITED

Our departure time is 5:15pm on the #449 Lake Shore the Boston section. James and his mother join us for this train. We left on time. James showed me some of his railfan spots on Conrail and B&M main. In Worcester (pronounced Wooster..I think) we saw the P&W RR shops.

At Albany, NY the Boston section and New York section joins together to complete our train. Where Robbie and his Dad, and James and his Mother had slumbercoaches to spend the night and the trip to Chicago. Off to sleep for me in a nice roomy coach seat. I heard from the guys that the slumbercoaches are tight and cramped!

I woke up in Erie, PA trying to see if I can find the Erie Canal which I finally found. Twenty three minutes late to Cleveland, Oh where our train goes right next to the Cleveland Indians Stadium.

We are riding on the old New York Central trackage which is now Conrails. We have travelled along one of the Great Lakes called Lake Erie in NY, PA & OH. We are now well into the flat Ohio countryside. And ahead some more FLAT farmland in Indiana. At South Bend, IN I pointed out to the guys the South Shore railroad--the last interurban railroad in the country.

We arrived at Chicago Union Station 55 minutes late. We got off and another Amtrak trip had ended for me.

We met up with Stan Ujka and waled over towards Lake Michigan to see the ICG & South Shore line station. We caught a SS train withold C&NW commuter cars and an RTA F40PH. They are using the extra equipment during rush hour to replace the cars they smashed up last winter.

After our picture taking we took the guys to Sears Tower where they give you a 5 min. movie on Chicago and then take you to the top on a 60mph elevator. At the top we were following the rail lines out of Chicago.

We walked over to Union Station to make sure Robbie and his Dad made the Broadway Ltd. in time to go back to Pittsburgh. After saying good-bye James Lincoln and I traveled up to Round Lake to my house on a commuter. The next 4 days we spent rail-fanning Chicago's hot spots!



SUMMARY

This trip was totally different from my trip out west in May. The Smoky mountains were beautiful and up the east coast is real scenic. Riding the old Amtrak Heritage fleet cars to Wash. DC was nice, especially in our ex-UP car. And Amfleet cars are not really my favorite but they do their job and are o.k. I'll still take Superliners anyway.

With this trip out of the way will there be another Amtrak journey in my future? You bet. Out West again!!! Next issue I'll present a report on the Zephyr and others!! Stay tuned!

I just want to thank Gerry for printing my stories of my Amtrak trips this past summer. I hope everyone enjoyed reading them. I also hope that everyone gets to ride the rails on an Amtrak journey!

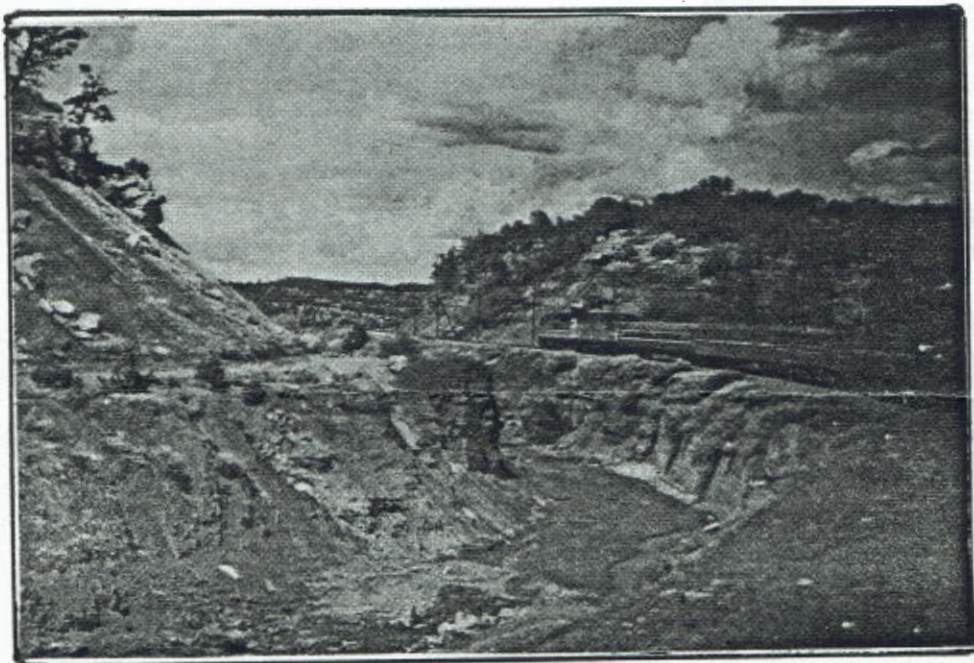


PHOTO AT LEFT: On board the Southwest Chief somewhere east of Albuquerque, NM on 5-9-85. OK so it's a little dark...it was taken out of the trains window.

