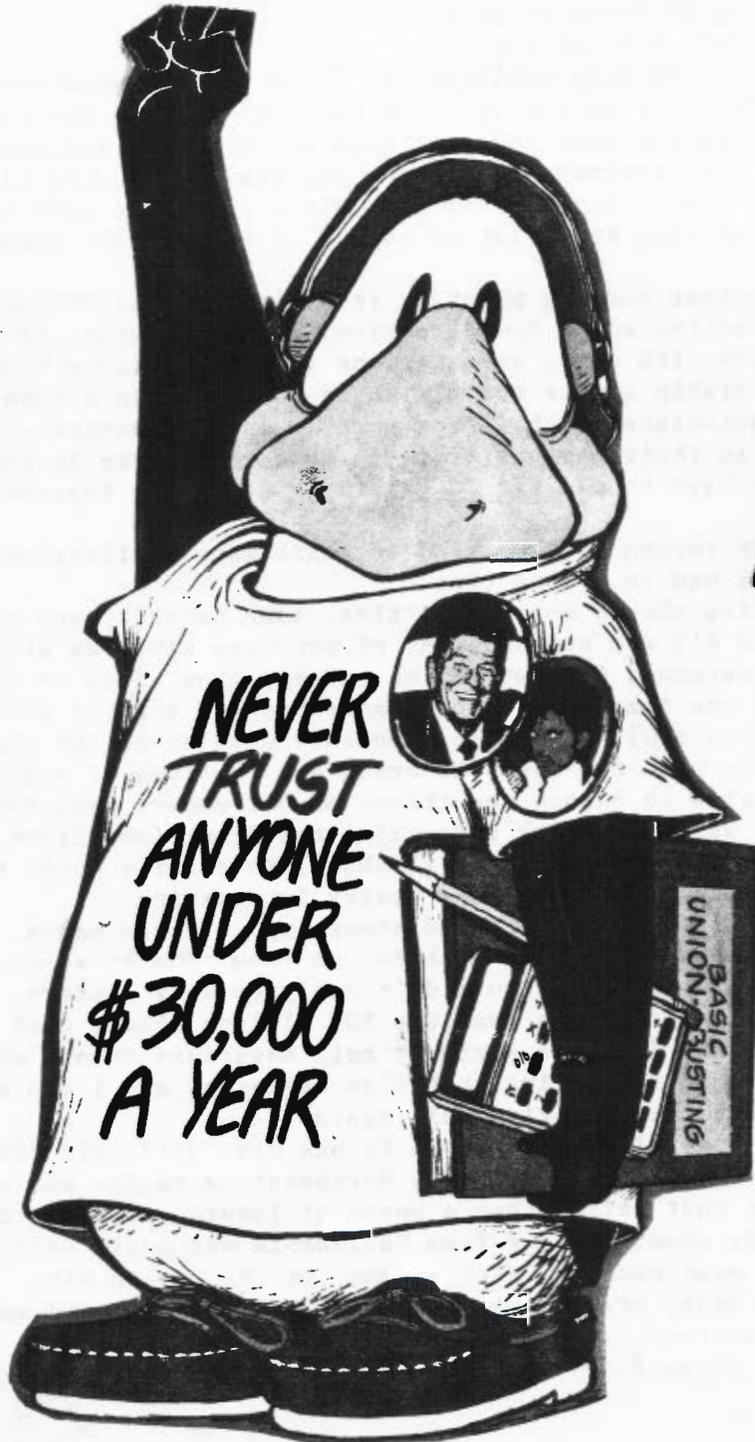


the

Official Publication of the Central Region/TAMR
Published January 1987
Issue # 38

WAYFREIGHT



THE TIMES,
THEY HAVE
A-CHANGED

I've run out of ideas!!! This was going to be one of my reasons for dropping down as editor of the WF. But, as the saying goes, if you believe this then I have some prime swamp land near Hibbing to sell you.

Whatever the reason may be, this is my last issue of the WF, a job I started back in 1979 as a young energetic, half crazed TAMR Secretary along with then TAMR Auditor Mark Kaszniak. What a mistake that was! Well, Mark tried to warn me. I never listen!

