

the

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# WAYFREIGHT

ISSUE 40 / 2

FALL 1987

columns :



CCP  
Take Over



*SooWaukee System*

In opening for this issue, I would like to welcome all new members to the Central Region and the WAYFREIGHT. During the time between my first and second issues, the CR's membership has undergone some great changes. Many members were up for renewal, and as I am starting to work on the issue that you are now reading, the renewals have only been trickling in. Welcome back to those of you who have renewed!

The second item of business has to do with the cost of CR/WF memberships. After having issue 39 printed, I figured that to print and mail 6 issues of a similar size (One years' subscription) would cost around \$3.90. Therefore, starting with all membership forms mailed out after issue 39, a Central Region membership will cost \$4.00. One year's membership will include six issues of the WAYFREIGHT. If you have already sent in a check for three dollars, don't worry about it.

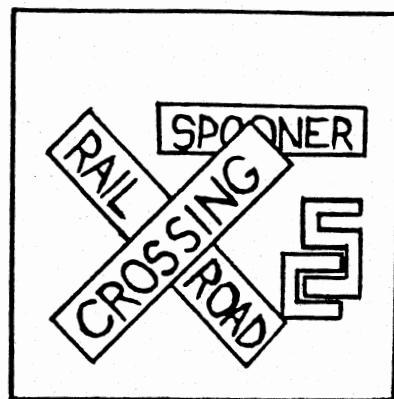
Your Editor has recently returned from a two week vacation in northwestern Wisconsin. During this time, I was able to meet with a few other Central Region members in and around Duluth, Minn. I was even fortunate enough to visit Erie Mining, a iron ore hauling railroad which still uses F units!! While in the outer reaches of human population, (at least in this country) I was able to visit the thriving metropolis of Skibo, Minn. (Of the Skibo Skuttlebutts column fame) It was here that I met with some of the locals, and I am now proud to announce that the legend of Skibo LIVES ON !! Starting with this issue, Skibo Skuttlebutts returns to the pages of the WAYFREIGHT! As it was, the column is still compiled by a team of anonymous railfans who are now scattered accross the northwoods. To those correspondents who are first getting news of the revival, welcome back!!

I had wanted to get this issue out by the beginning of September, but preparing to go away to school for the first time took more time than I had expected. Anyway, my school address is 1752 Student Mailroom ; 30 N. Brainard St. ; Naperville, Ill., 60540 - 4690. I will be at this address from now through Thanksgiving, and then from January through the end of May. If you are unsure of how to get in touch with me, send the letter to my home address.

My dorm has an interesting location. I am 1-2 blocks from the Burlington Northern's mainline. Although I can't see the trains from my room, I can easily hear them. The BN's commuter E-units sound very nice!! While walking to class the other day, I saw a freight lead by a BN GP-40 and a Missouri Pacific blue GP-40, or similar unit. Apparently, Dee Gilbert also saw this consist down the line several miles. I also occassionally see the CALIFORNIA ZEPHYR, when I'm returning from practice. It has recently been seen with as many as 17 cars!

Well, that should about do it for this issue. I'd like to thank those of you who contributed to this WF. Again, I could really use some artwork for the cover.

Anyway, Enjoy the issue!



**YOUR  
EDITOR  
SPEAKS**

*Star*

by Gerry Dobe  
Stan Ujka



and PACIFIC RAILROAD COMPANY

# CCP Take Over

The Chicago, Central and Pacific Railroad has been a trend setting regional railroad. The line operates on the Illinois Central Gulf's former Iowa Division between Chicago, Omaha and Sioux City, Iowa. Over the past two years, the CC has managed to stop a six year decline in cars loaded on the line, and has also operated at a small profit.

Recently, the CC&P was forced to enter into Chapter 11 Bankruptcy. This was not due to the non-profitability of the railroad but rather because of a "cash flow problem". The filing was done to protect the company from a takeover from the General Electric Credit Corporation. GE Credit Corp. was the one who financed the purchase of the Iowa line from the ICG.