PHOTO AT THE BEGINNING of the article: AMTRAK's San Diegan at San Diego station with F40PH #224 on the point. These photos by John illustrate last issues Amtrak trip out west.

COMING SOON IN THE WAYFREIGHT:

TRAVEL WITH US TO SOUTH SUBURBAN CHICAGO WHEN MARK RIOLA TAKES US INTO A SHUTDOWN WINERY THAT HAS A VERY UNUSUAL RAILROAD COLLECTION.

JOHN HUSEBY III WILL GIVE US ALL THE DETAILS ON HIS LAST JOURNEY OUT WEST WITH CLAUDE MORELLI.

JOIN JOHN DUNN (of TAMR Presidency fame) AS HE PRESENTS AN INSIDERS LOOK AT RAILROADING EAST OF OHIO IN "BEASTS OF THE EAST"

TAG ALONG WITH A GROUP OF NATIVE ILLINOISANS AS THEY DISCOVER RAILROADING IN THEIR HOME STATE.

PLUS KEEP UP TO DATE ON YOUR FAVORITE RAILROADS VIA OUR MIND BOGGELING ARRAY OF PROTOTYPE COLUMNS!!!!!!

SooWaukee System



by ED MORAN

Welcome to the first ever SooWaukee column written by yours truly. It may not be the last either.

Many major happenings are going on with the Soo and old Milwaukee systems, most are happening at a quick pace.

Since the merger the Soo has been extremely power short. Contrary to other reports, The Milwaukee GP20's will not be retired as quickly as most thought. EMD GP60 demonstrators will be testing on the Soo most likely in early Feb. EMD is hoping to get an order on this new model from the Soo.

To ease the power crunch, the Soo is considering leasing MoPac SD40's.

New train: Train No. 215 is a brand new Chicago-Milwaukee Piggyback train that leaves Bensenville at 2:30pm and returns around 8:30pm, sometimes running long nose forward. The train is handled by 1 unit.

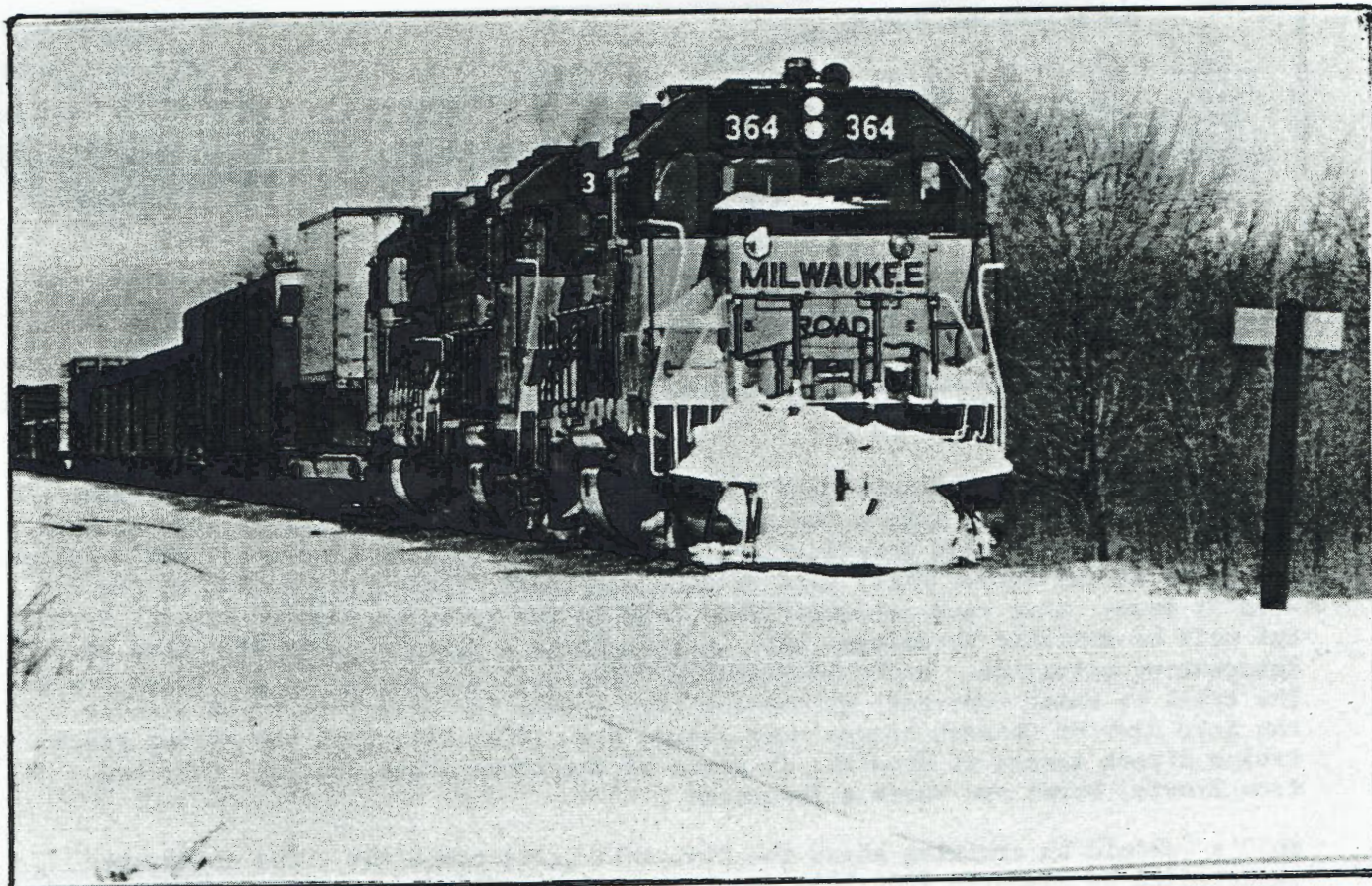
A new weekly double stack operation is starting in co-operation with the SP. The train will run once a week out of Kansas City where the SP will hand it over to the Soo. SP power will be used on the run.

