

Volume V, No. III

May-June 1974

From the Cab & Cupola.....!

This is the May/June issue of the WAYFREIGHT.

Our wonderful first annual convention is going to be August 24 and 25 this summer in Chicago. We are planning on having out-of-towners staying with friends or better yet with another TAMR-GLR member overnight. My basement will be open to anybody who needs a place for Saturday night. Just drop me a line. We decided not to have a hotel as a base to save money and frustration. This way we can concentrate on activities. Enclosed in this issue is a special convention section which gives more details. It is being sent to a number of non-GLR members also.

Congratulations are due to Art Mulligan for becoming treasurer of the TAMR.

This is the last issue for: Doug Johnson (pub. note: What if I don't renew?), Russ G. Larson (Kalmbach Pub.), The Station, Jean Briscoe, Pat Golden, and Ron Fong. You can send your dollar to me.

Deadlines for contributing material are as follows:

July/August	Aug. 16
Sept/Oct	Oct. 20
Nov/Dec	Dec. 22

---Bob

AMTRAK NEWS:

Amtrak's Niles (Michigan) station is to be cleaned, sandblasted, and renovated, and an agent will be assigned to the station. Maybe Amtrak has seen the light and will stop tearing other stations down. (Tim Vermande)

Amtrak has renamed the former "Texas Chief" and "Super Chief" the "Lone Star", and the "Southwest Limited", respectively. The change follows an order by Santa Fe (which holds a trade-
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NEWS, continued

mark for the "Chief" names) that Amtrak no longer use the Chief names, as the operation and equipment used by Amtrak on the Chi-LA and Chi-Hou. runs was degrading to the "Chief" image. (Doug Johnson)

One other minor train name change is that the Chi-Ind-Washin train is now the "James Whitcomb Riley" both ways. It was formerly the "George Washington" eastbound and the "James Whitcomb Riley" westbound. (Extra 2200 South)

Probably the worst ride in the Amtrak system is on the "Floridian", from Chicago to Indianapolis. According to the crew there is a semi-permanent 20 MPH speed limit there, and even then they derail every other week. (Tim Vermande)

Having recieved a \$350 million loan from the government, Amtrak has finally decided to make some significant orders for equipment. Coming are more French Trubos for the Chicago area, 57 Metroliner cars for the Northeast, 135 more locos (SDP40F's) from EMD, 200 new conventional passenger cars, 26 electric and 25 diesel locos from GE. What model form the GE diesels will take is unknown. The Metroliners and conventional passenger cars will be built by Budd, which is apparently back in the passenger train business. Once production gets started look for more passenger car orders to follow quickly, because Amtrak desperately needs more equipment.

(Terrence Burke & Doug Johnson)

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GOOD NEWS FOR PHOTOGRAPHERS

John Eull has taken over the Photo Exchange Committee of the TAMR. He has been asking former members of the PEC to update their file on such things a type of camera, film, subject, and interests.

The PEC was successful in putting out two newsletters before its demise. These were very good publications for prototype nuts or picky modelers who want information on the prototype. The committee is also helpful if you want some shots of your favorite road which happens to be across the country.

If you're interested you can drop a note to John at the following address:

John C. Eull
251 Haddon Ave. South
Hamilton, Ontario L8S 1Y1
Canada

The MONON RR

THE HOOSIER LINE—Indiana's Monon Railroad

by Kevin Ruble

Have you ever heard of the Monon Railroad? If you're the typical railfan or modeler, I estimate that there's about a 50% chance that you haven't. If you are representative of this percentage, please read on, you might even be surprised.

The Monon was an ideal railroad for the model railroader and railfan alike. Whether you like steam or diesel power, mainline fast freight running or shortlines, hills and curves or flat, straight-as-an-arrow cornfield running, the Monon's bound to interest you. The prototype as seen on a map was even rather interesting; it formed a giant 'x' over most of Indiana. One leg of the X ran from Chicago to Indianapolis and the other from Michigan City, Indiana to Louisville, Ky. Situated right in the middle of the X is the small town of Monon, hence the railroad's name. Most of the Monon's traffic, however, moved from Chicago to Louisville, acting as a feeder for the Louisville and Nashville RR. Thus the merger with the L&N, as did happen a few years back, was inevitable. The other two lines, from Monon to Indianapolis and Monon to Michigan City, were considered branch lines. The latter contained one of the longest stretches of straight track in the United States: 64.52 miles from Westville to Brookston, just south of Monon.

