

the

Official Publication of the Central Region TAMR

Published June 1988

WAYFREIGHT

ISSUE 42/4

SPRING 1988

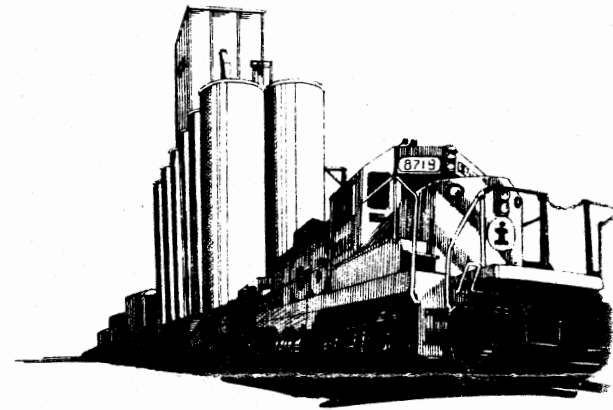
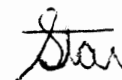
Well, it seems as though I just said "Happy New Year!", and here it is the end of April already! I apologize for not getting a WAYFREIGHT out for such a long time. I got wrapped up in an overload of school work, and time really flew past me! Anyway, the weather is getting nice, so I hope you all are getting outside and railfanning. It's tough to study when you can hear BN freights rushing by. I haven't been able to get out as often as I would like.

By the time you receive this issue, a new Central Region Representative will have been elected. Over the past couple of years there has been a conflict between the Editor and past Region Rep. This conflict has hurt the region more than it has bothered either member. Hopefully the new representative and I can work together to revive the Region. Our membership has been dropping over the past two years, and there have been only a few new members. I think that the lack of communication can be represented by one of the candidate's platforms. The fact that a candidate for Region Representative doesn't know that a Regional publication exists leads me to feel that someone's job hasn't been done. Nothing against the candidate. I am only trying to point out that something has been missing. I am looking forward to a period of cooperation. This includes all of you members. If you have a friend who likes trains, why not get him to join? He or she might even fit in with the rest of this crazy bunch!!

When I mailed out the last issue of the WAYFREIGHT, I was questioned by the post office as to how the WF was stapled. I just want to say that if you ever receive a damaged WF, please let me know. Do you think it would be better to use two staples to close the paper instead of one? Also, if you ever feel that you might have missed an issue (missing an certain number issue) let me know. Perhaps issue #41 got lost in the mail.

I hope that all of you will make plans to attend the TAMR National Convention. It will be held August 12,13,14, in Chicago. We plan to offer customized railfanning trips, according to what attending members want to see. A trip to the famous Great American Train Show swap meet, and the Illinois Railway museum will be offered. The GATS swap meet has almost any model train item available at unbeatable prices. Many hard to find, and or used items can be bought. I hope you all will attend the meet.

Enjoy the issue!!



SPRING MEET: duluth '88!

Several Central Region and TAMR members attended a railfanning meet in Duluth, Minnesota on the weekend of march 24-27. The meet included train action from six area railroads, with other rail lines being represented through pool-power and leased locomotives. In all, twelve railroads were represented and there were many good photo oportunities.

The weekend started with a drive from the Chicago area to Eau - Claire, Wis. Dave Chapman and I caught our first train a few miles west of Portage, Wis. Amtrak's eastbound EMPIRE BUILDER was running about an hour late as it glided past through the fog. It rocked by at a surprisingly slow 30mph, as the Soo Line's double track mainline has deteriorated considerably. Although it wasn't the most beautiful day, the rain and fog made for some very interesting photos.

The Soo's ex-Milwaukee mainline was surprisingly quiet, but the normally less active Chicago & NorthWestern line made up for it. Dave and I spotted the Northbound BRDWA just as the tracks came into view north of Millston, Wis. We were lucky enough to catch the DWA meeting two southbounds(eastbound) in Millston. All three trains were very long but the BRDWA was tops with its 140 cars. The rain stopped during all of this action, and the mixture of fog and pine trees made some nice shots. We chased the northbound most of the way to Eau Claire. It was dark and rainy when we finally met Tom Gasior and Tom Novitske at the infamous "Bally's Aladdin's Castle."

Friday started out bright and sunny as the four of us railfanned the Eau Claire area. The many tall bridges over the Eau Claire and Chippewa rivers make the area an excellent railfan location. The C&NW even decided to run some trains!! The day's highlight was chasing the eastbound EMPRA east of town. There were several excellent photo locations along the train's route through the rolling farmland. The train's two SD 40-2's had a hard time with a couple of the hills. The chase ended abruptly with a flat tire. After getting a new tire, we headed north for the Duluth/Superior area.