Ex-Milwaukee units repainted thus far: GP40 #2012 (new number 4612), SD40-2 #25 now numbered 6309 and GP38-2 358 now numbered 4508. More have probably been added by the time this gets out. Along with new paint, the units have their dynamic brake fans removed, but the blisters remain, the addition of drop steps, a larger snowplow, addition of Soo Line style strobe light and the moving of the air horns over the right number boards. All ex-MN&S units have been repainted and renumbered.

A basic breakdown of the renumberings is as follows:

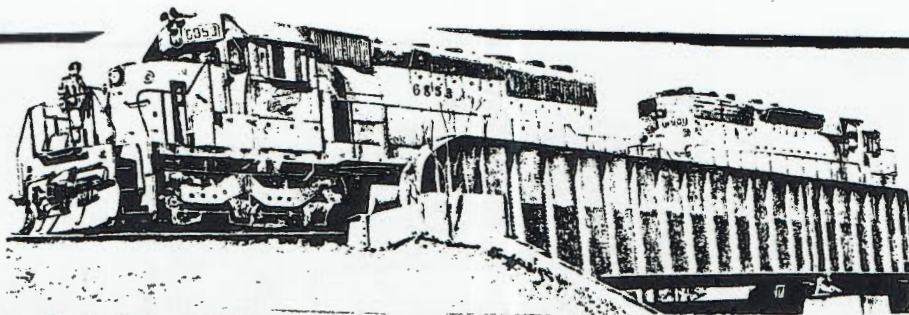
700-721	GP30	ex-Soo Line	700-721	4225-4233	GP9	ex-Soo	550-558
722-731	GP35	ex-Soo Line	722-731	4234-4239	GP9	ex-Soo	2550-2556
1000-1006	SW9	ex-Soo	2112-2119	4300-4335	GP20	ex-MILW	946-981
1100-1107	SW1200	ex-Soo	321-328	4400-4452	GP38-2	ex-Soo	4400-4452
1108-1115	SW1200	ex-Soo	2120-2127	4500-4515	GP38-2	ex-MILW	350-365
1200-1205	SW1200	ex-MN&S	30-35	4600-4603	GP40	ex-Soo	732-735
1206-1222	SW1200	ex-MILW	701-717	4694-4660	GP40	ex-MILW	2000-2066
1400-1401	SW1500	ex-MN&S	36-37	6100-6120	SD10	ex-MILW	532-561
2381	SD9	ex-Soo	2381	6200-6208	SDL39	ex-MILW	582-590
3900-3906	GP7	ex-Soo	375-383	6240-6241	SD39	ex-MNS	40-41
4200-4211	GP9	ex-Soo	400-414	6300-6314	SD40-2	ex-MILW	16-30
4212-4224	GP9	ex-Soo	2401-2413	6315-6388	SD40-2	ex-MILW	130-209
				6600-6619	SD40	ex-Soo	737-756
				6620-6650	SD40-2	ex-Soo	757-789
				6651-6672	SD40-2	ex-Soo	6601-6623

Former MILW SD40-2's 130-209 are not renumbered unit for unit in series 6315-6388. All other classes are unit for unit. Total units may not equal total in class due to retirements.