At first this column was going to be written as a farewell, and this issue was going to be a retrospective that was going to focus on past issues and happenings. But hey, have we ever been known to get that serious in this publication? Maybe just a "good-bye" will suffice since this hopefully isn't an ending but a new beginning in the region and the TAMR. Stan Ujka will be taking over and will heed all the help and support he can get. Stan vows to continue any craziness begun here and plans on adding his own bent personality to these pages. And to top it off, I'm only a few miles away to offer Stan a helping hand should he need it. A lot of help I'll be, I can't even get an issue out on time.

The TAMR seems to be at another turning point in it's history. The HOTBOX is at the point of finding a new editor and a new direction. The association is trying to get back on track and work with other associations in getting teens back into the hobby. Much of the membership now is too old to be much help in a teen club and many don't wish to be associated with it any more as they concentrate their time to other matters such as their careers. This is especially true in the Central Region where promotion will have to pay off in getting a new group together to terrorize the midwest.

As for the WF, Stan vows to return to some kind of legitimate publication schedule. This is something we haven't had in a long time.

Many of you have been getting the WF for a long time, some haven't, and some never got it at all. We appreciate all the support many of you have given us since our humble beginnings as a mimeographed newsletter. We quickly grew into an off-set printed publication that at one time, under the leadership and graphic abilities of Corby Anderson (past region rep), we became a monthly newsletter for the region. Hard to believe isn't it. We were the first to bring out the idea of prototype columns in a region publication to quench the thirst of our modern prototype minded audience. The columns began with Ian Smith's Trackin' the Trunk (now Trunk Talk) and have yet to let up. We were also the first (I think) to offer a quasi color cover which was actually color Xeroxed, but still was pretty interesting.

I thank all of the members who have contributed something to these pages, especially our column writers who have come up with so much for so long. Thanks again, and thanks for sticking with an editor who often didn't reply to many letters.

Anyways, now I can concentrate on filing away the 500 million slides that decorate my basement floor along with the 10 years worth of rail magazines strewn about. And of course there's only 10 years of modeling that I've neglected and I can always help Stan and maybe even start the Inquiring Rail again.

So to sum it up, it's been fun, with some people it has been difficult (did you ever hear the one about how I managed to get the whole Northeastern region mad at me because I printed an article that called them a bunch of losers, misfits, chumps, idiots, clowns and stooges or about the guy from California who would call me everyday and if I wasn't home, would swap recipies with my Mom, or the guy in Minn. who only shoots with his dad's 2000mm lens, or...). Why does this hobby attract so many jerks???

Anyways it's always been interesting. Remember, this hobby is supposed to be for fun. Leave the politics to other guys. Enjoy the issue!

Chow.

YOUR
EDITOR
SPEAKS



COLORADO CONNECTION

by ALEX NAGEL

WELCOME to a new column in the WF. Yes, the Colorado Connection, to bring you up to date with news from the Rocky Mountain region, although I sorely miss the Chicago Central & Pacific and Soo-Milwaukee System.

The "Mile High City" may not be LaCrosse, but it does have a good variety of action. Lets briefly look at each railroad serving the Denver metro area.

DENVER & RIO GRANDE WESTERN

Hometown favorite D&RGW sports two major yards in the Denver area: Burnham yard near downtown and North yard near I-70. Traffic density depends on what the Rio Grande can get from the SP, although there is the coal from Craig, CO. One of the more interesting Grande trains is the new TOFC "Railblazer" which runs between Denver and Salt Lake City, UT. Although initial loadings have been somewhat less than anticipated, schedule keeping has been quite good. The Railblazer was designed to go head to head with the truckers. Time will tell on this one.

