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J. HOSEBY III

The Tehachapi loop is a railfan's dream while at the same time a dispatcher's nightmare. The route offers a challenge to the men who run the heavy trains over the loop.

TEHACHAPI

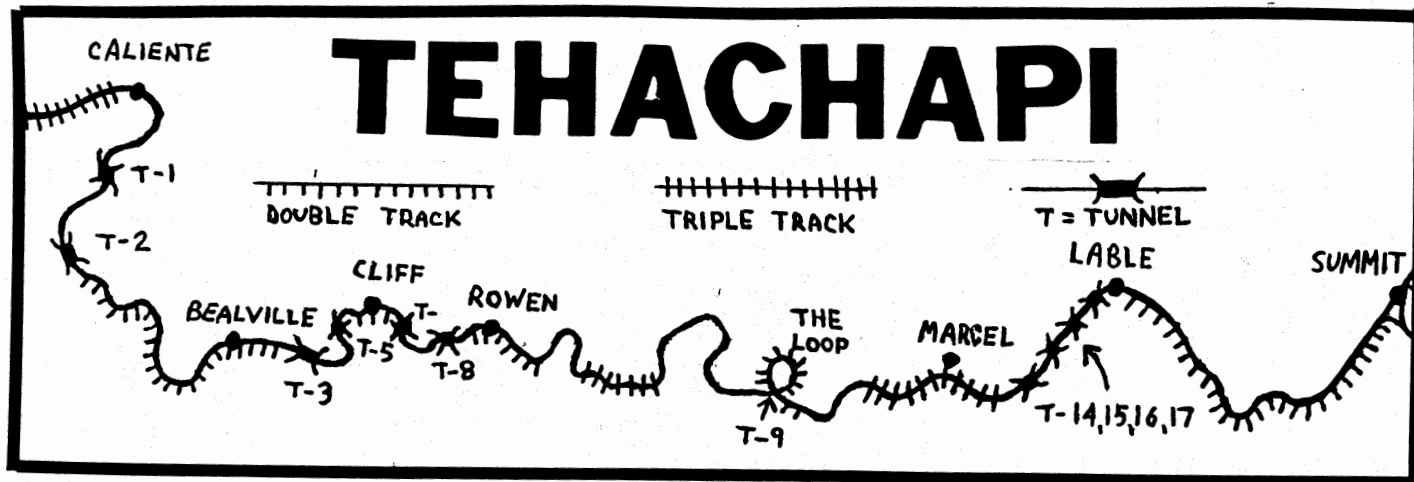
William Hood was the engineer who laid out the Southern Pacific's line through Caliente. This route contains a maximum grade of 2.52% with 58 curves of 10° and 17 tunnels. Despite the ruggedness of this route, William Hood is more well known for his railroad across Tehachapi Pass.

This line needed only one tunnel and a gain in elevation of only 78 feet. The famous loop, which has the track crossing over itself in 3,795 feet of track, is the symbol of this mountain railroad.

The Southern Pacific's track crews reached Tehachapi Pass' summit in 1876. The Santa Fe knocked on Tehachapi's door in 1899 after acquiring the San Francisco & San Joaquin Valley Railway. That same year, the Espee granted the Santa Fe trackage rights over Tehachapi.

Claude Morelli and I started our California railfan expedition in Caliente, Ca. Here we saw Southern Pacific extra 7472, a general merchandise freight. Soon afterwards, Santa Fe C 30-7 #8083 lead a freight west. Five SP units acting as a helper team coasted down Caliente's 2.52%.

At tunnel #2 we saw SP extra 7304 west exit the tunnel. Next came Santa Fe C 30-7 8177 on another freight. The engines screamed as they hoisted the train upgrade. The turbochargers' whine echoed through the canyon and an older GE "U-boat" pushed hard on the train. Santa Fe hot-shot #199 roared by with SD 45u #5320 leading the piggyback trailers.



Santa Fe extra 8156 was the next train. It had SPSF merger repainted C 30-7 #8156 leading train #991.

After lunch we caught ATSF extra 2856 with a GP 35u in the lead. On the way to the Tehachapi loop we caught a mixture of SP and SF freights. the highlight was a SP work train with an older SD 9 for power.

We spent the night in Mojave, we saw ATSF extra 5195 west with a couple of SD 40-2's. After chasing this train (#199) we headed to the loop. Here we saw a Southern Pacific piggyback train with 4 units in front, and 6 more engines helping out. This train passed a ATSF freight in Marcel siding waiting for some helpers. Next we got pictures of Santa Fe GP 35u # 2837 leading a couple GP 30's and a train west through a "s" curve and into tunnel #10.

Next Claude and I drove back to Mojave to get a head start for the journey to Albuquerque, NM. At Mojave we saw the same two SP helpers that we saw at tunnel #10.

