

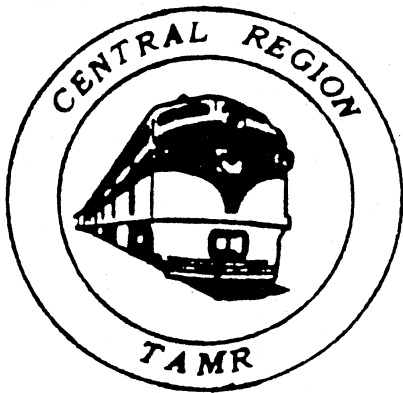
THE WAYFREIGHT

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Due to the tremendous response to the request for material, the unexpected Christmas issue never materialized. Seriously though, if I get some easily edited material, I might be able to get out a few more frequent issues. Anyway, I hope you like this issue. And HEY!, its the second one in only how many months?! Ok..., so don't mention when the one before that was mailed out! This issue does have some exciting things in it, including an entry to the layout planning contest and a READER SURVEY! Please take the time to fill out and mail in the reader survey, as it may make my job a little easier. I hope you enjoy the cover.

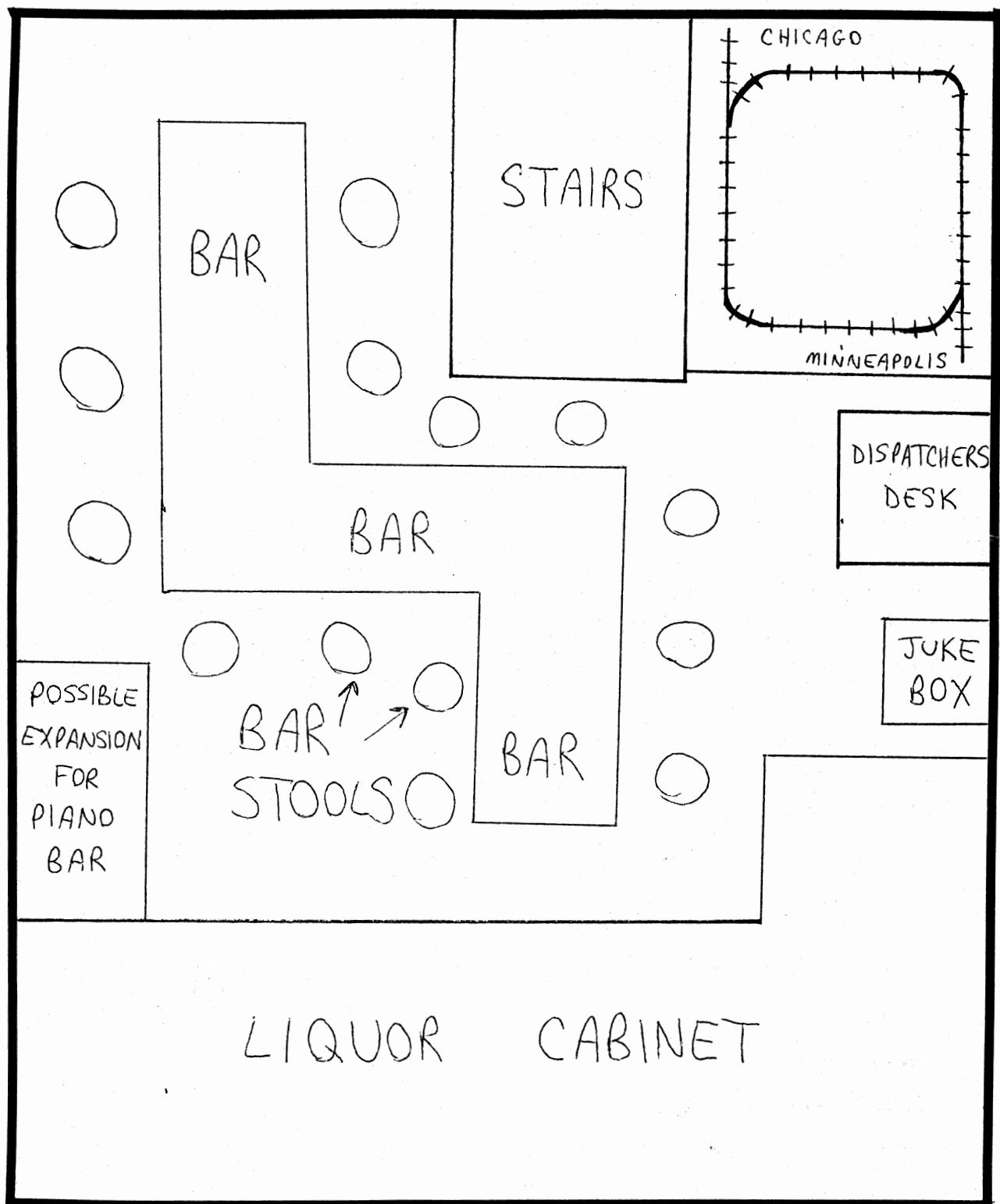
It was borrowed from a past issue of the WAYFREIGHT, back from the days of fairly regular issues and growing membership. But hey, who needs that? You and I are enjoying the publication, and its easier to print and mail out two copies. That gives me an idea. I think we may be due for a membership listing! We'll do that next issue. I have to figure out who all is supposed to get this publication. I just hit writers block. I though I'd do some outdated rail news BRIEFS, but I can't think of what has all happened since then. I think there was something about a big merger and a new system called the Burlington Northern - I like Chicago, Burlington, Spokane & Great Northern Pacific better. The CHICAGO CENTRAL has been repainting more of its Geeps into the red scheme. WISCONSIN CENTRAL has been busy with a large ore train (taconite) contract. (Also the CHICAGO & NORTH WESTERN) The C&NW hands theirs off to the ELGIN, JOLIET & EASTERN, who uses their own SD's. The WC's go to the CONRAIL. Both systems's ore trains come off the DULUTH, MISSABI & IRON RANGE. The SOO LINE has been repainting units into its new red scheme. CP RAIL has been working to acquire more stock of its SOO. The red units will blend nicely. Are YOU ready for the GATEWAY WESTERN? (ie. CM&W, ie SANTA FE) That's even worse than Burlington Whatever!