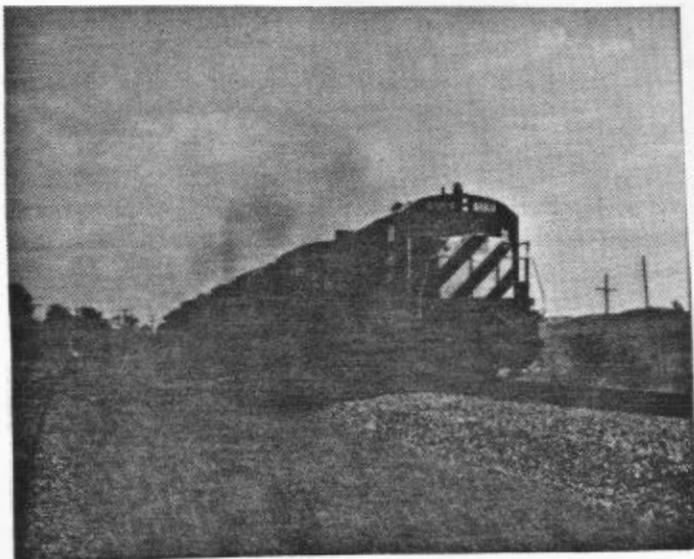
BURLINGTON NORTHERN

The BN by far is the busiest railroad in the Denver area. Coal trains, merchandise trains, BN has a lot. I think that the best place to railfan the BN in Denver is along the "joint line". Each day is different, but it is safe to say that BN's traffic density is quite heavy here. BN's major terminal is near 38th Ave near downtown, which they share with the Santa Fe. BN power features the ever rare and illusive "hard to find-tough to beat" SD40-2, although U-boats do show up along with the fuel tenders. SD60's have even ventured in once in a while, I've never caught them...yet.

SANTA FE

Santa Fe's train frequency here is not very heavy--usually two trains a day each way. LaJunta is the place to go to see Santa Fe action. Santa Fe likes to run it's trains short and fast. Power is usually SD40-2's and GP38's.

con't



A SOUTHBOUND BN UNIT
COAL TRAIN NEAR
STERLING, CO 7-19-86

photo by Alex Nagel

con't from last page

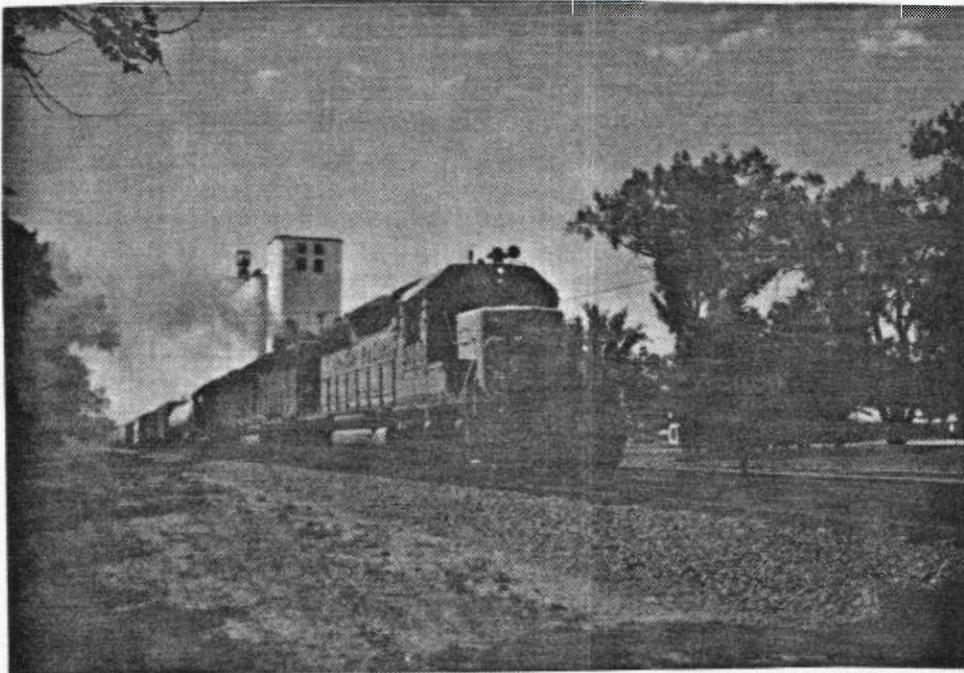
UNION PACIFIC

When I first came to Denver last September, I kinda gathered that the mighty UP is not the strongest railroad in town. I hate to say so, but it's true. Their line is not much more than a glorified branchline with one train a day, each way. The same is true about their line north to Cheyenne--just not a whole lot of traffic there. To make matters worse, the UP is in the process of ripping out its 23rd St. yard, not far frpm downtown. If you want to see good UP action, take a word from the wise: go to Cheyenne or Julesburg.