According to the Chicago Sun Times, GECC agreed to fund an accelerated improvement program for the railroad, and then created a cash flow problem by changing the refinancing plan. Robert Kleinman, the CC&P's attorney said that this was an unusual case in that the railroad is "doing quite well but there are differences in managerial styles and direction between Mr. Haley and GECC."

In mid-September, GECC succeeded in its takeover bid when CC&P Chief Executive Officer Jack Haley, along with the railroad's four other directors, was forced to resign. Under the agreement between Haley and GECC, the Credit Corp. will infuse \$5.5 million into the railroad, and Haley will withdraw the breach of contract suit against GECC. The company will also withdraw from bankruptcy.

GECC named former Burlington Northern operations executive Donald N. Wood, Jr. as the CC&P's new primary officer. Philip Kantz, of GECC said that "Our primary objective has always been to maintain CC&P as an operating railroad with a profitable future!"

NEW SYSTEM TIMETABLE : System timetable #2 came out August 9, 1987. The major changes are the realigned times on trains to more accurately portray their movement and the trimming off of five hours on TOFC trains #10 & 11.

NO RATE INCREASE : By flagging the recent 1.1% transcontinental freight bureau increase, the CC continued to hold down the cost shipping on their line. This includes traffic routed CC direct, CC-UP, and CC-UP & connections.

MAIL CONTRACT : US Mail will ride CC rails as of August 1. CCP intermodal successfully bid to move US Postal Service traffic from Iowa origins including Sioux City, Des Moines and Nevada to points east and south. The traffic will be routed via CSX and ICG. This will account for 1200 carloads a year.

FRUIT AND VEGETABLES : Fresh fruit and vegies are moving on the CC&P from California and bound for Canada. The traffic moves via Southern Pacific - Ogden; UP - Council Bluffs; CC - Chicago; Soo-Detroit; and delivery is by CP Rail. Train #CC-20 makes the connection with Soo train 502 via the Indiana Harbor Belt. Service is guaranteed 9 days to Toronto and 10 to Montreal.

# SooWaukeee System

by Ed Moran

Well, I'm beginning to get over the "Railfan Hangover" of having my favorite railroad being swallowed up by one of it's primary rivals, and have decided to inform all of you fellow train nuts what is exactly happening with the present day Soo Line.

MOTIVE POWER : Probably the most noticeable change of the Soo / Milwaukee merger is the "Soo Linization" of the Milwaukee Road power. It seems that the Soo's management has decided that "Black is Beautiful, Bro!", and has started painting out all Milwaukee markings on both road and switching power with black paint. In addition to this, "SOO LINE" is now painted in white on the unit's nose, and there is a "SOO" and a new number (where applicable) on the side of the cab. I am not going to go into detail on the exact renumbering system, but here is a brief summary...

SD 40-2 6300 Series / GP 38-2 4500 Series  
SW 1200 1200 Series / MP 15AC 1500 Series

A few ex-Milwaukee GP 40's have been repainted into SOO red and white along with being renumbered into the 4600 series. Ex-Milwaukee black "repaint" GP 40's keep their original 2000 series numbers. The largest class of motive power to receive red and white paint is the MP 15AC's. I have yet to see one of these units in the "black mask" scheme.

The Soo Line has now taken delivery of it's 21 new SD 60's. This was a reversal of their earlier decision to buy four axle power from General Electric. The SD 60's were chosen because Electro Motive Division could deliver them fairly quickly. They are numbered from 6000 to 6020.

