

WAYFREIGHT

OFFICIAL PUBLICATION OF THE GREAT LAKES REGION

EDITOR: DOUG FINNEY

A COMBINATION OF ARTICLES DESIGNED
TO INFORM GLR MEMBERS IN THE ASPECTS
OF RAILROADING AND MODELING.

MAY 1970

PUBLISHER: RICH FUEHRMEYER

SECOND EDITION

NEWS ITEMS

Rock Island seems to be leasing ex- B&LE units, along with the leased UP E9 A&B units. Penn Central is undergoing some kind of equipment restoration & re-painting program. Some hoppers are ending up with yellow paint with black lettering. IHB diesels are having the NYC numbering painted over, and the new rounded PC numbers going onto the cab, with the number at the front of the engine disappearing completely. IC's booster unit, #BU-1, really a cabless SW-1, is still in the area, as well as IC TR's. The 9400 series GP 28's are now in the area, moving on major freight movements down south.

TOM SCHILTGEN

Penn Central has aquired at least four D&RGW units. The units were left in their original color scheme, except for the PC emblem that was placed over the Rio Grande lettering. Monon has bought at least four brand new GE U28B's, numbered 600-604. In case anyone out there is intersted, FM's can be quite often seen at the PC Colehour yard. It is located at 106th and Indianapolis boulevard.

RICH FUEHRMEYER

As many of you might know Burlington often pools power with Erie Lackawana, but since the BN has come into existence, GM units are regularly seen on the EL. Monon has retired all of their BL-2's and F units. They were replaced by the new GE units.

DOUG FINNEY

DON'T STOP HERE, LOOK INSIDE!

WE NEED

ARTICLES / (TYPED)

EDITORS COMMENT
DOUG FINNEY

Finally the WAYFREIGHT is out again. You probably were all wondering what took so long. Well I'll put it like this, NO ARTICLES , so lets get a move on getting some articles.

As you all know there is a need for a President in the GLR. Two persons have contacted me about this position. They are both very capable of filling this post and if you want further info on them consult your directories. Thier names are;

MIKE MATJEKA Please vote for one of them and try to get it in before the end of June

TOM SCHILTGEN

GIRLS IN TAMR

Last issue we had a poll as to letting girls in TAMR. Here are the results.

YES 5

NO 2

UNDECIDED 3

Also the person responsible for that article was Dave Haan not Doug Koehler

PLEASE TRY TO GET ALL ARTICLES FOR THE NEXT WAYFREIGHT IN BY THE END OF JUNE OR EARLIER.

WANT, TRADE, or SWAP COLUMN

WANTED: MODEL RAILROADER magazines. Feb. 1964, Sept. 1964, Oct. 1964, Sept. 1965, April 1965, and especially Feb. 1967. Will pay for. DANA BELTON

WI89N4978 CREST VIEW
MENOMONEE FALLS, WISCONSIN 53051

WANTED: SLIDES of N.Y.C., CSS&SB, GN, Will trade for slides of EL and Menon, or will buy. DOUG FINNEY

I7638 WILLIAM ST.
LANSING, ILLINOIS 60438

The California Zephyr

by:

Mike Matejka

The California Zephyr has made its last run over the Western Pacific Railroad from Oakland to Salt Lake City. The famous train has suffered a demise over the last couple years. Service was kept up to the end, though.

The Burlington Northern will continue the train to Denver, and the Rio Grande will continue the Salt Lake City run thrice weekly.

The famous train began its last through run from Chicago on its 21st birthday, March 20, 1970. The final run from Oakland began March 21, 1970.

The bars on the train took on the resemblance of a wake, as many a passenger took their fond farewell drink to the Zephyr, a national institution that made money for only eight years.

