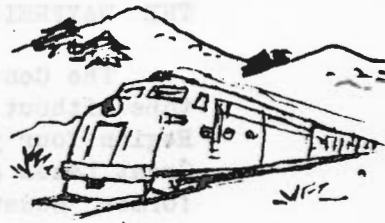




CENTRAL REGION:

Wayfreight



SPECIAL ISSUE:



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THE WAYFREIGHT IS ROLLING

The Central Region of the TAMR encompasses a lot of territory, too much to be without a publication for 4 whole years. Why there wasn't even a Central Region four years ago; the Central Region was then two separate regions--the Great Lakes and the Mid-Continent. The WAYFREIGHT was a publication of the former. However in 1975, a region consolidation took place and those two regions were combined to form the CENTRAL REGION. Well enough history for now.

The important thing is that every TAMR member is getting a copy of this publication with their HOTBOX free of charge! Why? Well everyone likes to get something for nothing and we thought it would be a great way to show you what the Central Region and the WAYFREIGHT has to offer TAMR members.

The WAYFREIGHT will be issued six times a year on an alternate basis to the HOTBOX. In other words we'll have December-January issues instead of January-February issues. We decided to do this so you'll get a TAMR publication each month if you belong to both the TAMR and the Central Region. The dues for six issues of the WAYFREIGHT are presently at the popular price of a mere \$3.00 a year. For this gigantic sum, we will provide you with all of the following: photos on our cover, at least a six page issue (possibly 8 if enough articles are received), interesting articles plus an up-to-date news report on what's happening to prototype railroads within our boundaries. What more could you possibly ask for? Oh yes, we'll also keep you informed of any meets or conventions that we are holding.

Now we know that you are all wondering where are to you send all the dues money, black and white photos and articles for the WAYFREIGHT. Please send all these items to our editor--regional representative whose name and address is listed on the bottom of this page. Plans are now being discussed for adopting some sort of regional constitution and officer structure. If you have any suggestions and/or comments, our editor--regional rep. will be glad to hear them. We should have something definite for you to approve by the conclusion of the national TAMR elections.

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A DECEMBER MEET!!

YOUR ATTENTION PLEASE! A meet is being planned for the Central Region on December 30, 1978. It will be held in the home of the WAYFREIGHT's editor, Gerry Dobey. This meet will be a one day affair and will include all of the following: (1) a visit to the Elmhurst Model RR Club which is the home of at least four different layouts, in different scales yet The Elmhurst Club has kindly offered to waive their admission charge for our visit, so it will be free of charge; (2) a movie of Whit Tower's, NMRA Bulletin Editor, famous pike--the Alturas & Lone Pine; (3) a slide and movie show by area members (if you wish to participate, bring your own along!); (4) a late afternoon--early evening meal for which we will go out or have brought in (a slight fee will be charged or if we go out, you'll be expected to pay our own way; don't worry it won't be expensive, we're not rich either!) and (5) a possibility, if enough interest is generated, of a tour of some of the yards that are in the area. Interest parties should contact Gerry Dobey for further details. Here is a great chance to meet fellow TAMR and Central Region members! Why not join in the fun? We ask a 15¢ stamp be included unless you decide to join the Central Region, then info will be supplied free of charge!

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Cover Photos: (top) Milw. Road SD40-2 #175, (bottom) leased CN SD-40 #5031; at Bensenville yard. Taken by Gerry Dobey, October 1978.

ON IT'S KNEES AND BEGGING

At one time, railfans could depend on the Milwaukee Road for some sightings of unusual motive power. On any given day, one could find a selection of Alco, Baldwin, EMD, FM and GE units; sometimes all at one point--working together! However, now those days are gone. Today a railfan on the Milwaukee Road considers it a rarity when he sees a locomotive painted in Milwaukee Road colors! Instead of Milwaukee Road, he sees Baltimore & Ohio/Chesapeake & Ohio, Canadian National and Southern units working together. The reason: the Milwaukee Road is in financial trouble. Now this is no news because the railroad filed for bankruptcy in 1978. Yet recently, the Milwaukee Road has experienced more money problems than in the past. Even the railroad's officials realize that things can not continue this way because if they do--major problems will result both financially and with maintenance.