AMTRAK

Amtrak's combined California Zephyr and Desert Wind - Pioneer arrives in Denver around 7:30am depending on if the BN keeps it on time, derails it, derails a freight or has the crew fall asleep. The train then leaves about 8:10am. Eastbound the Rio Grande brings in the train at Union Station around 8:20pm where it departs for the Windy City at 9:00pm. Denver Union Staion (DUST) looks very impressive from the outside but it's not really much to look at from inside. It is neat to go out on the platforms. Just imagine what this place was in the 40's, 50's and 60's with trains like the City of Denver, California Zephyr and Denver Zephyr!!

In the future I'll keep everyone in the mid-west up to date on the ongoing SP-Sf merger mania. We'll see if the Rio Grande will become the Denver, Rio Grande & Pacific or whatever.



EASTBOUND UP FREIGHT
BLASTING THROUGH
LODGEPOLE, NE
7-19-86

photo by Alex Nagel



And the boxcar isn't bad either.

MUG SHOTS



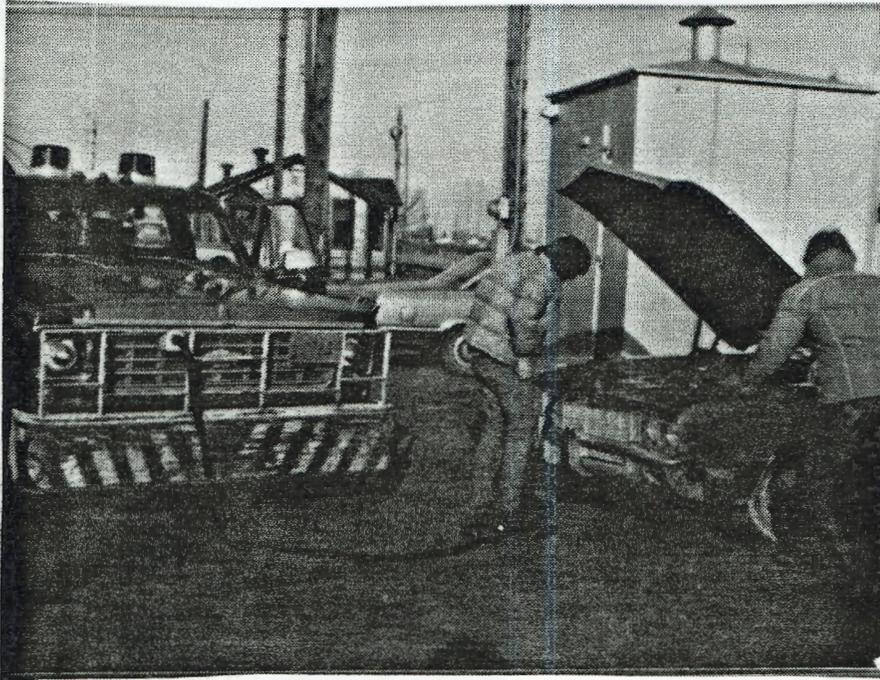
Furs, diamonds, Ferrari's are passe...
trains are where its at baby.



Mark Kaszniak and some other
yupster imitating G. Washington



It was there when we left
Duluth!



I always thought those were
M.U. recepticals!!!



What sort of Railfan



Reads the WAYFREIGHT?

He's his own man. An individualist. You won't find him in fern bars or yuppie sandwich shops discussing the latest Dow Jones averages. You won't find him in the local health club, primping and pumping to maintain a beautiful body. On most hot summer weekends, you'll probably find him outside at trackside. He loves the smell of cresol and Alco exhaust fumes in the morning. He grooves to multi-unit lash-ups of SD40-2's pulling 100 car unit coal trains and the unending parade of afternoon commuter runs. His magazine, the WAYFREIGHT, of course. He is a loyal WAYFREIGHT reader because he knows we tell it like it is. From our hard hitting feature articles, up-to-date column information and yes, even our biting satire, he knows there is only one magazine that has it all—issue after spectacular issue. She doesn't object because she knows it tickles his fancy and puts more F-U-N into their relationship. In fact, since the WAYFREIGHT came along, their Saturday nights are getting to be a lot better. So stop riding the same old TRAINS, forget the R&R, hop aboard the WAYFREIGHT.