BUILD A WAYSIDE PASSENGER STATION

by: Mike Matejka

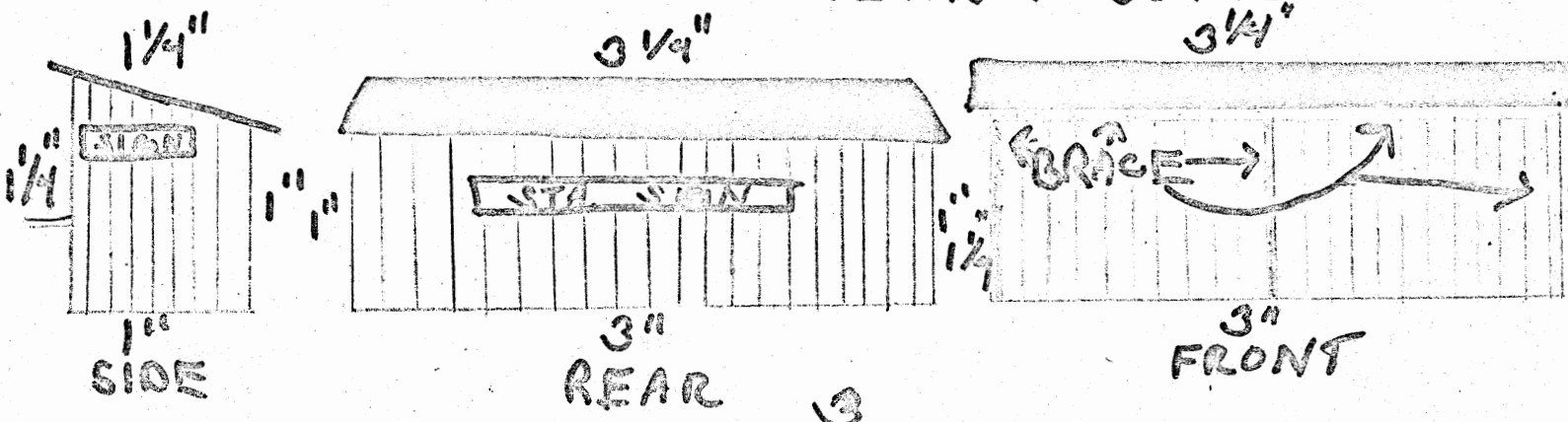
Every progressive line needs passengers. This is especially true of the Illinois Valley Electric which runs alongside the main line of the Grafton Pacific. The Grafton Pacific is jointly owned and used by the Pennsylvania, Union Pacific, and the Sante Fe for freight and passenger service. Because of this the IVE has tough competition on its short runs. It keeps its passengers happy by protecting them with small trackside shelters.

These small shelters are attractive and easy to build. They are an excellent project for a beginning scratchbuilder. Cardboard is an excellent material for the sides and roof. The braces were made with stripwood. Station signs came from other kits. Floiqual paint was used: black for the roof and light green for the sides. Use your own variations.

A siding effect can easily be made with the use of a pencil. A number of these shelters can easily be made in a short time.

Keep your passengers protected and happy, and they will stay on trains instead of buses and planes!

PLANS NO SCALE



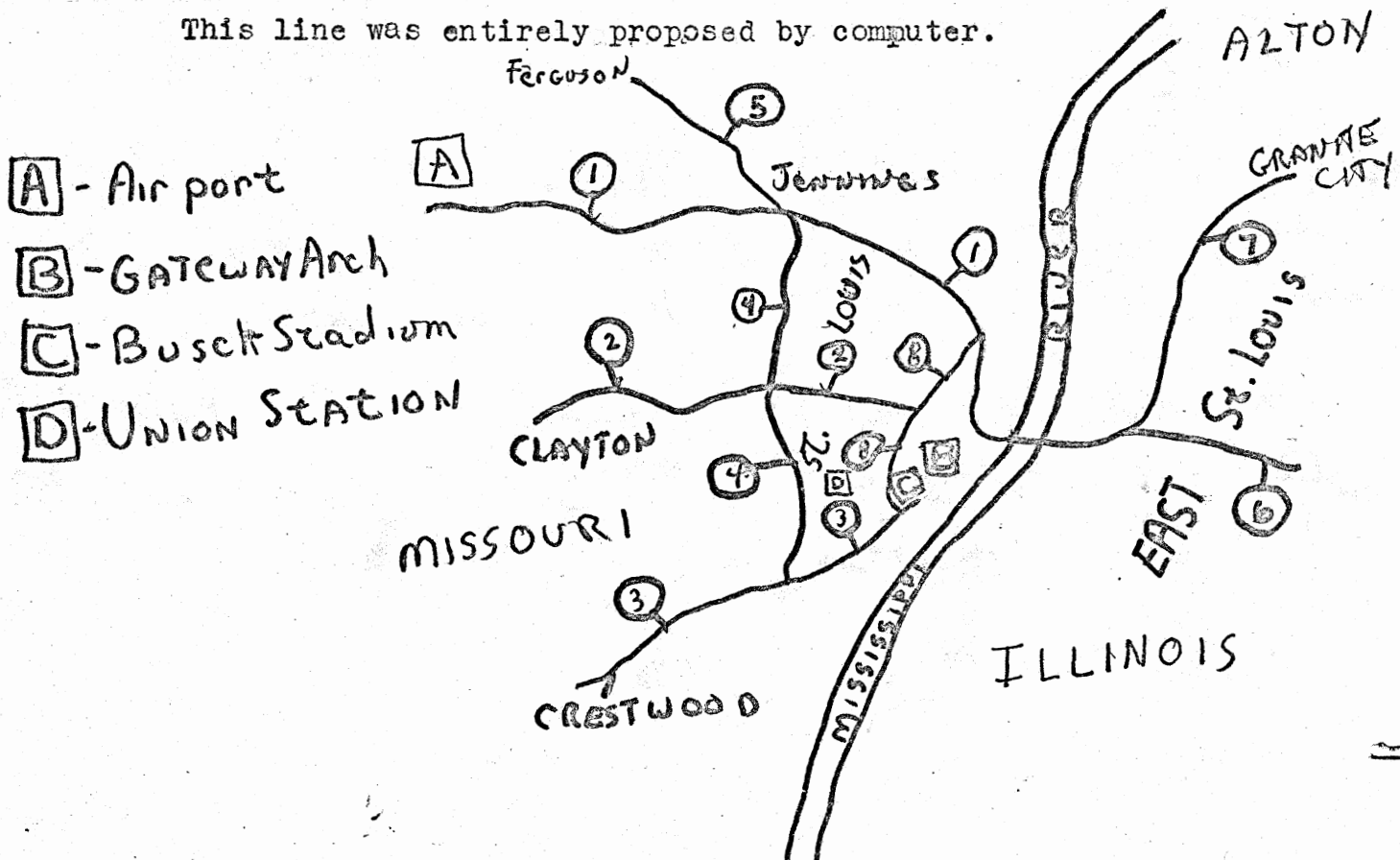
Rapid Tranist for St. Louis
Mike Matejka