Saturday morning started out brisk(?); about 25° and snow flurries. Anyway, the snow helped create some nice pictures. A northbound Duluth, Winnipeg & Pacific freight with a DWP SD 40 in the lead made everyone happy! The usual power is Canadian National SD 40's. Just a little later, a southbound DWP unit Potash train came downgrade into town. This interesting power lashup included two CN SD 40's, a DWP SD 40, and a C&NW "CN Pool" SD 45! Our group had grown to include John Vincent and a few other local railfans when the Wisconsin Central dispatcher began to talk. Just south of Superior we caught two repainted GP 38's (re-built GP 35's) leading twelve cars south. For many of us, this was our first moving WC train with WC painted power. The day ended with some action on the BN, including a freight with three leased ex-Conrail GP 38 and a blue Missouri Pacific unit. We also caught a DWP to CNW transfer. The usual marathon slide show started a while later in our hotel room

which was across the street from the C&NW's Itaska yard. We were able to watch an empty UP coal train pull into the yard, and a couple GP 7's swith.

After the slide show, talks were held concerning interchange among several member's model railroads. My Spooner Central and Dave's Railroad System agreed to bid for a contract to haul export-coal from Wyoming to Duluth. Tom Gasior's Oakwood Northern negotiated for trackage rights over the Spooner Central from Trego to Hayward. The Spooner Central also questioned why its ITSXP (Itaska to Sioux City Potash) was held up at the Oakwood Northern controlled Spooner tower. The ON replied that it was in retaliation for it's EIEIO (East Itaska to Elkhart, Ind. Ore) being stabbed for 50 minutes at the Spooner Central controlled Itaska Tower.

Talks were ended, and Sunday started out sunny and warm. We had just about finished visiting area engine terminals, when it was time to start heading south towards home. Along the way, we caught the C&NW Hayward local's power resting in Spooner. We also got a nice shot of the DWBRA going over a small river in Chetek, Wis. The lead unit was an original, non-dynamic brake equiped SD 45. Darkness had fallen by the time we dropped Tom Novitske off in Tomah. The trip back to Chicago lasted into the night.



M.E.S.S. SYSTEM & RAILROAD PROFILES :

In the past, the Central Region has had an association of CR members' model railroads. This association was called the MESS, (Mid-Eastern Shortline System). The MESS System has been quiet lately. For a while, MESS coordinator Greg Dahl was creating maps of Midwestern states with all MESS member railroads drawn in. The maps were submitted to the Wayfreight for publication, along with general information on each model railroad and it's "owner". The purpose of the System was to allow members to get to know one another, and create interchanges between each other's railroads. Some people used to (and some still do) trade cars and locomotives to run the other line's trains on their layout. A few members even tried to merge their systems. The MESS has not gone completely dormant, and I hope we can stregthen the idea.

One new idea is the RAILROAD PROFILE column. It is in a sense related to the MESS concept. CR members can send in information on their railroads, and a summary of their line is printed in the WF. This allows members to introduce thier layout to the rest of us, provide the information for possible interchanges, and gives all of us some interesting reading. The first submission of this column appears on page 5. For more information on having your railroad profiled, write to Tom Gasior; 1411 Mappa St.; Eau Claire, Wis.; 54703.

Helpful Hints

Todd Werner
338 E. Scott St.
Fond du Lac, Wis
54935

By Todd Werner

"HELPFUL HINTS" is a new column in the WAYFREIGHT. I would like to Welcome Todd Werner to the WF staff. I hope that you all will support his efforts and use his services. Todd plans to have "HELPFUL HINTS" appear periodically in the WF in order to answer any questions that CR members may have. So if you have any questions, no matter how basic or complex, send them in to Todd. If he doesn't know the answer, he will list the question in his column. Hopefully, one of you other members will be able to send in the answer. Todd accepts both modeling and prototype questions. Todd also expects to list a little about what's new in the way of modeling products along with some trivia and general railroad related information.

LEARN THE LINGO!!

- BALLAST : Crushed rock used to support the ties of railroad track.
- CAB : Enclosed area where locomotive controls are housed.
- DECAL : Small piece of clear paper on which images or words are printed. Used to apply lettering to models.
- FROG : "X"-shaped part of track at a switch where the insides of rails meet and cross.
- GAUGE : The distance between the rails of a track.
- NICKEL-SILVER : The silvery alloy used for model rails.
- PROTOTYPE : The real thing (car, engine, etc.) of which a model is a scaled down version of.
- RAIL JOINER : The metal connection used to join two rails together.
- ROLLING STOCK : Non-powered cars.
- R.S. : American Locomotive Company's "Road Switcher" designation.
- SWITCH MACHINE : A machine that operates a turnout's switch points.
- THROWBAR : The Bar connecting the two points (rails) in a turnout.
- UNIT : A single diesel locomotive.