The Soo Line has been leasing power from Helms Leasing in the form of ex-ICG SD 40A's, also known as "rust buckets". GATX ex-Missouri Pacific SD 40's were seen at Bensenville for a long time, but they were headed for the Canadian Pacific not the SOO. This also applies to any Santa Fe GP 39-2's seen on the SOO. The ex-Western Pacific GP 40's were returned to their lessor and some are now on the new Chicago Missouri and Western. The ex-Kansas City Southern "white elephant" SD 40's are still on the property, along with a few Conrail GP 38-2's. More ex-Conrail GP 38-2's arrived in Mid-August along with a few ex-Burlington Northern SD 45's. It remains to be seen if this power is future SOO or Lake States.

LAKE STATES : As many of you may already know, the SOO's Lake States subsidiary is in the process of being purchased by a group of midwest investors known as Wisconsin Central Ltd.. The most important aspect of Lake States' current operation is the power that is assigned to it's trains. Soo Line GP 30's, GP 35's, GP-9's, ex-MILW (nee Chicago Central) GP 20's (in SOO black), ex-CR GP 38-2's, and ex-Minneapolis Northfield and Southern SD 39's (6241 is lettered for Lake States) are assigned to all LS trains, although more conventional SOO power is also used. The final sale should take place later this year or in early 1988.

SOQWAUKEE con't.

DOUBLE STACK TRAINS : The SOO now hosts three double stack trains, one each from Orient Overseas Container Line (OOCL), Mitsui O.S.K. Lines (MOL), and N.Y.K. Lines. OOCL's train is handled at Bensenville, while MOL's and NYK's are serviced at Schiller Park. The following schedule is very general due to the fact that these trains' departures coincide with the arrival and departure of their connecting vessels. Please don't threaten me if you sit at Davis Junction for eight hours and don't see anything!

SOO DOUBLE-STACK SCHEDULE

Even Southbound (West)	Arrive/Schil. Pk.	
Odd Northbound (East)	/B'ville	Dep. B'ville
800 - 801 OOCL 15 cars	THURS 9:00 pm	FRI. 3:00pm
802 - 803 MOL 5-8 cars	WED 9:00 pm	FRI. 3:00pm
804 - 805 NYK 8-10 cars	SUN. 9:00 pm	TUE. 3:00pm

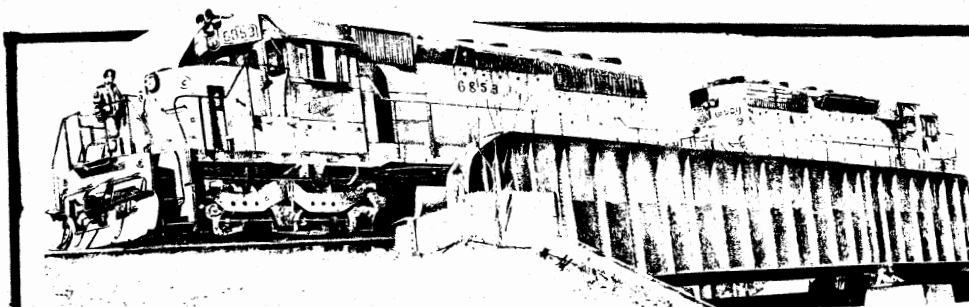
NOTE : If 802-803's consist is less than 5 cars, it is combined with #226-227. Eastbound trains are usually double stacked and Westbound trains are mostly single stacked for all trains. Also, 800 and 802 are usually combined.

SOO LINE SPRINT TRAIN SCHEDULE

Chicago - St. Paul	Departure	Arrival	Frequency
209	4:30am	2:30pm	Tue-Fri
211	12:30pm	10:30pm	Mon-Sat
213	8:00pm	6:00am	Daily
St. Paul - Chicago			
208	1:00am	11:00am	Tue-Sat
210	5:00am	3:00pm	Tue-Sat
212	8:00pm	6:00am	Daily
Chicago - Milwaukee			
215	3:30pm	6:45pm	Mon-Fri
Milwaukee - Chicago			
214	7:30pm	10:15pm	Mon-Fri
Chicago - Green Bay			
219	10:00pm	5:30am	Mon-Fri
Green Bay - Chicago			
218	7:00pm	2:30am	Mon-Fri

OPERATING CHANGES : Following the installation of the connection at Duplainville, Wis. between the Soo's and Milw.'s Chicago-Twin Cities mainlines, all Chicago-Green Bay traffic uses the Ex-Milw. main from Chicago to Duplainville ; the Soo main from Duplainville to Black Creek, Wis. ; and the Green Bay and Western from Black Creek to Green Bay. The ex-Milw. route from Milwaukee to Green Bay has been downgraded to local service only.