The Milwaukee Road is presently engaged in leasing motive power from various other railroads because its own locomotives can't be repaired or overhauled due to a lack of funds. In early February of this year, about 265 locos of the road's 716 units were bad ordered and in need of serious repair. All of this happened during the height of the winter months, some of which were the worst in the railroad's history. On top of that, another 400 units were overdue for shopping and they began to experience minor failures in the early months of this year. To keep the bad order ratio down on the Milwaukee Road, the railroad needed money. The Federal Railroad Administration (FRA) has given the Milwaukee Road about 45 million dollars under the Four-R act. Now these funds should help to keep the railroad's motive power running through the upcoming winter, but it won't last forever.

Recently there has been talk, and even official papers from the railroad's executives, of the possibilities of abandoning large segments of the railroad's trackage in the Pacific Northwest. Other railroads, such as the Union Pacific, have expressed a desire to obtain some of these segments, but as if this writing no agreement has been made. However, if this does happen, the Milwaukee Road's trackage would be cut in half. This would then allow all of the road's locomotives to be stationed in the Central and Midwestern states and that would save money. The question is not whether or not some of the trackage should be abandoned, but rather more of a do or die situation.

Yet the Milwaukee Road isn't the only midwestern road that is in trouble, the Rock Island has been in receivership for a few years now and there has been talk of creating a midwestern type Conrail, to be called FarmRail. If such a railroad is created, it would probably include such roads as the Rock Island, Milwaukee Road, Chicago & North Western and the Illinois Central Gulf. However, the North Western and the Gulf which are not bankrupt object to this proposal, they feel that the merger would only be dragging them down with the roads that can't make it. The point is that something is going to have to be done in the near future or the picture is going to look mighty grim for some midwestern roads.

Another possible option for the Milwaukee Road is a merger into the Burlington Northern, although that idea was turned down by the Interstate Commerce Commission (ICC) earlier this year, a federal appeals court has told the ICC to set up "some type of fair proceeding" as it seems the ICC ruled on the case without hearing all the financial woes of the Milwaukee Road.

To the railfan, however, now is your chance to get some pictures of a few first generation units still working on the Milwaukee Road. For those who live in and around the Chicago area, you can still catch an aging F unit at Bensenville yard and you can still see Canadian National units not to mention B&O/C&O power. So Milwaukee Road fans take heed! Your railroad may not be around too much longer.

MAKING A MESS!

If you are a TAMR member and your model railroad is theoretically located in any of the following states--Ohio, Kentucky, Indiana, Michigan, Illinois, Wisconsin, Missouri, Iowa, Minnesota, Kansas, Nebraska, North Dakota or South Dakota--then take note! The Central Region of the TAMR has a modeling organization just for you, its called the MESS. That's right, the MESS-Mid-Eastern Shortline System and any member in the TAMR who models in any of the states listed above is welcome to join.

As a member of the MESS, you will receive our official MESS map which will contain the routes of all other member's model railroads. This is your chance to form a model railroad network in the Central Region. All scales are welcome and a slight charge will be made to offset the cost of printing of the map.

Just think of the possibilities! We now have a framework where model railroad private cars can be exchanged between parties and there also exists the possibility of model-to-model interchanges. Thus if you interchange with another model railroad and each of you agree on purchasing a certain type of car, then once you place the car in the interchange, another modeler can bring it out of this interchange with your railroad on his pike and deliver it to a designated industry. The concept of your railroad extending beyond your basement is now reinforced.

So far the MESS has the following members:

Milwaukee Road (CMStP&P) -- Ed Moran, Chicago, IL (HO).
Geneva Southern Lines (GSL) -- Gerry Dobey, Villa Park, IL (HO).
Pere Marquette (PM) -- Douglas Johnson, Chicago, IL (HO).
Pocatomica & Pontoosuc (P&P) -- Mark Kaszniak, Chicago, IL (N).
Southold Electric (SE) -- Tim Vermande, South Bend, IN (HO Traction).
Tonica & Santa Fe (T&SF) -- Ted Bodell, Bayville, NY (HO).

Interested parties are to write to: Mark Kaszniak, 4818 W George, Chicago, IL 60641 and ask for further information. We request that all inquires be accompanied by a 15¢ stamp to offset the costs of postage, or if you wish enclose an SSAE (Stamped-self-addressed envelope).