The Hoosier Line also operates two other Southern Indiana branchlines: the French Lick Branch, which runs through rather hilly and spectacularly beautiful country from Orleans to the resort town of French Lick Springs, site of a large hill-top health spa. This line also crosses a long, high steel trestle at Paoli, site of many spectacular Monon photographs and the subject of a Howard Fogg painting. The other branch mentioned is the I&L Branch, sometimes called the "Pumpkin Vine", which runs from Wallace Junction on the mainline to Midland, where a few shortlines run to coal strip mining areas.

As I mentioned before, the Monon combines fast-paced mainline action with a shortline atmosphere. Before the Monon-L&N merger, trains of more than 100 cars were known to run with up to six locomotives on the point. What kind of shortline does that? And with C628's, U23B's and C420's yet! But then, how many Class 1 railroads run down the center of city streets (namely in New Albany, Bedford, and Lafayette) and maintain and use stub-on-wye yards, such as Monon's in New Albany, Ind., just across the Ohio River from Louisville? But then, there really aren't many roads like the Monon. They were known for interesting forms of locomotion, in steam everything from 4-4-0's to 2-10-2's, many built at the roads sprawling Lafayette Shops; in Diesel everything from F3's to SW1's to BL2's to C628's; and a single steeplescab electric used in the early 1900's in and around the Monon's electrified trackage in Crawfordsville, In.

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THE MONON, continued

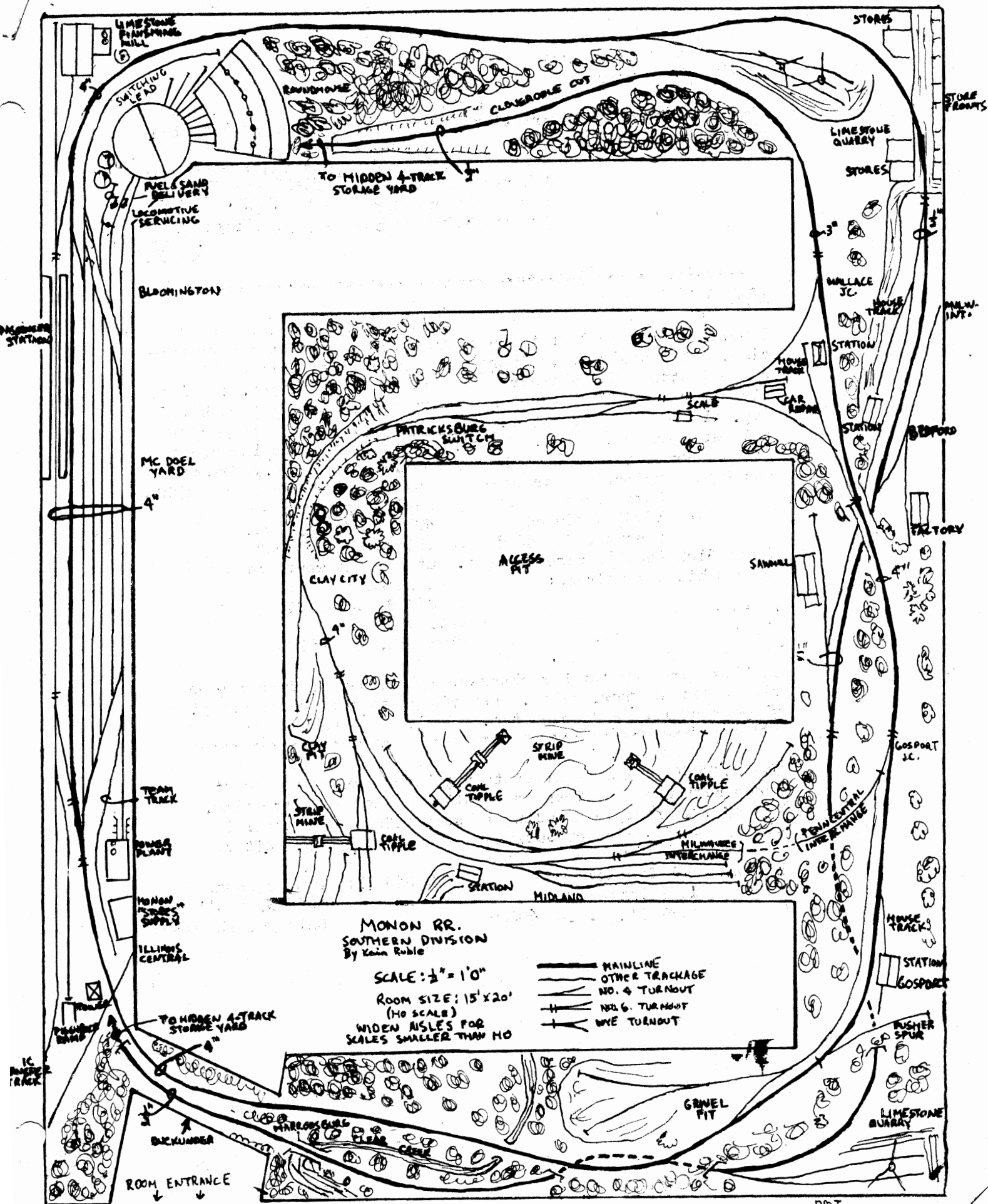
The Monon was not only noted for interesting forms of locomotion, but also for interesting rolling stock, especially when new passenger cars were needed. In the 1950's it was possible to find a passenger train of completely rebuilt World War II Army cars. For example, baggage might be carried in an old Troop Car, Steam Heat might have been provided from a similar car, and your coach might have been a rebuilt Army Hospital car. Most of this 'kitbashing' was done at the Lafayette Shops, as was the repowering of all nine RS2's, two H15-44's, and an H-10-44. This was also the site of the building of many Monon freight cars, cabooses, and Maintenance of Way cars. An especially noteworthy project was when the Monon bought a 1924 Pullman observation, built for the Great Northern's Empire Builder, in 1953 and rebuilt this car (called "Great Spirit" by the Pullman Co.) to a new, lightweight, streamlined business car, "The Lynne". It is sad to see the passing of this substantial structure under the L&N's rule.