If anyone would like to know the address of the Historical or Technical Society for their favorite railroad(s), just contact me and I will print it in the HELPFUL HINTS column.

Todd Werner

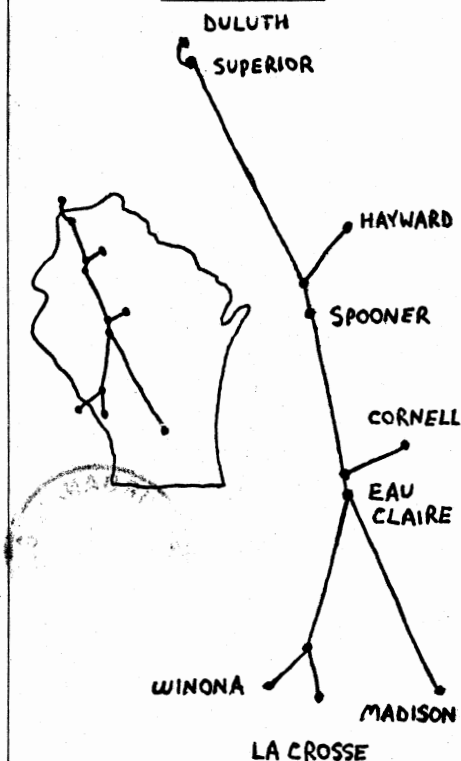
RAILROAD PROFILES: Oakwood Northern

PERSONAL DATA

Owner: Thomas W. Gasior
1411 Mappa St.
Eau Claire, Wis
54703

26 years old; works for
Bally Corp.; Active Rail-
fan; Models in HO Scale;
Trades slides and photos;
Visitors always welcome;
Lots of Chicago & North-
Western and Wisconsin
Central action nearby.

SYSTEM MAP



CONNECTIONS

BN, DW&P, DMIR
Vermillion Central
(John Vincent)
Spooner Central
(Stan Ujka)
Minneapolis-Mid Western
(Dave Burns)
Chippewa Valley
(Nate Coleman)
Chicago, Wabasha & Northern
(Tom Novitske)
Geneva Southern Lines
(Gerry Dobey)
Winnipeg, Duluth & Eastern
(Jim Matuska)
Wisconsin Central
Dakota, Minnesota & Eastern
Milwaukee Road
Chicago & North Western
Green Bay and Western
*** (Connecting Model Rail-
road's name, with owner's
name in parenthesis)***

ROSTER

<u>Type</u>	<u>Number</u>	<u>Notes</u>
S-2	50-53 (1)	(1) Stored
F-7A	100-114 even #'s	(2) Leased
F-7B	101-115 odd #'s	to GSL
GP-9	200-209	(3) Used as
RS-3	300-309	pool power
RSD-4	400-403	on other
RSD-12	500-501 (2)	railroads.
C-420	4200-4207	
C-424	4240-4249	
C-425	4250-4259	
GP 38-2	600-609 (3)	

Scale : HO

Colors : Blue & White

Era Modeled : 1975 - present

Portion Modeled : Eau Claire to Spooner

Trackage Rights : Over the Spooner Central
between Itaska (Superior) and Spooner, and
between Trego and Hayward.

Trains use Alpha Codes

Main Commodities Hauled : Coal, Potash,
grain, ore and lumber. Many unit trains.
Some dedicated piggyback trains.

The WAYFREIGHT is the official publication of the Central Region of the Teen Association of Model Railroaders. The WF is published six times per year.(sometimes) A year's membership is \$4. All material is submitted gratis. Send all material to the WF Editor.

TAMR NATIONAL CONVENTION

Make plans to attend the TAMR National Convention in Chicago on the weekend of August 12-14. Activities include...

- Model Contests; HO & N divisions
- "Customized" railfanning trips
- Marathon slide show
- Trip to Illinois Railway Museum
- Great American Train Show swap meet
- Color slide & B&W photo contest
- Prizes and Awards
- Outdoor Barbeque
- A GREAT time!!

* * * * *

+ All contest entrants must be made or taken in 1988.

+ Contact the Editor for more info.

J. Huseby Productions

RAILROADS FROM ACROSS THE MID-WEST AND WEST" : Featuring everything from Amtrak to Union Pacific. Including EJ&E and D&RGW, with Soo, C&NW, BN, and more! Weber Canyon and Tennessee Pass! \$24.95 check or money order to John Huseby III, 311 Lunar Dr., Round Lake, Ill, 60073. 2 hrs. ; VHS ; postage included.

WHISTLE STOP MODEL TRAINS, Ltd.
HO and N Scale Model Trains
3247 Kenilworth
Berwyn, Ill
60402
David Chapman

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The Wayfreight
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FIRST CLASS MAIL



--printed matter--