Rapid Tranist is in the planning stage for St. Louis. An 82 mile rail-like system was proposed on March 25, 197. The estimated cost was 1.2 billion dollars.

Incorporation of using the existing rail lines is hoped for. The proposed lines are (see map):

- (1) Mark Twain-from downtown St. Louis to Lambert Field generally following Interstate 70.
- (2) Olive-Lindell- from downtown St. Louis to Clayton generally following Olive St. and Lindell Blvd.
- (3) Gravois-from downtown St. Louis to Crestwood following Gravois Ave.
- (4) Kingsway- a crosstown line following Kingshighway linking the Mark Twain and Gravois lines.
- (5) North Branch-a line branching off from the intersection of the Mark Twain and Gravois lines to Florissant
- (6) Belleville-from E. St. Louis to Edgemont (the area of the E.St. Louis-Belleville border following State St.
- (7) Alton from E. St. Louis to Granite City, following I Illinois Route 3.
- (8) Innerbelt-a cross country line following the Inner Belt expressway, linking the Gravois and Mark Twain lines

This line was entirely proposed by computer.



AFTERNOON HIAWATHA
DANA BELTON

The Milwaukee Road's Afternoon Hiawatha is a train that will always be remembered. Its consist was as always a skytop lounge, drawing room parlor car, coaches, and most famous of all the SKYTOP observation. But what happened to that wonderful train? It'll soon be gone from the guide, and off the list of famous trains. What happened to this train that left Chicago to go to Minneapolis at a lightning fast clip. What happened to this train that showed the wonders of Wisconsin scenery, well I'll tell you, in this world where everybody has to get somewhere fast, the Milwaukee Road added thirty minutes so that now one would ride it. But what about the I.C.C., well they had their thumbs in something else and didn't pay attention to the matter. So when they put the Afternoon Hiawatha up for discontinuance Big papa I.C.C. said go ahead. So now there is no known thing as a Afternoon Hiawatha.

Why can the railroads do this when if they put better service on their trains. To me this is the end, if, there is one more case (as there are many) where the railroads will keep doing this I'm going to fight, with the best of my knowledge, to keep the passenger train on the American side of the world.

This passage reflects the bitterness that the editor and publisher feel about the losing of the Passenger train. I know some of you readers feel that this is a waste and not model railroading but there are some that reflect also the bitterness that we the publishers feel.