The Soo Line Railroad as it now looks. Above is Milw. Rd. train #246 near Elk Grove Village, IL on the 13th of February 1985. Photo by Ed Moran. Three Milw. GP38-2's are in charge of the train. Below we see two Soo GP38-2's sandwiching an SD40 as they head through posh neighborhoods in the Twin Cities in the summer of 1985. Photo by Tom Gasior.





Gerry Dobey

NORTH WESTERN NOTES

Some older news on the CNW right of way:

Starting in July, Wood Street yard in Chicago stopped handling the Falcons and is now being converted into a stack train terminal. All double stacks now use Wood St. Total conversion and modifications will be done sometime next year. CNW's Falcons now nest at the former MoPac yard at 26th and Canal, almost right next to the old Wood St yard. This yard is leased from, and is run by Union Pacific Freight Systems but will be switched by Chicago Rail Link (LaSalle & Bureau County RR). Kind of an interesting situation. CNW's mainline is being modified to handle the stack trains. The track is being undercut at the Soo Line bridge in River Forest and also at the Belt Rlwy of Chicago bridge near Kenton Ave. (40th St). This now allows stack trains direct access to Wood St. in place of the round-about routing they had from Proviso, Deval and Mayfair junctions.

SD50's should be arriving about the time this issue comes out. The units are expected to be numbered 7000-7034 and were built to UP/MoPac specifications, including 3600hp with extended range dynamic brakes, 70mph gearing, and a 4500 gallon fuel tank. One option EMD was unwilling to provide was the CNW trademark nose mounted bell. It remains to be seen if CNW will install this option on their own, or if they will be delivered like the GP38-2's with side-underframe mounted bells. The units were ordered to be painted in old style CNW paint but after word of the got around it was changed to be Slimed. Oh well.. at least somebody at the CNW tried to be sneaky.

The following units were traded in on the SD50 order: F3A's #201, 202, 205, 210-213 F5A 215, F3B 305-308, 313 F7B 309 GP7 1526, 1548, 1567, 1630, 1634, 1635, 1638, 1640-1646, 1648, 1657, 4301, 4302, 4315-4319, 4325, 4334-4336, 4338, 4449 GP9's 1734, 1736, 1737, 1740, 1741, 1744, 1745, 1750, 1754-1757, 1759, 1761, GP18's 1774-1779. Many of the F's were ex-CGW units along with one of two ex-CGW Geeps.

Business Cars named: The following names have been applied to the CNW's business car fleet: 401=Chicago, 402=Iowa, 403=Minnesota, 404=Wyoming Sleeping cars: 410=Lake Michigan, 411=Lake Geneva, 412=Lake Forest, 413=Lake Bluff, 414=Lake Mendota Theatre/Inspection car 420=Fox River, Full length dome 421=Powder River, Presentation car 422=Iowa River, Diner 423=Cedar River. Business car #400 was not named.

In addition to the business car fleet, the Presidential F's got some new recruits in the way of B units. Nos. 217, 304, 315, & 317 have been regearred and repainted for passenger service. B unit 318 has been converted into a head end power car. All of the B's, along with all of the Presidential A's are receiving new paint which will now include a small green stripe on the units side with a small CNW herald at the end of the line, towards the front of the unit. This is similar to the old E units paint. these lines are even with the green line on the passenger cars making for quite a nice looking train. Ex-CGW #116 may be painted back into CGW colors and put on display in Oelwein, IA.

The CNW recently retired a group of the original SD45's: Nos 942, 945, 946, 947, 953, 960, 961, 962, and 963.



NORTH WESTERN NOTES CONTINUED

TROUBLE IN SLIME LAND? It seems the CNW finally found out that the Slimon paint fades too quickly, thus some new items on the slime front. SD38-2 6657 has been repainted and given a coat of clear coat to see if that will prolong the life of slime. All of the other SD38-2's, which were first painted in 1983, will once again be repainted in slime, only this time made by another company. Hopefully they will come to their senses and go back to the old yellow.

The following units have been repainted in slime: 4478, 4321, 1586, 6582, 6589, 6656, 6586, 6652, 6576, 6659, 4400, 1004. Some of these are ex-BN SD45s.