(Available by subscription only)



In a land far, far away, known to but a few as Skibo...

THE FINAL CHAPTER OF THE SKIBO SKUTTLEBUTTS

The town of Skibo is quiet now. The DM&IR and Reserve Mining RR hardly keep the rust off of the rails. The local pizza joint is closed and the ambassador from the LSRPD has moved to quarters in the town of Superior, WI. A very distressing fact since Superior has fewer bars than Skibo!

It may be the end of the Gerry Dobby era of the Wayfreight, but things go on here as always. The BN derails, the Soo abandons track, the Milwaukee goes bankrupt, the Rock goes for sale and the cop at Pigs Eye yard still shoots at black '76 Mustang II's!!!

Yes, all of us up here in snow land will miss Dobby, but we also know we are gaining a new candidate for "king of the midwest middle age middle management middle men railfan society" (that is if Bill the Cat turns it down).

Through the years we've slandered just about everybody, insulted all the big names, retouched photos to incriminate others and told all out lies about most of your families, religion, heritage and railroad preference. And now it all comes to an end. I know you'll miss us in this newsletter, you'll probably wish that we would stay (you probably wish we were run over by BN #4 at Dayton's Bluff!).

And so the TAMR goes. It's been real and it's been fun. Lots of fun. So remember us and don't take this hobby too seriously. When you're watching slides of Conrail engines, think of us at the bar. When you get up early to catch the run-thru, think of us sleeping till noon with a hang-over. When you trade slides of Chessie and SP, think of us sending all those pictures of "Dobby's Sister".

So to all of you who we had the pleasure to associate with these past years, we hope it can continue, not in the TAMR, not in the Wayfreight. We are on our own now...the Interchange lives!! It will be our voice in the wilderness of facts, rivet counters and tonnage watchers! (after all, the National Enquirer does pretty good too).

The Wayfreight is dead.
Long live the Interchange!

The Skibo Skuttlebutts will now fade into oblivion, or any other place with a bar, a railroad and a waitress named Bubbles.

Chow!

P.S. Our final look at the railroads that populate Skibo and surrounding areas can be found somewhere else in this issue.



SKIBO NEWS.....The Final Chapter

Item--DM&IR is seeing very little traffic these days because of shutdowns and lockouts at its biggest suppliers. USX is still locking out employees at Minntac in Chisholm. Picketers are building warming houses outside Mintac gates expecting little progress in the 3 month conflict.

Item--Mibbing taconite settled its contract just in time for winter layoffs. All other mines that the DM&IR serves are currently shutdown or cutting back sharply until next year.

Item--The Bankruptcy of LTV Corp. has helped some railroads and hurt others. Erie Mining has been operating closer to capacity than it has in many years. Reserve Minings fate still hangs. The state of Minnesota is considering plans to run LTV's share of Reserve. The plan hinges on whether it is more economical to run the plant or pay unemployment. (Anyone want to buy a mainline?)

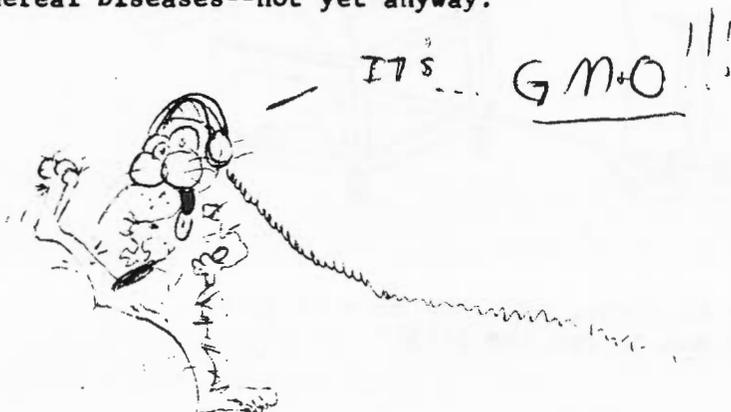
Item--St, Louis and Lake Counties (MN) have formed a regional railroad authority to study the possibilities of running a tourist railroad from Duluth, east along the north shore (via DM&IR) to Two Harbors then north into the Superior National Forest, west to the Iron Range and then south to Duluth. The trip would include sleeping cars, diners, etc. and take 2-3 days. The plan is in conflict with LSTM plans to run an excursion train to Two Harbors on the same line. There isn't enough equipment to operate both proposals. Both plans include the use of a working steam engine.