As we left the Tehachapi area, Claude and I thought of the impact that the railroad has had on the area. Trains have been running over Tehachapi Loop for over a hundred years.

We drove to Barstow to see the Santa Fe's yards there. Many CF 7's were stored in the yard. Dagget, Ca. was our next stop. This is where the Union Pacific and Santa Fe join for the pull over Cajon Pass. Here we saw SF B 36-7 #7495 leading a freight and GP 35u #2875 leading an eastbound.

On January 12, 1986 we started from Needles, Ca. SD 40-2 #5192 lead a westbound through town. At Flagstaff, Az. we caught a couple more Santa Fe's rolling through beautiful scenery next to the San Francisco mountains.

The next morning I took the photo that would become my 1986 Christmas card. Santa Fe C 30-7 lead an eastbound freight past the snow capped mountains. Later we drove to the Canyon Diablo, Arizona area where we caught a GP 50, a SD 45-2, and a GP 40X leading freights. At this location you can see three trains at one time.

At Holbrook, AZ. we caught a rail train with a C 30-7 in the lead. Next came the highlight of the whole trip. Freshly repainted ex-Amtrak SDP40F, now Santa Fe SDP40Fu #5262, leading a train east. We chased this train for between 50 and 100 miles.

After taking a day off from railfanning, Claude and I drove from Albuquerque to Raton Pass. We caught both the east and westbound Amtrak Southwest Chiefs at Gise, NM. Later we caught some westbounds near Belen NM. We later saw GP 30u #2719 on train 804, and train 408 with the 2920 leading. This was the last train for the trip. The next day I caught the westbound "Chief" for Los Angeles. My journey home was covered in a past issue of the WAYFREIGHT.

TAMR NATIONAL CONVENTION !

Twenty TAMR and Central Region members attended the Teen Association of Model Railroaders National Convention held August 12,13,14, in Chicago. On Friday the 12th, a small group railfanned Mc Cook, Ill where the Santa Fe crosses the Indiana Harbor Belt. A variety of Conrail, IHB, Santa Fe, and Soo/CP Rail trains were seen. After supper, members watched a couple of videos and toured Dee Gilbert's N' Scale Gilbert Family Lines.

Saturday morning we all met in Des Plaines, Ill. to watch Frisco 4-8-2 #1522 lead a steam excursion on the Wisconsin Central. Most members chased the train to a location a few miles north of town. The 1522 lead 18 cars from River Grove, Ill to Fond Du Lac, Wis. and back.

After the steam train, the attending members split into several assigned railfanning groups. One group rode a Burlington Northern/Metra commuter train from La Grange, Ill to Chicago behind an ex-CB&Q E-9. These members were later treated to a tour of the Reid brothers' famous N' Scale CUMBERLAND Valley. This layout was featured in the August 1981 issue of Model Railroader.

Railfanning groups visited several railfanning spots including Deval Tower (C&NW, Soo, Wisconsin Central, Metra), Bryn Mawr (C&NW, Soo), Bensenville, and Elmhurst. One smaller group visited several Classification yards around Chicago. Highlights included Canadian National power on the Grand Trunk Western, SD 45's on the C&NW, and an E-8 on a C&NW - Metra commuter. One group saw Wisconsin Central train #41 with two ex-BN SD 45's sandwiching a WC repainted SD 45. A C&NW doublestack container train was also seen with Union Pacific power. Several members went to the Santa Fe's Corwith Yard, and were able to view the action from the yard tower. New ATSF four axle GE units were seen in the engine facility.

In the late afternoon, members gathered at Stan Ujka's house for a cookout. Plenty of chips, burgers, hot dogs, and brats were on hand. Several members took turns running the N' Scale Spooner Central. After a group photo, members settled down for our Operation Lifesaver guest speaker. Jerry Polley, an engineer with the Chicago & North Western showed several "Lifesaver" videos, and then held a question/answer session. The videos started with general railroad crossing safety, and later became more visual showing some of the results of grade crossing accidents. The question/answer session went beyond safety on into such rail subjects as the C&NW strike and caboosless trains.

The evening's fun continued with the marathon slide show. Members slowly left with Tom Gasior and Nate Coleman staying to continue operations on the Spooner Central. The three of us ran trains until 4 AM!!

For various reasons contest entries were limited to only a few models. Nate Coleman won a Walthers HO Airslide hopper for first place with his Chippewa Valley GP's. Steve Schwenk also took an Airslide hopper as first prize in the slide competition.

Sunday a couple members went out to catch the Frisco 1522 again, while most others went out to the Great American Train Show swap meet in Wheaton, Ill. There were some really great deals on models from all scales. Afterwards, some members railfanned the BN at Train Watchers Park, in Hinsdale, Ill. Several Amtrak and BN trains were seen.