From the viewpoint of the modeler, the Monon could almost be as easy to model as the Pennsy or Southern Pacific, especially if diesels interest you. AHM has had their RS2 in Monon colors for some time now, as with their BL2, and Lifelike has just introduced their new C628 in Monon colors. The Cox F3A or F3B could be remodeled to match the Monon's with little modification, and similar rebuilding, but more extensive, could be made on the Athearn SW7 to rework it to an NW2 or SW1. Likewise, Athearn has a U30B which is almost identical to a U23B. Some manufacturers have advertised C420's and H-15-44's in NO, but nothing has come to any hobby dealers' shelves yet, that I know of. In N scale there is the Con Cor C636, which might be reworked to a C628, the MRC C40 needs only Monon paint, some of the F7's could be painstakingly reworked to Monon F3's, the Atlas RSC2 could be retrucked to produce an RS2; with this you're on your way. Steam modeling might be a bit difficult, except for a few Mikes and Pacifics that resemble USRA types.

Included in this feature is a Monon southern division track-plan which I designed to underscore the operations of Bloomington yard. Northbound out of the yard the switcher must give freights a push up out of the Clear Creek valley; this is usually an NW2 or RS2. Extras and Locals run south to the stone quarries and mills, French Lick, and Louisville, and north to Wallace Junction. Through freights, two northbound and two southbound (70 and 72, and 71 and 73, respectively), run through McDoel yards in Bloomington with changes in consist, and before the last passenger trains ran in 1967, one northbound and one southbound passenger train ran through Bloomington (nos. 6 and 5).

For the aid of would-be diesel era modelers, I suggest you send to Extra 2200 South, PO Box 41417, Cincinnati, OH 45241, in care of the Circulation Dept. Send \$1.00 for the Oct.-Nov.-Dec. 1971 issue, which includes a complete Monon roster.