The handling of the 70 dead trade in units from Oelwein to Granite City, IL was dubbed Prosperity Special II (Prosperity Special I operated in 1975 and handled a long string of all the CNW's FM units). Units 6917, 4603 and 6628 were on the head end of the funeral train and 6582 was on the rear for braking. The train departed on June 28th. The train made it as far as Marshalltown where it was parked for the weekend on the old CGW main. July 1 found the extra out of Marshalltown with the 6861 and 6865 on the point while 6840 was on the rear. One very weird note is that the 6865 was also used to handle the FM funeral train in '75. The train made it as far as South Pekin for the night.

The engine facilities at Escanaba have been closed down and all the tracks have been torn up. Units are now serviced at Green Bay and idling units are put on yard tracks. The big Alco C-628's have been turning up all over the Chicago area and on any given day at least two of the big units can be found at Proviso yard. Why this no one knows. Hopefully they are not running off their last miles around here.

Two new double stack trains have begun operation. Maersk Lines began a Tacoma--Wood St train symbolled TAMLH (east) and MLTAH (west) which uses Trailer Train stack cars. The other new one, U.S. Lines Oakland-Wood St. is symbolled OAUSH (east) and USOAH (west) and also uses Trailer Train cars. The U.S. Lines train seems to run half single stack and half double stacked.

To reflect the Falcons move to Canal St, there are new symbols and times, they are:

WESTBOUND:	symbol	depart canal	arrive Fremont
	CSNPF	23:30	12:30
	CSNPT	13:30	02:30
	CSNPV	22:50	11:30
EASTBOUND:		dpt Fremont	arrive Canal St
	LACSV	19:30	11:15
	NPCSV	06:30	20:45
	OACSV	03:15	17:00

LATE BREAKING NEWS: The CNW has announced that they are ready to sell 870 miles of track to the L.B. Foster Co., owner of other short lines including the Gulf & Mississippi RR. The trackage extends from Winona, MN to Rapid City, SD and branch lines to Onida, Mansfield and Watertown, SD.; Oakes, ND., and Plainview, MN. The sale would include tracks, yards, locomotives cars and other structures. This is basically most of the old Alco line, now being run mostly by ex-BN SD45's. The sale which could go through as early as January, would reduce the CNW system by about 12% to 6,630 miles. It is part of the CNW's plan to rid itself of marginally profitable lines to boost revenue. If the CNW slims down any more, look for the UP to make an offer, or the CNW to go after ICG or KCS or GTW.

The SD50's have arrived as of 11-27-85.

The GP40's currently are being used to test a variety of different fuels.

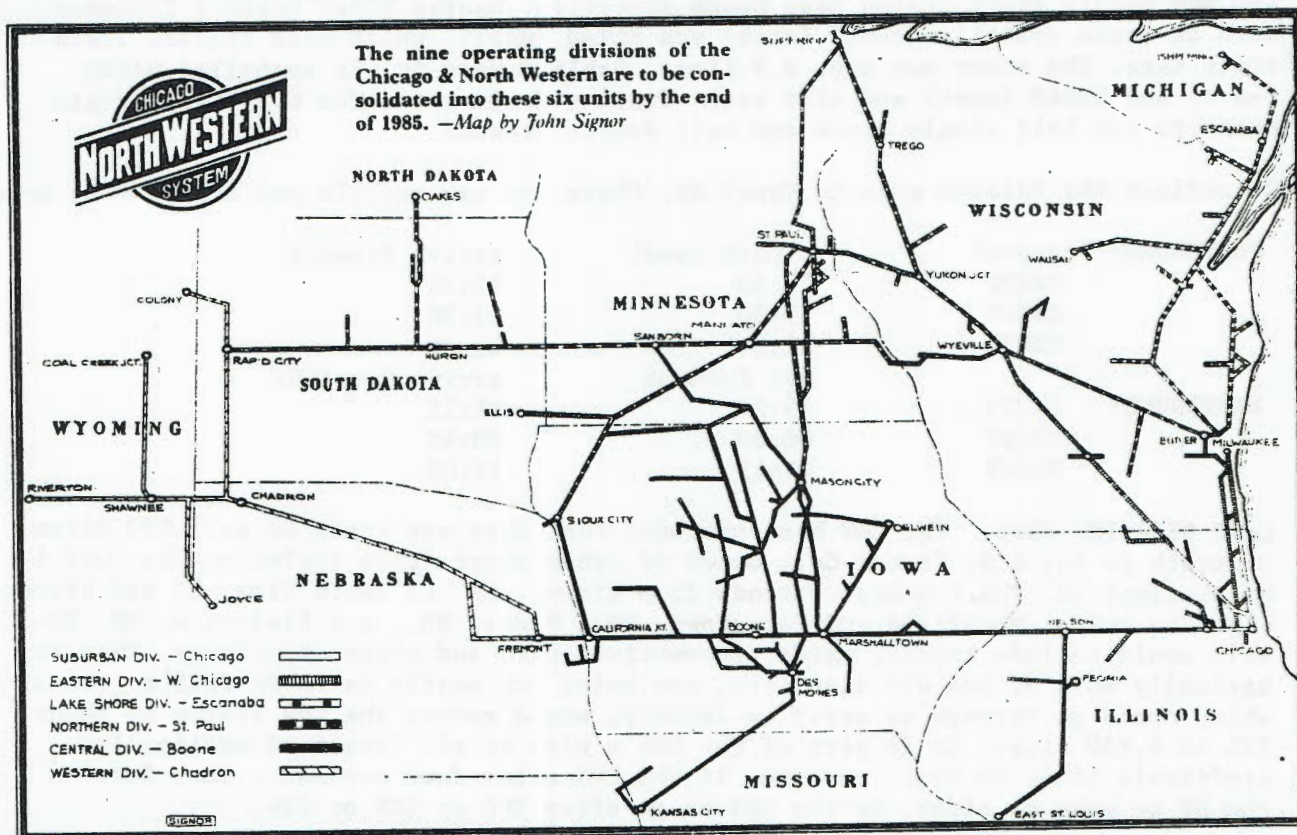
NORTH WESTERN NOTES (continued)