Item--The Lake Superior Transportation Museum is making diesel news again. The Soo Line is sending an FP-7 soon. Plans are already in the works to restore the unit to maroon and gold livery. Plans are also underway to restore the recent donation of BN SD45 "Mustle Muscle" to Great Northern colors.

Item--The BN has offered its Superior, WI terminal for sale. The BN is selling everything except the taconite facilities and some trackage.

Item--Rumor Mill--CNW is reported to be selling its operation "North of Green Bay". Whether this includes Superior has not been stated, but it is doubtful. Sources say CNW is selling WI & MI in total, including locomotives, cars, buildings, walkie talkies--the whole show. This includes Alcos. Bidders are reported to be: Ex-Illinois Gov. & former MILW RD trustee Richard Ogilvee, CNW/UP midwest rail baron Edward Burkhardt, The E&LS RR, the LS&I RR and television star Gary Coleman, who still loves his toy trains but "wants something bigger". The CNW is also reportedly looking hungrily at the ICG. Why?

Item--this is the last news report from Skibo, ever, being that longtime role model Gerry Dobey is retiring. For those of you who believed P.W.V.D. stood for Precision Wide-Vision Division, it really stands for Perverts With Various Dementia (or was it Disabilities, or deviations...well, anyway it isn't People With Venereal Diseases--not yet anyway.



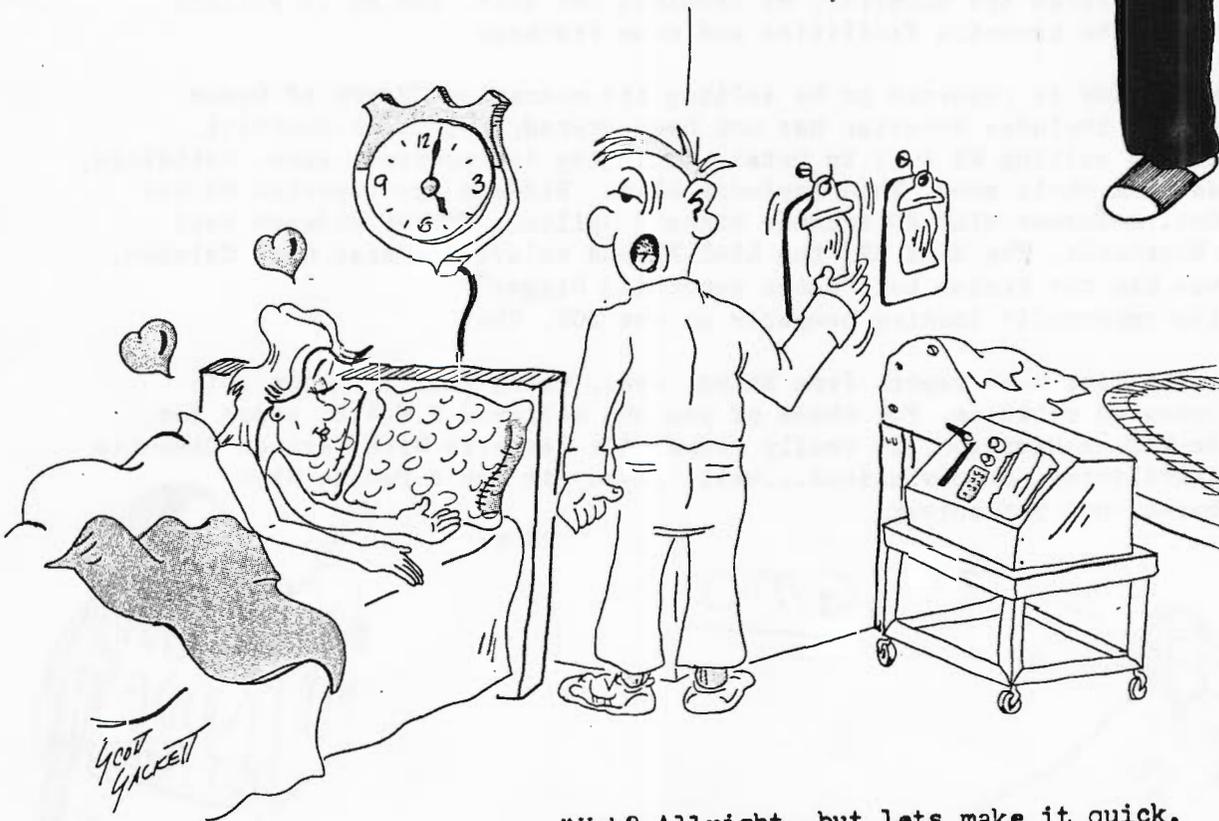
CHOW!