And now some space filler. Anyway, I thought it was interesting. I had heard of "rock & roll" restrictions before, and I saw them mentioned in employee time tables before, but I had never found out exactly what they were. I knew that they dealt with cars getting into the rythem of jointed rail at certain speeds, and literally rocking off the track. From studying my C&NW employee timetable, I discovered that the restrictions didn't apply on welded rail. I wanted even more now to know exactly what the restrictions were. Finally, last night at 11pm I happened to open my latest timetable to the exact page of the rock & roll restrictions (completely by accident, I had searched for them once) Well, if you haven't guessed it by now, I'm going to quote the timetable now. The critical speed range on tracks where cars may rock and roll is between 12 and 22 mph. On tracks where the maximum speed is less than 22 mph, speed must not exceed 12 mph. On tracks where the maximum speed is more than 22 mph or less than 12 mph, the

(continued last pg)

One of the first Milwaukee Road trains to represent the Soo Line merger, #222 is lead by two Soo SD 40-2's at La Crescent, Mn at the March 1985 Central Region Meet in Lacrosse, Wis. This cover photo is credited to Gerry Dobe.

As of press-time, this is the leading entry to the WAYFREIGHT layout planning contest. Now just think of what kind of entry YOU could have won some of those GREAT Walthers donated prizes with! (If only you had sent that entry in) The winner to the contest will be announced next issue.



REGION MEET !

Unknown to most Central Region members, the region had a meet this past January. Wasn't it nice of us to let YOU know about it? Sorry - ANYWAY, the meet started with Bob (god) Schmidt, Gerry (alias Gary) Dobey, Ed Morgan and myself driving up to Stevens Point, Wis. for a weekend on the Wisconsin Central. We were later joined by Tom Gasior and an unidentified railfan. Its hard to remember all of the details, but the trip started with getting hosed by the Soo Line in Portage, Wis, and later a stop for breakfast at the POINT brewery in Stevens Point. A few hours later we checked out the yard, got some nice shots of GP 30's and SD 45's, and went southeast to chase the Green Bay & Western local back to Plover, Wis. It was interesting to have a Jeep, an Escort and a rice-burning pick-up truck chase the alco powered train. We planned to stick together for the day.

Once we arrived back in Plover, we heard a westbound WC leaving Stevens Point. Being the adventurous souls we are, Bob and I decided to see if we could catch up to the WC heading to Junction City, and then up north towards Wausau (Warsar). That was the last we saw of Gerry, Ed, and the others for the day!