Members attending at least one part of the convention were Mark Baker, David and Spencer Boeve, Dave Chapman, Nate Coleman, Bryan Debshaw, Gerry and Mary Dobej, Tom Gasior, Dee Gilbert, Matt Heiman, John Huseby, Mark Kaszniak, Ed Moran, Lone Eagle Payne, Steve Schwenk, Stan Ujka, Tim Vermande, Harvey Williams, and Cathy

SKIBO INQUIRIER
FOR RAILFANS WITH INQUIRIERING MINDS LIKE ME!

DATELINE: SKIBO

FLASH BAZBO HERE ONCE AGAIN TO PROVIDE JUICY GOSSIP ON WHAT CENTRAL REGION MEMBERS HAVE BEEN DOING, WHOM THEY WERE DOING IT WITH, AND WHO WAS ARRESTED WHILE DOING IT.

TOM GASIOR HAS BEEN BUSY SELLING OFF EVERY PIECE OF MODEL RAILROAD EQUIPMENT HE OWNS TO FOLLOW "KISS" ON TOUR. LAST REPORTS PLACE TOM SOMEWHERE NEAR MILWAUKEE, SELLING HIS BRASS ENGINES TO HEAR "CRAZY, CRAZY NIGHTS" JUST ONE MORE TIME. "BY GOLLY THESE GUYS CAN ROCK! EXCLAIMED TOM AS HE EXCHANGED A BRASS 2-8-8-4 FOR A THIRD ROW TICKET.

ED MORAN IS ALIVE AND HEALTHY AFTER A BRIEF STINT IN THE JOLIET SLAMMER. IT SEEMS ED DROVE IN AN 'EXIT ONLY' OF A LOCAL BURGER KING AND WAS PROMPTLY ARRESTED BY AN OFFICER IN THE DRIVE UP LANE. "THOSE SIX MONTHS JUST FLEW BY" SAYS ED, "GAVE ME TIME TO SORT THROUGH MY COLLECTION OF MILWAUKEE MP15AC SLIDES. ALTHOUGH MY CELL MATE DIDN'T CARE FOR THE MILWAUKEE, HE WAS NICE ENOUGH ABOUT IT. WHAT DO YOU EXPECT FROM A FORMER MAFIA HIT MAN?"

GERRY DOBEY SPENT MOST OF THE SUMMER IN REHAB. AFTER COUNTLESS YEARS OF BOOZING, CHASING WOMEN, DOING DRUGS, AND RAILFANNING WITH JOHN HUSBY III; HE FINALLY COLLAPSED. AFTER SPENDING MONTHS IN A COMA, HE CAME TO ONLY TO FIND OUT HE HAD BEEN MARRIED, SENT TO THE SUBURBS, AND HAD HIS HEAD SHAVED. UNFORTUNATELY NO ONE NOTICED HE HAD PULLED OUT OF THE COMA.

GREG DAHL GOT A NEW JOB AND MOVED TO THE OUTER EDGES OF THE EARTH WHERE EVERYONE ELSE THOUGHT THEY WOULDN'T HAVE TO PUT UP WITH HIM. WITH MOST OF HIS LIFE FILLED WITH COMPUTER PROGRAMS, SCALE TRAINS, AND STUFFED BLOOM COUNTY ANIMALS, YOU CAN BET THIS GUY GETS GIRLS BY THE TRUCK LOAD.

STAN UJKA WENT OFF TO COLLEGE TO FIND A CURE FOR HIS LAST NAME. UNFORTUNATELY STAN CAN'T SPELL OR PRONOUNCE 'SMITH', SO HE'S OUT OF LUCK AND SHOULD BE HOME SOON.

ALEX NAGEL PEOPLE ARE STILL TRYING TO FIGURE OUT HOW THIS GUY WEASLED COLORADO INTO THE CENTRAL REGION. I GUESS THE WESTERN REGION HAS NO CLASS (NOT TO MENTION NO MEMBERS!)

MARK KASZNIAK FELL OFF THE EDGE OF THE EARTH WHILE VISITING GREG DAHL. RUMOR HAS IT THAT THIS INADVERTENTLY CAUSED THE GREAT STOCK CRASH OF 1987 AS 7-11 STOCK PLUMBED IN TWO HOURS OF TRADING. (SOUTHLAND, PARENT CORPORATION TO 7-11, BLAME IT ON A COLLAPSE IN THE BIG GULP MARKET. JUST A COINCEDENCE?)

THIS EPISODE OF SKIBO INQUIRIER BROUGHT TO YOU BY.....

VANNESSA WILLIAMS HUNTING AND CAMPING GEAR.
FOR ALL YOUR OUT-DOOR NEEDS

The Wisconsin Central recently held an open house at their Fond Du Lac, Wis. shops. This article, submitted by Tod Werner, is reprinted with permission of Wisconsin Central, Ltd.