As this issue gets later and later, more and more SD50's are roaming about. Most are headed for coal train service and ore service on the CNW/UP ore train out of Minnesota. They also will be used on the ex-RI "Spine Line" between the Twin Cities and Kansas City.

In addition to the new units, the CNW has at Proviso a number of SD45's and F45's that recently belonged to the BN. The North Western does not own the units but may lease them out. Already some of the SD45's have been moved about from the storage line at Proviso. Seeing F45's on main line trains truly would be exciting.

THE BLUE STREAK: A new hot auto train has started up hauling GM autos from Chicago to Kansas City. The train relies on the Grand Trunk getting trains 371 and 373 into Proviso. The train is symbolled PRKWT and takes 16 hours to reach KC thus putting it head to head with Soo/Milwaukee K.C. Trains. The trains connects with the Cotton Belt at KC.

ALCOS BACK! The CNW put back into service six big Alco C-628's that were stored at Escanaba and Green Bay. The units (# 6704, 6706, 6711, 6715, 6716, 6724) are working mostly Proviso-Green Bay trains and also Coal Creek-Sheboygan coal trains. The 6716 did stray off line and was routed onto a Proviso-Cedar Rapids freight on Oct. 13th. The unit returned the next day as the second unit on a Falcon train. As luck would have it, Ed Moran, Mark Kaszniak, and myself just happened to be railfanning the North Western that day and caught up with the eastbound Falcon at DeKalb, IL. As the train beared down on us doing 60mph or so, us railfans not knowing of the rare unit almost blew the shot, but managed to pull it off and then jump around at a busy DeKalb cross street putting on a good show of weirdness for the locals. This was the first time in several years that a C-628 has been on the west line.



map stolen from Pacific News

Still more CNW stuff:

An ex-Wisconsin Central, ex-MILW RD FM switcher has been repainted in fresh CNW 400 Streamliner paint, complete with nose stripes and "Route of the Streamliners" painted on the long hood. The unit is located in Milton Jct., WI.

The hot new Proviso-Kansas City auto parts train leaves Proviso around 2:30pm and arrives at KC the next morning at 6:30.

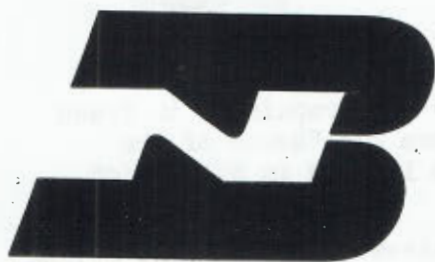
Talk centers around the CNW SD50's lately. Another 50 SD50's may be purchased in 1986 which would kill most of the SD45 rebuild program at Oelwein.

Is Mr. Zito paying attention?? Unit #6580 went in for Zito paint (slimon) on August 23rd. On October 18th the unit went back for repainting due to fading. Oh well.