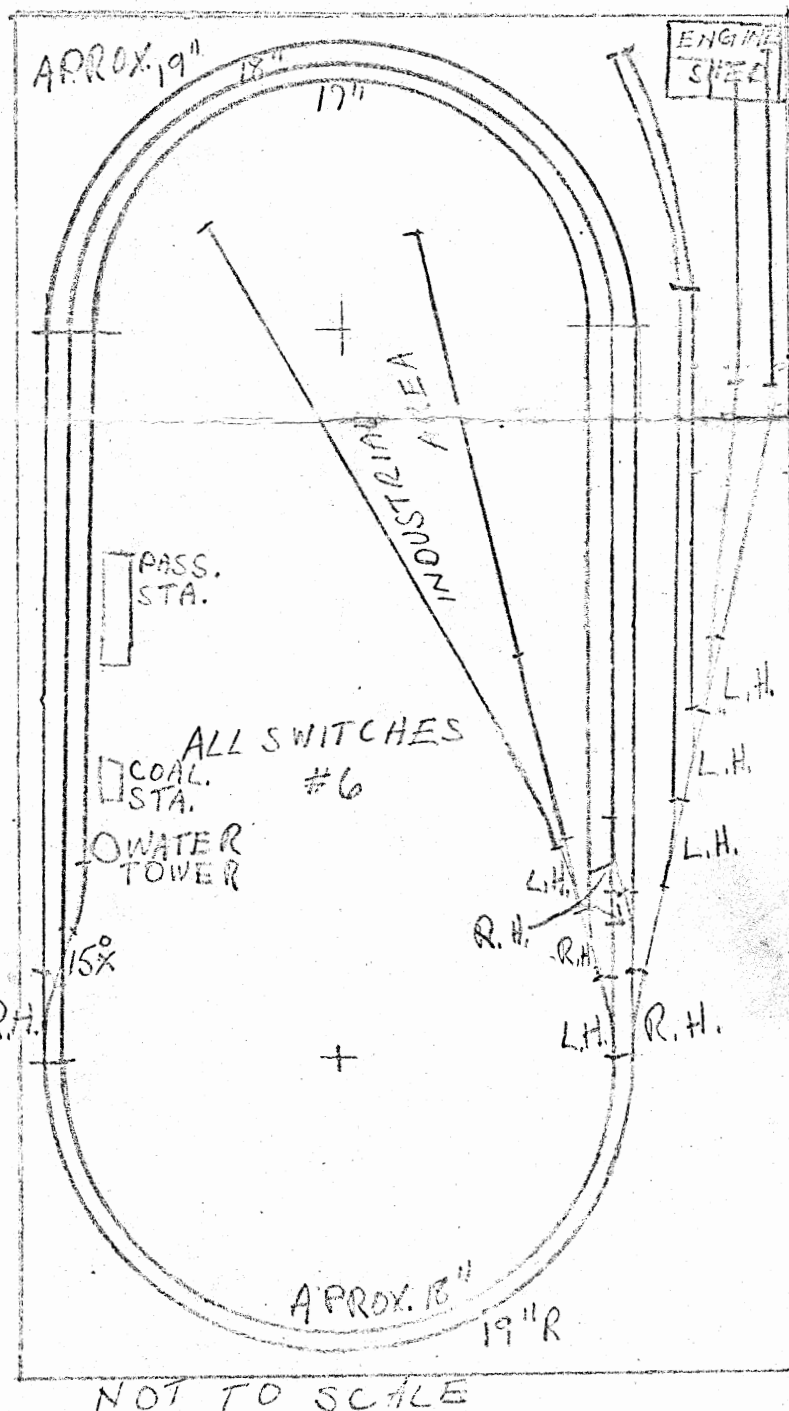
DOUG & RICH

5/3/70

LAYOUT DESIGN
BY:
RICHARD FUEHRMEYER

THIS ISSUE'S DESIGN:
MY LAYOUT (PRR) 'N'

This layout is designed to operate smoothly through the use of long turnouts and large radius curves. It has the 'twice around via-crossing' feature, which enables the train to travel a longer distance. The outside perimeter curves are Atlas 19" radius snap-track sections, the rest is of the flexible type. It operates on the common rail system, available through Atlas. The layout itself measures 4'x7', and hangs on the bedroom wall with hinges and screws and eyelet assemblies. I merely let it down on top of the bedposts, hook up the power pack, and I'm ready to run. The layout is very much still in the stages of construction. Its features are: two train operation, storage for approximately 25 cars in the yard and more in the industrial sidings.



This column will appear in each issue of the WAYFREIGHT.

Specifications:

Turnouts.....5RH, 5LH
Track footage.....75'
Crossing.....1 15°
Bumpers.....6
19"R.....24 sections

JOKE TIME

Did you haer the one abuot the guy who had a model farm that was so realistic it took him until noon to finish the chores?

There is still another one about about the guy that went hunting, tracked down two tracks and was run over by a train.

SEND IN SOME OF
YOUR FAVORITE JOKE
FOR THE JULY
WAYFREIGHT!

(HAVE THEM IN BY JUNE 30)