The Soo Line is beginning to implement it's plan to single track its ex-Milw. Rd. mainline across Wisconsin. The line from La Crescent to Hasting's, Mn. (south of St. Paul) will probably also be single tracked. To supplement this project, Centralized Traffic Control will be installed along with numerous two mile long sidings. It is ironic that this was one of the Milwaukee's strongest assets while it was subject of takeover bids from the Soo Line, CNW and GTW.



Gerry Dobey

## NORTH WESTERN NOTES

SD CAT : The C&NW's Caterpillar re-powered SD 45 #6000 has has its share of problems. Repowered in February of 1986, it had a major failure later in that same year, and was released again in August of 1986. During a cold weather start, two pistons were blown and the unit was again returned to the shops. As of June 1987, the unit was back in action.

ESCANABA & NORTHERN : Escanaba and Northern is the name of the new regional railroad which will take over the C&NW's ore lines in upper Michigan. The E&N will operate about 330 miles of track and is expected to utilize the NorthWestern's fleet of Alco C-628's.

EMD DEMONSTRATORS : EMD GP 60 Demo's are being tested on the C&NW. The latest sighting was in Villa Park, Ill on September 25 on train APOAH, the American President Lines double-stack from Chicago to Oakland. GP 59 Demo's were also on the line in June and July.

ZEPHYR RE-ROUTING : For the time being, Amtrak has decided against re-routing the CALIFORNIA ZEPHYR over the NorthWestern. They said that they may consider the move again in about two years.

OPERATION CHANGES : Major changes occurred in late May concerning C&NW train scheduling in and out of Proviso yard. There is no longer direct service to St. Louis from Chicago. The traffic, which was handled by PRGCA(Proviso-Granite City) is now sent out on the new PRSTA(Proviso-Sterling,Ill). The loads sit in Sterling until they are picked up by Iowa originated trains which are heading south from Sterling to Granite City(St. Louis). Also, Kansas City has only one direct train scheduled from Proviso each day, down from three in 1985. Proviso is making up only 12 scheduled trains a day now. See schedule on next page.

BALLAST TRAINS : Due to the abandonment of the North Western's line connecting its "Pink Lady Quarry" north to its Chicago to Minneapolis main line, the C&NW has experienced added expenses getting ballast to its northern lines. Because of this, the company has started exchanging ballast with the Burlington Northern. The BN delivers trains of its grey ballast to the CNW in Minneapolis, and the North Western gives its familiar pink ballast to the BN in Chicago. Trains consisting of all BN equipment (plus a pilot unit) has been seen coming south from the C&NW's quarry.

C&NW PROVISIO YARD DEPARTURE SCHEDULE

<u>Symbol</u>	<u>Departs</u>	<u>Blocks</u>	<u>Symbol</u>	<u>Departs</u>	<u>Blocks</u>
PRJAA	1:15am	Janesville	PRJAB	1:30pm	Harvard
PRSTA	2:30am	Madison, Ill			Madison, Wis.
		Alton & South.			Janesville
		Poeria	PRNPB	4:00pm	Council Bluffs
		Sterling			UP N. Platte
PRNPT	5:00am	UP Autos, TOFC	PRBAA	5:30pm	Elk Grove
PRNPA	5:30am	UP N. Platte			Soo Line-Intercg.
PRGBA	8:00am	North TOFC			Waukegan
		Butler			Bain
		Appleton	GTW 370	7:30pm	GT destinations
		Green Bay			Canadian National
PRBFA	11:00am	W. Chicago	PRGBB	8:00pm	Mitchell Yard
		Clinton			Winona
		Cedar Rapids			Itaska
		Boone, Chadron			Sheboygan
PREMA	12:30pm	North TOFC			Manitowac
		Butler			Green Bay
		Eau Claire	PRKKA	8:00pm	Kansas City TOFC
		St. Paul, Mpls.			Des Moines Yard