WISCONSIN CENTRAL LTD.

July, 1988

A guide to the North Fond du Lac, Wis. Shops

WC HIGHLIGHTS

Wisconsin Central Ltd. began operations October 11, 1987 on 2,000 miles of railroad extending from Chicago, Ill. to the shores of Lake Superior, and from Minneapolis, Minn. across Michigan's upper peninsula to Sault Ste. Marie. The track was acquired principally from the Soo Line Railroad Company at a cost of \$122 million. All but 68 miles are in Wisconsin and Michigan.

The railroad's roots go back more than a century to 1871 when the Wisconsin Central Railway was chartered to construct a railroad from Menasha in central Wisconsin to Lake Superior. A Soo Line predecessor, the Minneapolis, St. Paul, and Sault Ste. Marie Railway, gained control of the Wisconsin Central Railway in 1909, operating it under lease until 1961 when it was merged with the M. St. P. & S.S.M. and Duluth, South Shore and Atlantic Railway to form the Soo Line Railroad Company.

Wisconsin Central's color scheme is based on the maroon and gold colors of the original WC Railway, and later adopted by the Soo and Canadian Pacific.

Traffic Base

The Wisconsin and Michigan paper industry accounts for the single largest source of traffic for the railroad, generating more than half of the line's carloadings. In addition to outbound shipments of paper and pulpboard, the paper industry receives inbound movements of wood fibers (logs, chips and pulp), clay, wastepaper, coal, and chemicals. Wisconsin Central serves 20 major mills located in Wisconsin, Michigan, and Ontario.

Wisconsin Central also carries coal for electric utilities, steel, mining and mineral materials, food products, malt, industrial sand, lumber, chemicals, trailers and containers on flatcars, and granules used for roofing materials.

The railroad systemwide moves more than 12,000 loaded freight cars and intermodal shipments each month, and operates an average of 21 trains each day in and out of its yard at North Fond du Lac. Wisconsin Central employs approximately 800 persons, including 93 working at the shops and yard in Fond du Lac.



Freshly painted GP35 No. 723 poses outside Wisconsin Central's shops at Fond du Lac, Wis.

A railroad cannot operate without rolling stock and Wisconsin Central's freight car and locomotive shop at North Fond du Lac, Wis. serves the maintenance hub of the railroad. Here locomotives are inspected, maintained, and serviced with fuel and other engine supplies. Freight cars receive both running repairs and heavy maintenance. The shop employs more than 80 mechanics and supervisors. WC's materials management department - also located within the shop - coordinates movement of general supplies, including fuel, repair parts and components for the entire railroad.

Car shop

Maintaining, repairing, and painting of equipment (including locomotives), is the responsibility of the 52 car department employees. Monday through Friday, 31 employees perform heavy repairs to equipment including straightening or sometimes replacing the sides of freight cars, upgrading and modifying equipment. A complete woodworking mill also is located in the "A" building. An additional 21 mechanics perform running repairs in the "rip track" section of the shop, or out in the freight yard. Their work typically includes changing wheels, brake beams, and repairing air brake cylinders. All freight cars as well as locomotives must comply with Federal Railroad Administration regulations.

WC's engineering office and track equipment maintenance facility is lo-

cated in the "B" building, along with a transloading operation where steel is transferred from covered gondola cars and reloaded onto truck trailers for local delivery. Special heavy-duty forming and cutting tools are located in the boiler shop to fabricate a variety of freight car and locomotive components.

Locomotive shop

The diesel locomotive shop consists of a two-track engine house equipped with a 30-ton overhead crane, a roundhouse with a turntable, and servicing facilities. A total of 32 mechanics help maintain WC's fleet of 85 locomotives. Work includes periodic federal inspections, testing, and occasional replacement of major components such as diesel engines, main generators, as well as radiators and cooling fans, cylinder assemblies, and changing wheels and traction motors. Normal service and running repairs - performed around the clock, seven days a week - includes brake shoes, replacing headlights, and repairing speed recorders.

Materials management

Coordinating shipment of repair parts and supplies is a function of Wisconsin Central's materials management department. Many of the car and locomotive components are used at Fond du Lac, however, the department also is responsible for distribution of track supplies such as rail, track spikes, and cross-ties, batteries for signal lanterns, and office supplies used by the railroad each day.

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.

ON - SC LAWSUIT FILED

The Eau Claire, Wis. based Oakwood Northern has filed a lawsuit against the Spooner Central due to an alleged breach of contract. The ON charges that the SC has not maintained its trackage according to the standard set in the ON's trackage rights agreement. The Oakwood has imposed a maximum 30 mph limit for its trains running over Spooner Central tracks. The SC has meanwhile secured funding to upgrade its line between Spooner and Itasca.(Superior Wis.)

J. Huseby Productions

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