BELVIDERE 400--will run on May 25th and will be a roundtrip excursion between Chicago and Belvidere, IL Train will use C&NW F-7's and bi-level cars. Photo stops and a two hour visit to the Illinois RLWY Museum are planned. This will be the first passenger train on this line in many years. Fares are \$50 per person.



Burlington Northern GP38-2's pass busy Saunders tower with a loaded taconite train headed for the ore docks near Superior, WI. Saunders tower is the action spot in the Duluth/Superior area with BN, SOO/MILW, CNW, DM&IR trains passing by. Photo by Gerry Dobey 12-30-81



Baloney ~~BULLETINS~~

by Greg Dahl



BN's new slogan: "Fast Service--Crew Safety...Take your pick."

Double stack fever has hit the BN, in addition to the Sea-Land stacks, the Chicago-Seattle hotshot usually sports three sets on each train placed right behind the lead units, with the usual assortment of 89' piggyback cars following.

Power is usually in the form of three dirty dash twos. Look for the new GP50's to take over much of the double stack and regular pig train power assignments.

BN's three B32-8's have been tested to death lately. In addition to coal train service going as far as Illinois, they were on loan to CP Rail for testing.

Last reports had the 5498 going back to GE for awhile, while the 5497 was in for minor repairs and the 5499 continued to rack up the miles.

The BNFT's (Burlington Northern Fuel Tenders) are becoming as common as SD40-2's. There are at least 37 of them now running around. Number 9 was damaged when it was coupled to the train instead of being coupled to a trailing unit. All road trains now require at least on trailing engine behind a BNFT.

Most of the new GP50's have been delivered now. These are the first new units to wear the new orange "tiger stripe" nose. Numbers are 3110-3157 with the last 5 being delivered with crew cabs to be used on caboosless trains. They look more like a Santa Fe CF-7 than a GP50. Something different to look for.

EMD finally delivered 3 SD60's to the BN. These units are basically demonstrators built for the sole purpose of BN testing the units to death. They wear full BN tiger stripe paint and lettering and are numbered 8300-8302. EMD's own demo blue and white SD60's (#1-4) are still roaming various lines at last report.

Besides derailling the Empire Builder in Idaho, the BN derailed two trains at 'Grand Crossing in LaCrosse early on May 31. Train #143 caught fire and derailed but not after the crew dragged the train out of town. There is an obvious case for bringing back the caboose.

And five more crewmen were killed in Colorado when two trains collided head on. Rumor has it that the track was under repair and all trains were travelling under train orders. A large fire erupted when the trains collided and an SP pool unit was destroyed in the wreck. Unfortunately this was the locomotive SP painted up for the Olympics. Obviously the BN had heard about the Olympic flame and had decided to try one out for themselves.

Bn also decided to have some fun with riders on Amtrak's California Zephyr when it derailed a train on Oct. 17 in Iowa. A derailed covered hopper sideswiped the second Amtrak unit and the trailing 13 cars smashing out upper level windows and re-arranging sheetmetal. Over 60 people were injured in this one.

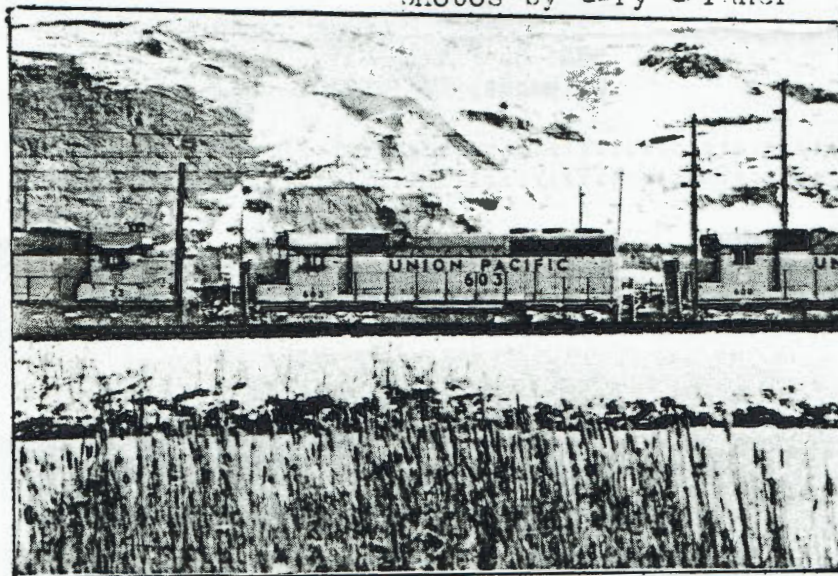
And finally on August 27th, a BN local with two GP9's and seven cars hit a truck loaded with uranium oxide. Some 30,000 pounds of the stuff was dumped on the train and surrounding area. Oh well.