Looking back with

RALPH

We had a bit of extra space in this issue (okay, a lot of extra space!) so it was decided to look back at a few things that we got a kick out of in past issues. This includes the cover of our 'first' issue (no cover date) that was circulated in the November-December 1978 issue of the TAMR HOTBOX to let all TAMR members know that the region had a new publication out. It was a neat 4 page newsletter that had news on the new WAYFREIGHT, news on the Milwaukee Roads bankruptcy, an announcement of a meeting, the beginning of the MESS and a few pieces of prototype news, including word on the Rock Island having six months to come up with a reorganization plan, and a look at remaining bi-centennial locomotives. So we hope you enjoy the few pieces that we have dug out.

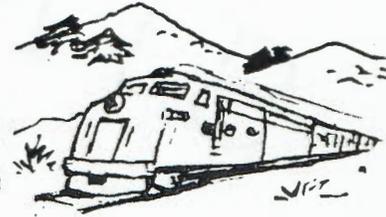


"Huh? Alright, but lets make it quick.
I've got to run the 5:15!"

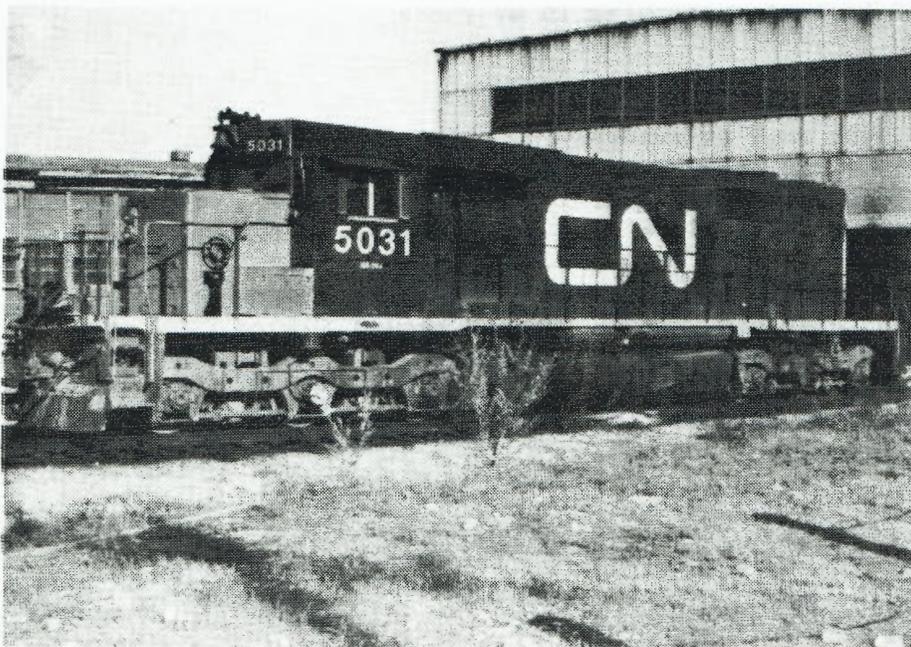
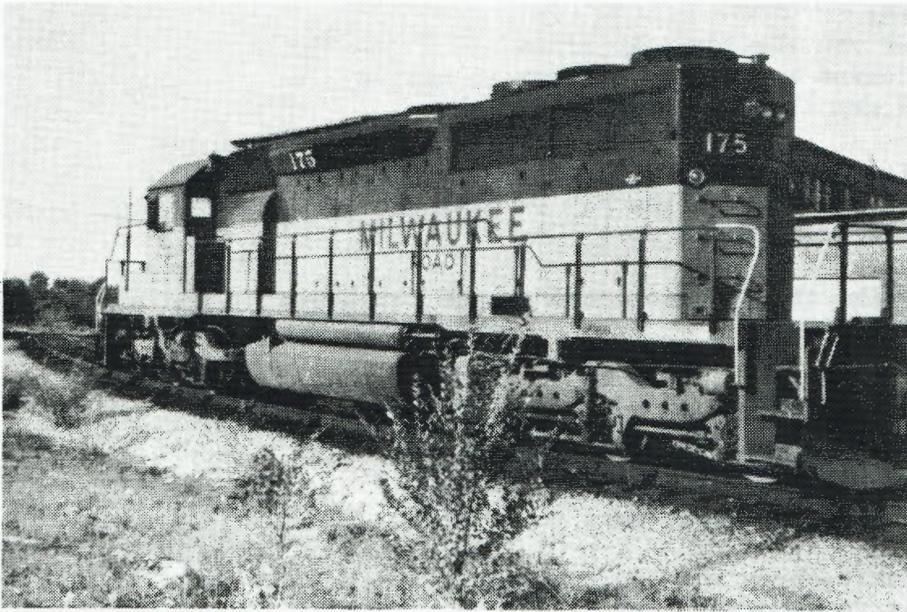


