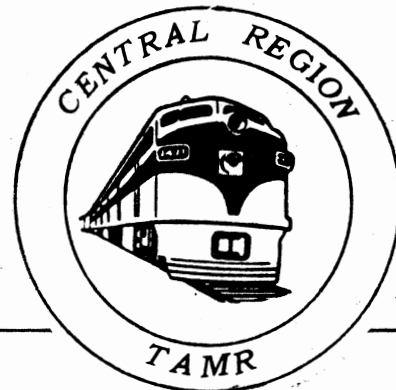


WAYFREIGHT

no.7



December-January

OFFICIAL PUBLICATION OF THE CENTRAL REGION-TAMR

the EDITOR'S WHEEL REPORT

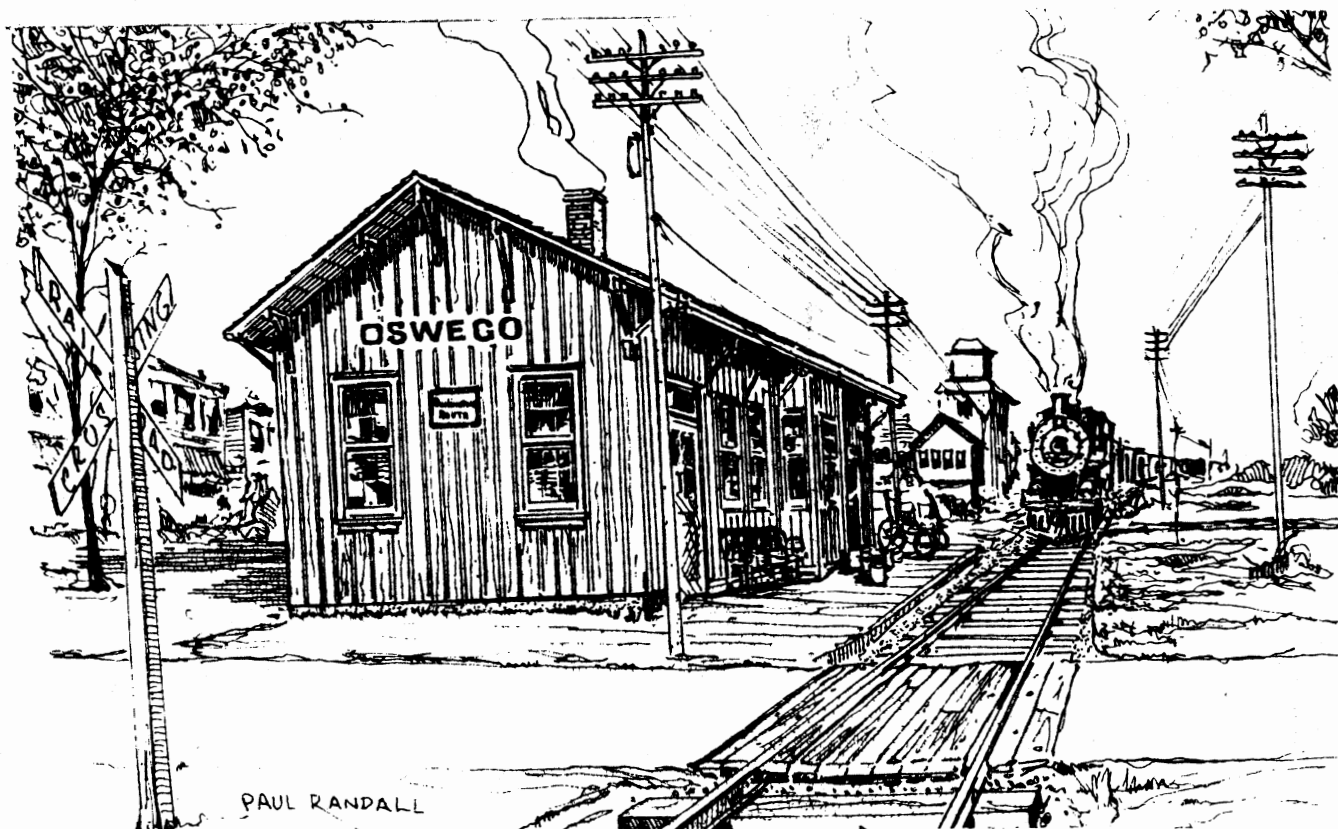
comments: Gerry Dobey, editor

Believe it or not, the decade of the '70s has drawn to a close. Midwestern railroads have felt the constant winds of change blowing across their rails, and many major developments have taken place. All in all it has been a highly interesting and enjoyable decade from the railfans viewpoint. It was a decade filled with mergers that saw many famous lines disappear, while new, shocking, but highly enjoyable railroads came into being. Probably the biggest merger that we felt here in the midwest was the formation of Burlington Northern. Coming right along with it we found the Amtrak system spring up and then Conrail.

And of course we were all made aware of crys from the quickly disappearing first generation diesels. The midwest was (and still is) one of the last strongholds for early F units on the C&NW, BN, SOO, & MILW. The MILW still holds onto a large fleet of Fairbanks-Morse switchers, while smaller roads like the Green Bay & Western still remain all Alco.

It was a decade in which we saw the Rock Island fall into bankruptcy again, along with a close neighbor, the Milwaukee Road.