(other references appear on next page)



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THE MONON, continued

For more modeling information, consult the following articles
(all out of print):

Monon, Oct. 1957 Railrota Model Craftsman
X Marks the Spot, Aug. 1954 Model Trains
Today's Monon, March 1951 Trains
Monon's Wallace Junction, Dec. 1960 Model
Railroader

ERRORS

I warned that the last issue of the WAYFREIGHT was rather garbled, and I was right. There were a number of errors which we will attempt to take care of here. Most important, the date given for the GLR convention was wrong. It will not be held Aug. 31 and Sept. 1, but August 24 and 25. Make sure you get this straight. Secondly, the editor's zip code was incorrect. It is correctly printed below (I hope!). Also, Gary Tempco's and Paul Bengtson's addresses were wrong. Here they are right:

Gary Tempco	Paul Bengtson
18401 Wildwood	4952 N. Seeley Ave.
Lansing, IL 60438	Chicago, IL 60625

I got Rick Lecki's address right, but then he went and moved. Here's his new address:

Rick Lecki
104050 Brougham Ct.
Apt. 6
Plymouth, MI 48170

If there are any further changes, additions, or corrections, please let us know. Also, when you go to college please give us your college addresses too. (---pub.)

The WAYFREIGHT is the bi-monthly publication of the Great Lakes Region of the Teen Association of Model Railroading. Yearly membership, including subscription to the paper is \$1.00. All WAYFREIGHT business is handled by the editor.

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CONVENTION 0000

info:

The WAYFREIGHT, special convention publication

Yessir, the Great Lake Region of the Teen Association of Model Railroading is sponsoring a convention! In addition to the regular readers of the WAYFREIGHT, the Great Lakes Region's official publication, we are sending this to many others, members of the Teen Ass'n of Model Railroading (TAMR), but not the Great Lakes Region (GLR); those of you who have asked for information about the TAMR in the last year or so; and others who have written to Model Railroader's Student Fare column recently. We're doing this so that as many people as possible will have a chance to come.

What's a TAMR convention like? Get 10-20 teenage modelers together and something is bound to happen, and it does. You'll pick up more railroad jargon and information than you probably would in six months. It's not something you'll want to miss.

The date is the weekend of August 24 and 25, a Saturday and Sunday. The cost will be only \$4.00 registration fee, plus train fare for the Saturday railfan trip to Joliet, IL (approx. \$5.00, round trip). If you only come one day, that's fine too, but you'll still have to pay full registration. The money goes for three things: the mailing of this paper, cost of NMRA Tape-slide clinics, and gas. We ask that you register before the convention so that we know how many are coming. Simply fill out and detach the form below and mail it in. If you are sure you are coming enclose the correct amount of money, cash or check. Non-GLR members, we also ask that you join the GLR, which costs \$1.00 per year. This includes a subscription to the WAYFREIGHT (WF) for six issues. You can send it right along with your registration money, or separately, if you don't think you can make it.

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mail to Bob Sterner, address on opposite side:

Name _____ Area Code _____
Address _____ Phone _____
City _____ State _____ Zip _____
I am: _____ need
definitely coming _____ might come _____ housing: _____
not coming, but would like to receive the WF _____

Please enclose \$4 for registration, \$1 for GLR membership if not already a member. Make checks payable to Bob Sterner.

Great Lakes Region, special convention publication, cont.

The registration fee does not include: 1) housing, and 2) meals. If you live in the Chicago area, there is no problem----sleep at your own house! If you come from out of town, you can stay at one of the GLR's members home. Either way, bring extra money for meals. Don't worry, our allowances are McDonald's size too, and we won't try and eat at the Palmer House or anything.

Enough of the mundane details! What will the convention actually consist of? Here is the tentative schedule, subject to changes:

Saturday: All day fan trip to Joliet, IL, hopefully via Amtrak's Turboliner one way. Joliet is one of Chicago's best railfanning spots, (although not good for much else). Meet downtown Chi. early in morning at Union Station.

Late afternoon and evening: First, a visit to Charles Martin's HO scale layout in Evanston. Charles is one of those designated by the NMRA as a Master Model Railroader. Later on: NMRA Tape-slide clinics, member slide show (Note: bring what you have!), and bull session at Bob Sterner's house in Park Ridge.

Sunday:

Sunday is less definite than Saturday, but hopefully we will be able to visit one or two railroad yards and the Oak Park Model Railroad Club, as well as more railfanning at LaGrange or elsewhere if anyone is still there and the attendees so desire. Transportation will be by private auto, so we are rather flexible. (Note: if you are driving and can take passengers let us know)

So there it is. Drop us a line and we'll keep you informed. Whether you come or not, we hope you'll take an interest in the GLR/TAMR. Have a good summer!

Return to:

Bob Sterner
1124 Potter Rd.
Park Ridge, IL 60068

FIRST CLASS MAIL