PROTOTYPE NEWS:

A Federal judge has given the Chicago, Rock Island & Pacific Railroad another six months to come up with an acceptable reorganization plan for the railroad. Although the railroad declared bankruptcy in March of 1975, attorneys for the Rock Island say that over the last four months there has been an upturn in the amount of business the ROCK has been handling and even though the railroad will still lose money, losses won't be as much as the \$20 million dollars last year. Will the Rock survive? Stay tuned to these pages to find out!

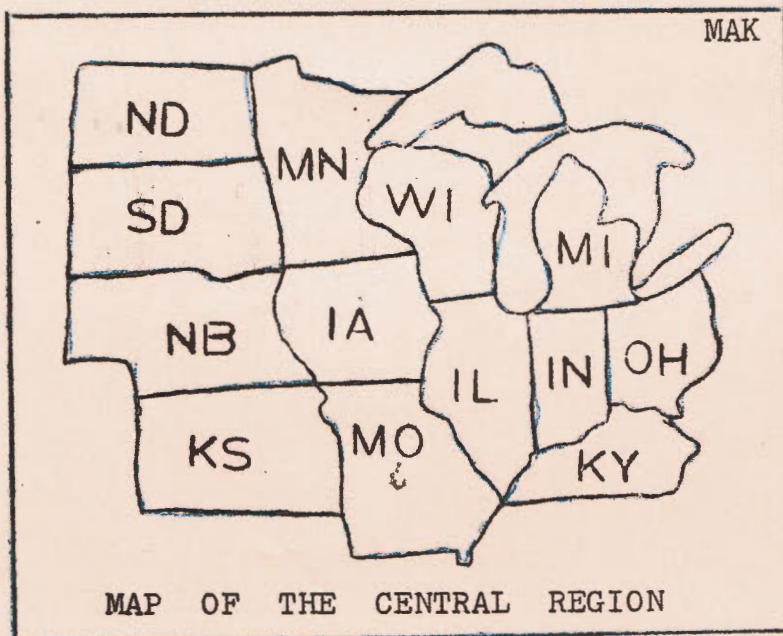
There are still some Bicentennial locomotives prowling about out there, recently in the Chicago area, the following Bicentennials have been spotted: Rock Island's Independence is regularly seen on the "Rockets". Grand Truck Western Bicentennial seen on a freight at Griffith Crossing. Chicago and Northwestern Bicentennial was spotted in Villa Park, IL performing some switching duties.

Have you seen some Bicentennials in your area lately? If you have let us know!

The Burlington Northern has gotten 90 new cabooses this year and you should be seeing them on some of BN's trains. In case you were wondering, each new caboose costs \$53,000 apiece! So remember when railfanning, look at the whole train not just what's up front. You might be surprised!

TAMR

CENTRAL REGION



Dear Interested Modeler,

The Central Region (CR) of the Teen Association of Model Railroading (TAMR) is one of the TAMR's largest regions in regard to territory. The region encompasses what is traditionally known in the United States as the Midwest (see map). The TAMR formed its regions to allow members in the same areas to meet and exchange ideas; to accomplish this goal, the Central Region sponsors meets, conventions and rail-fanning trips for its members. Often these events can be attended for a minimal charge

so that a majority of our members will be able to attend them. Announcements of these events appear in the region's newsletter, the WAYFREIGHT.

The WAYFREIGHT is the official newsletter of the Central Region and it is issued six times a year, every other month. Our members contribute all the material that appears in the WAYFREIGHT and we encourage those members who wish to do so to contribute articles. The WAYFREIGHT features regional prototype railroads and shortlines, member's layouts, model railroading tips and at least one page of photos. You can get a one year subscription to the WAYFREIGHT for \$3.00 a year from Gerry Dobey, 145 E. Kenilworth Ave., Villa Park, IL 60181.

In addition to the WAYFREIGHT, the Central Region has its own modeling association called the MESS for Mid-Eastern Shortline System. The MESS is a group of model railroads being built by TAMR members which are set in the Central Region. All members will be given a chance to purchase the official MESS map which will show all the model railroads in the MESS and all MESS business is conducted via the WAYFREIGHT. If you are interested in the MESS, please contact: Mark Kaszniak, 4818 W. George Street, Chicago, IL 60641. Any TAMR member whose railroad is set in a part of the Central Region (see map) may join. When you write, please enclose a first-class postage stamp and a detailed sketch of where your line runs.

The Central Region is one of the most active regions in the TAMR and it is the best way for young modelers and railfans to meet people with the same interests in their own area. Don't delay, join the Central Region today!