CENTRAL REGION:

Wayfreight



SPECIAL ISSUE:



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3

SING A LONG

lyrics: Greg Dahl

tune: Glenn Frey

TAMR BLUES

There's trouble in LaCrosse tonight
I can feel it in my bones
I had a premonition that you shouldn't go alone
I knew the camera was loaded but I didn't think it killed
Everything exploded and the film began to spill

So Gerry here's your film, put this camera in your hand
Here comes the Milwaukee, do it just the way we planned
You shoot 20 slides, I'll trade ya 20 more

I'm sorry it went down like this, someone had to get the booze
It's the nature of railfanning
It's the TAMR Blues

Conrail and the UP, Santa Fe and Utah
The cameras and the films and the trains nobody saw
No matter if it's Kodachrome, slides or black and white
Ya gotta carry scanners cause you sometimes go at night

There's lots of stupid characters and lots of greasy diners
And every names an alias in case we go to Viners
It's the lure of diesel fumes--nothing could be finer

Perhaps you'd understand it better standing in my shoes
It's the ultimate hobby
It's the TAMR Blues

Ya read it in CTC Board, you hear it everyday
They say there's new SD60's but they never come my way
Don't matter if it's Dolton or down in L.A.
They hide em in engine shops and tell ya they won't be here today

It's attracting cops in Wisconsin and down in Chi-town
You ask any local railfan, they say word is getting around
From Dale Sanders right down to the local dog pound

It's a stupid proposition, but one you can't refuse
It's the politics of railfanning
It's the TAMR Blues!

HANDICAPPED RAILFANNING



NOW WHERE IS ALL THAT SO-CALLED TRAIN MOVEMENT ???



And lastly a few of our favorite cartoons provided by noted artist Scott Sackett. Where would the WAYFREIGHT and HOTBOX be without his great pieces of work. Most likely in the same place we are today...going down the drain. And who could forget one of the last photos of your editor and former region rep. both hard at work before they decided to kick back...for about a year. Who could forget the heated argument that took place in the grueling heat about hot steam engines, hot coals, hot off the presses and hot air.

See ya,
Ralph
as in "Looking back with..."



The WAYFREIGHT is the official publication of the Central Region of the TAMR. The WF is published 6 times per year (sometimes). A years membership is \$3. All material is submitted gratis. Send all material to the WF Editor. We can use black and white or color photos. No slides. Please specify if photos are to be returned.

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