Rio Grande SD40T-2 #5352 heads past the depot at Prove, UT. The stations neon sign has since been preserved by a well known region member and area resident of Salt Lake City.



Toyota's in disguise. UP GP40's 603 and 600 (ex-RI units with out dynamic brakes) follow SD45 #23 north out of Salt Lake City. The units are now either scrapped or will be shortly.

photos by Gary Gardner



The new Chicago Central & Pacific RR (took over ICC trackage from Chicago to Omaha in late December) has supposedly gotten the rights to use the old IC green diamond logo and will paint its units black to resemble old IC Geeps. Of course this is only a rumor at present. We'll keep you posted.

WESTERN ROUNDUP

happenings from out yonder

For all of you who didn't hear about it, as of 1-1-86 there is no more MISSOURI PACIFIC. After the UP-MP-WP merger, and after the WESTERN PACIFIC lost its identity, it looked as though there still would be a MoPac. Sure the diesels were being painted UP yellow, but they were still lettered for the MoPac. But UNION PACIFIC flexed its muscle and the two operating departments were combined into the UNION PACIFIC. Get your shots now!

UNION PACIFIC did let one slide out from possible takeover, that being the MISSOURI-KANSAS-TEXAS (MKT or Katy). After two attempts to ket the Katy, UP finally called it quits in mid-January. Now lets see how long Katy can stand on it own before Soo or CNW makes an of

UNION PACIFIC has put in and orde for 60 SD60's from EMD. The units will start delivery in March.

At least 15 SANTA FE units have been repainted in the new pre-merger yellow and red scheme. Included is one FP45.

RIO GRANDE traffic remains at very depressed levels and many first generation units are stored. Included are GP30s, 35s, 40s.

BACK ISSUES OF THE WAYFREIGHT!!!!

Currently available:

June/July 1980	June 1984
February 1981	August 1984
April/May 1982	October 1984
April 1983	Dec/Feb 84-85
June 1983	July 1985
August 1983	
Sept/Dec 1983	
February 1984	

All are in limited quantities. Prices: 50¢ per copy. Or for \$5.00 get one issue from each date listed. Order from region rep. John Huseby III.

The WAYFREIGHT is the official publication of the Central Region of the Teen Association of Model Railroading. The WAYFREIGHT is published six times per year (sometimes). A years membership is \$3.00. All material is submitted gratis. Send all material to the WF EDITOR. We can publish black and white and/or color photos. No slides please. Photos will be returned if requested.

WAYFREIGHT EDITOR: GERRY DOBEY

145 E. Kenilworth
Villa Park, IL 60181

CENTRAL REGION REP.: JOHN HUSEBY III

311 Lunar Drive
Round Lake, IL 60073

MESS CO-ORDINATOR: Greg Dahl

1649 Euclid St
St. Paul, MN 55106

DIVISION HEADS:

Precision Wide-Vision (Minnesota):

Tom Gasior
11800 Pheasant Ln
Hopkins, MN 55343

Lake Shore Railfan Protection District

(Chicago) Mark Kaszniak
4818 W. George
Chicago, IL 60641

Southern Illinois:

Steve Craig
RR#1 Box 811
Herrin, IL 62948

column editors:

TRUNK TALK: Ian Smith, 3100 N. Cambridge
Lansing, MI 48910

MILWAUKEE MEMOS: Ed Moran, 8105 W. Addison,
SooWaukee Chicago, IL 60634

VINCENTS VIEWFINDER: John Vincent, 102 W. Lemon St
Duluth, MN 55811

NORTH WESTERN NOTES: c/o WF Editor

BN BULLETINS: c/o Greg Dahl, MESS Co-ordinator

CHESSIE CHATTER: c/o WF editor

SNAIL ON THE RAIL: C/o WF Editor

HOOSIER CONNECTION: c/o Pat Limbach, SE Indiana
Division

SKIBO SKUTTLEBUTTS: c/o Precision Wide-Vision
Division

South-Eastern Indiana Div:

Pat Limbach
3045 S. Pisgah Way
Columbus, IN 47201

THE WAYFREIGHT—CENTRAL REGION/TAMR

145 E. Kenilworth Ave
Villa Park, IL 60181



FIRST CLASS MAIL

-printed matter-