Bob and I caught up to the WC just in time to catch it crossing the frozen Wisconsin River at Dancy. While on the way back south to Junction City, we heard an eastbound go over the Auburndale detector. After heading west, Bob and I chased the green SD 45's and train back east into the Point. Wondering where the others could be during this action, we headed for the station. After we didn't see anyone there (they were around the corner at the engine house) we went back towards Plover, and then west towards Wisconsin Rapids to catch the GBW road job. We caught the eastbound, which had a C424 and the "bulldog" unit, and then headed towards Junction City again to catch the afternoon rush on the WC.

Just as we approached the Route 34 crossing in Junction City, the crossing flashers started. Pulling to the shoulder, we caught the westbound WC accross a snowcovered field. I believe the train had a SD 45 and a repainted SDL 39.

We chased the westbound to a meet at Auburndale with an eastbound ore train with three SD 45's. Now chasing the ore train back east toward the Point, we heard the dispatcher talking to two more trains at Junction City. Upon arriving back at "JC", the northbound towards Wausau crossed in front of us. A quick turn through an alley and a parking lot allowed us a nice shot of the ex-Soo GP 30 and 35 pulling past the Junction city station sign with the sunset in the background!

Hustling back to the mainline, we caught the other westbound pulling into the siding for the approaching ore train. We didn't know it then, but the rest of our group was only a block away catching the same trains! While trying to head east through town to get a new location for the ore train, we noticed the rest of the group on a side road, where we joined together for the final shot of the day. It was a relief to know that none of us was broken

down or arrested for speeding through a small town speed trap!

The next day started with a Wisconsin Central local in Wisconsin Rapids. After some nice sunrise shots, we headed for the Nekoosa paper company, where we saw their Alco S-2(?) switcher working the plant. Thanks to a friendly employee, we were able to find the company's stored Alco center cab switcher C415?? and their ex-Marquette, Tomohawk & Western EMD switcher.

After checking out the GBW enginehouse in Wisconsin Rapids, we went up the branch to Biron and caught the local with another C424 switching a paper mill. After returning to Stevens Point, we chased a westbound WC with (I don't remember what) in the lead, and TWO repainted GP 30's following!! The last action on the WC was another eastbound ore train with FOUR SD 45's. The train FLEW into the Point yards, and then stopped to change engines to three SD 45's (the lead one repainted), and then sat in the yards.

Heading back toward Chicago, we caught a Soo Line crew change at dusk in Portage. Upon arriving back in suburbia, Gerry and Ed finished up the weekend with a Chicago Central freight in Villa Park, Ill. We all split up at Gerry's house, and so ended a fun weekend.

ADVERTISE in the Wayfreight!! Whether you have a product or service to offer, or you just want to run a fun ad for your model system, just send it in. Its only \$1 for a two inch ad!

Coming next issue ... Gibson City, Ill - A changing rail location; the winner to the layout planning contest; any columns that our columnists might send in (hint, hint); and perhaps news on the latest region meet that we didn't tell you about! Also, anything that you, our reader(s) might send in. The more articles I get, the quicker the issue will come out. PS: Why not get a friend to join the Central Region?-We want their money!

This is the Official, First Annual WAYFREIGHT Reader Survey. Please answer any applicable questions, and mail the survey on in. Please answer honestly. We will know if you are lying. Put a check (✓) next to the answer that applies.

- I think the publication needs work, but its a start.
- It stinks,...., forget it!
- I don't read it, I just line the birdcage with it.
- I laughed, I cried,...., Its GREAT!
- Please look for a new editor. You do a fair job, but we need a regular publication schedule and membership drives with promotional materials.
- I would just like to see a little more frequent issues.
- I volunteer to write a column so you have consistent material.

SUGGESTIONS :

speed range of 12 to 22mph must be passed through as quickly as possible. The engineer must notify other crew members when preparing to pass through this speed range and train must be watched closely. A crew member on rear of train must advise the engineer how train is handling. Critical speed range procedures do not apply to TOFC trains, loaded unit trains except ore trains, trains handling all empty ore cars and to trains while operating on continuous welded rail. (there are also some other exceptions, which leave the decision of speed to the engineer.

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LINES

The Gilbert Family Lines Railroad is proud to announce its new TRIPLE STACK container service. From Chicago to the West Coast there's no better way to move your container-load freight. G.F.L. - WE'RE A CONTAINER ABOVE THE REST! Contact your local G.F.L. agent.

The WAYFREIGHT is the official publication of the Central Region of the Teen Association of Model Railroaders. It is published occasionally (6 issues) for \$4 (maybe \$5 soon) Mail all material to Stan Ujka; 4N414 3rd Ave; Addison, Ill; 60101

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