PIGGYBACK RAMPS : Contrary to recent rumors, the NorthWestern has not closed its TOFC ramps located throughout Wisconsin. Several ramps in the eastern part of the state, such as Green Bay and Marinette, continue to attract good business.

GREEN BAY LINE SALE : Very recently the NorthWestern agreed to sell its line from Milwaukee to Green Bay, Wis. The line will be sold to FRVR Corporation, a subsidiary of Itel Corp., at a price of \$66 million. The new railroad, whose name has not yet been determined, will run from Duck Creek, Wis.(4 miles north of Green Bay) to Granville, Wis.(13 miles north of Milwaukee). The deal will include trackage rights from Granville to the C&NW's Butler Yard, near Milwaukee. The NorthWestern's line between Tavil and Cleveland, Wis., branch lines in the area, and the Green Bay terminal will also be included. After both this sale and the Escanaba & Northern line sale are OK'd by the ICC, the C&NW will have trimmed its system to 5,900 miles of track.

LATE BREAKING NEWS !!

DATELINE: B-VILLE : The ICC gave the OK to the Wisconsin Central line sale as of midnight Sunday, October 11. The Stevens Point dispatcher has been referring to trains as "Wisconsin Central,..." since about October 14. An ex-BN SD 45, with all BN markings painted out and a "WC" under the cab, was seen recently at Bensenville. Motive power for the line is expected to be up to 40 ex-BN SD 45's, ex-Conrail GP 38-2's or GP 40's, and ex-Mopac SW 1200's. The main shops will be in Fond du Lac, Wis..

EMD DEMOS : EMD GP 60 Demonstrator #7 has been seen on the C&NW as recently as 10-16-87 on the Westbound FALCON.

RIO GRANDE POWER : Rio Grande SD 45's, leased by the BN, have been seen in the Chicago area.

# skibo skuttlebutts



And now, . . . From a land far, far away . . . where bars still outnumber residents ; where Old Style outsells Bud ; It's SKIBO SKUTTLEBUTTS.

When we last left Skibo, the future looked bleak. And although Reserve Mining's rails are still rusty, there is good news from the town of Skibo.

DULUTH MISSABI & IRON RANGE : The long semi-dormant DM&IR is having a very good year. All on line taconite plants are operating and the Missabi is normally operating a minimum of six road trains per day. A few of it's SD's still wear the old paint scheme.

SOO LINE / MILWAUKEE ROAD : The Soo/Milwaukee merger has brought a new variety of motive power to the Twin Ports. Standard issue SOO switchers and GP-9's have been replaced by ex-MILW MP-15AC's. Numbers 435 and 483 have frequently been seen. GP-20's, rumored to be off the MILW entirely, have been spotted at the SOO's 21st St. roundhouse on several occasions.

LAKE SUPERIOR TERMINAL & TRANSFER : The LST&T, whose diesels wore the Great Northern's orange and green, has been disbanded. The Burlington Northern has taken over all of its switching duties. The railroad was owned by the BN, SOO, and C&NW. (2/3, 1/6, 1/6 respectively) Five of the line's six locomotives were purchased by the Minnesota Transportation Museum in Minneapolis. The sixth unit is now owned by the Continental Grain elevator in Minneapolis.

BURLINGTON NORTHERN : The Burlington Northern's leased OAKWAY SD-60's have been seen on coal trains many times. Some crews have said that they prefer three SD-40-2's to the pair of SD-60's. The crews claim that the SD-60's "don't have the power".

CHICAGO & NORTH WESTERN : The C&NW's SD-50's and 60's have been operating on unit grain trains in the area this summer. They have made at least one trip to the mostly torn-up interchange yard next to the Lake Superior Transportation Museum. The North Western has done massive amounts of track work on its line south to Eau Claire, Wis.. They have resurfaced possibly more than 70 miles of track between Eau Claire and Superior. The work has even included the Hayward branch! What remains of the route of the NAMEKAGON received 15,000 new or reusable cross ties. According to a local employee, business up the branch has been "very good" this year.



# MODELERS' CORNER

by Tom Gasior

Most of my modeling time is spent working on HO scale diesel locomotives. I usually build 15 to 20 models a year for different prototypes and fictitious roads. This summer I was getting a little bored with my latest SD 40-2, and so I decided to try modeling something completely different : buildings. I've built two so far, and both from different manufacturers.

The first one was a PIKESTUFF warehouse. I found it to be a real nice kit, and everything went together well. The tools that I used were a sharp x-acto knife, a small metal file, and some ZAP super glue.

The kit lets you build many variations of the model, but I chose the building pictured on the box cover. All the plastic parts are blue or white. I left the building blue, but painted the roof, gutters and truck delivery door Testors silver, to match an aluminum material. I then weathered the roof and gutters with Testors rust colored paint by drybrushing it on lightly. I left the freight car door off, so I could deliver rail cars inside the building. I then used some leftover materials to make a flat sign board on the front and side of the building. I painted them orange and used white dry-transfers to letter the building for "Dahl Distributing, Inc.". (What they distribute, no one will ever know !)

The second kit that I built was by DESIGN PRESERVATION and only cost \$5.00, so I couldn't go wrong. It is a model of a small two story saloon. (This place will probably get a lot of business from the workers at Dahl Distributing !!) It was made out of epoxy and also went together fairly easily. I again used the knife, file and ZAP glue. Fitting the roof is the only hard part. It is a piece of styrene that must be trimmed to fit inside the contours of the walls. Also, the front door is inset slightly, and it is difficult to even up the walls around it. I painted the building box car red to simulate red clay bricks, and all the trim I painted E-L grey to simulate concrete or painted wood. Both the front and side doors I painted bright red, and I used a dark green for the entrance way. The roof I painted gloss black and then I sprinkled on fine sand to simulate a tar and gravel roof.

The downstairs of this building has a beer sign in the window and upstairs there is an ominous red lamp in the window, I don't have a name for this place yet, but it will probably be named after another one of my friends. Probably someone who would hang-out in a place like this. Oh well - try a Pikestuff or Design Preservation kit, and forget about the diesels and rolling stock for a while ! Right now I'm building a model of Bill Elliot's NASCAR Thunderbird.

All for now. T.G.

## MORE LATE BREAKING NEWS !!

DATELINE: WAUKEGAN, ILL. : According to the Waukegan News & Sun, the Wisconsin and Calumet(WICT) will begin operations on the ex-MILW line from Janesville, Wis. to Rondout, Ill., and into Chicago sometime early next summer. They did not specify on the routing from Rondout to Chicago.

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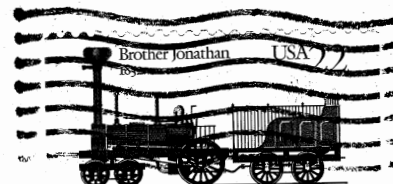
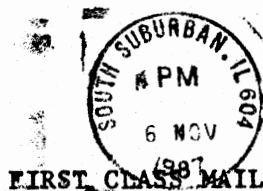
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# Mid-America's Railfan Newsletter

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-printed matter-



LATE, LATE NEWS: Flash-Dateline  
Bensenville, IL The Wisconsin  
Central has also added to its roster  
the ex-Milw Rd SDL39's formerly leased  
to the Dakota, Minnesota & Eastern.  
More WC details next issue.