Yes, it has been quite an interesting era in american railroading, and now we find ourselves rocketting into the '80s with EMD releasing the first of the third generation diesels, while we continue to look forward to an increasing demand for power, speed and efficiency. It looks like we have a lot to look forward to, so hang onto your hats, grab your camera and get ready for prototype railroading at its BEST!



As of the latest TAMR national membership count, the Central Region is the largest region in the TAMR. However, not all TAMR Central Region residents have joined the region, and thus in an attempt to show these people what they have been missing, we are sending this issue of the WF to all TAMR members residing within the boundaries of the Central Region. To all those who aren't members, the WF is only one benefit of joining the region, we also have a full line of meets for you to attend. If after looking through this issue you are convinced that you ought to be a member, then by all means send your \$3 in as soon as possible! You won't want to miss the next issue which is due out soon after this one.

It appears that the Chicago area is by far the most active in the region, but this need not be the case. Other areas that have potential to be active include Milwaukee, north-eastern Iowa, Southern Illinois, Twin Cities, and Ohio. Ohio is getting quite a few new members recently, and I would like to see them try and make an attempt at getting something going to get them all together. We need people to take lead of these people and get them pointed in an active direction. The Twin Cities is trying to co-ordinate the people up there by forming a division, and at last report it was going to be called the North Star Division. Anyone up there who is interested in finding out what is going to happen there should get in contact with: Randy Rivers 16195 Tonkaway Road, Minnetonka, MN 55343.

If you would like a list of the people who reside in your home state to get an idea who is around you please write me and I'll supply one. If you want to promote the TAMR then get in contact with the TAMR Auditor.

We have potential and I'd like to see it put into action! Lets give it a try!!!

Gerry

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CENTRAL REGION dues are \$3.00 per year. A year's membership includes six issues of the WAYFREIGHT. Please make all checks payable to Gerry Dobey. The WF is issued every other month and it presumes all material is submitted gratis.

On December 22, 1979, I had the great pleasure to obtain a ride on the Burlington Northern from Brookfield (IL) to Union Sta. At Brookfield I met Greg Schneider and together we enjoyed the ride downtown.

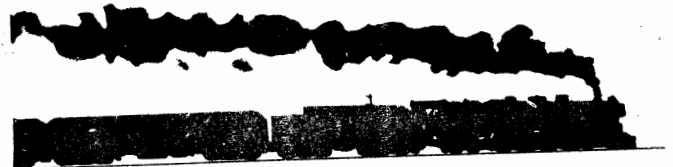
At Union (Onion) Station we met non other than Mark Kaszniak! Of course we had designed it this way earlier. From there we wet-footed it two blocks to the Chicago & North Western station and there we had a combination of too-hot coffee, breakfast, chit-chat and enjoyable conversation. At train time we hopped a commuter (my first on the C&NW) and rode to Villa Park. We were met by Gerry Dobey (of all people). We had a quick car ride (naturally we didn't exceed the speed limit--it's the fact that the distance was short) to Gerry's home, and there we saw an incomplete but operating HO train layout in one of the extra rooms. While the layout was basically in its infant stages (and has been for a number of years--GD), I was able to enjoy an operating session, and visualize what the finished layout would look like. The overall design was one of much thought and when finished is going to yield a lot of interesting freight switching operations (don't quit working on it Gerry!).

We then adjourned to the family room in the basement where we became interested in some slides of the various motive power in the Chicago area and other places that Gerry had been. All the while the conversation continued to flow, and the laughs right along with it.

Finally came the good part. The movies. Mark had brought along one that Tim Vermande had taken of the South Shore electrics. I had noted that in several instances that while it appeared to me that Tim was trying to take some detailed film of the car ends, that the camera, all by itself, seemed to follow certain debarking passengers. Interesting to say the least!

All too soon the afternoon was shot. (BANG!) It was time to go and it was still raining. We went back to the CNW station to go our separate ways.

It's a day I'll remember for a long time to come, and it was indeed a pleasure to meet Greg Schneider, Mark Kaszniak and Gerry Dobey.



As I was sitting down and enjoying my Thanksgiving dinner, and enjoying the fact that I wouldn't have to trudge to school the next day, I was abruptly interrupted when the phone rang. I could only imagine who it was as I answered the call. Yes, it was, of course, Gerry Dobey. The call was an invitation to attend the Central Region's Second Annual Winter Meet the next day, with this years meet being held in Milwaukee. Attending this meet would require getting up around five and being at the train station by six. Since I live about 35 miles south of Chicago, I would have to catch an Illinois Central Gulf commuter train at Richton Park. Of course I just had to attend this meet as I was promised by the big GD that I would see more railroad related items than I had in my whole life, but then again I've heard that story before. Not wanting to be the only fool venturing out so early in the morning I called up Scott Osantowski and we both caught the train and were on our way.

As we pulled away from the station, the only thought in my mind was MILWAUKEE!

The morning got off to a surprisingly good start, as our host, Gerry Dobey, actually made it downtown on time to meet us as we got off the ICG. We were escorted out of the station (not too forcefully) and into the 1965 Ford van of the infamous Tim Vermande. Beware! There is a smelly green thing that lives in the back of Tim's van (and for those of you wondering, no, it's not Tim's girlfriend--GD)! Anyways, we cruised down the highways and byways of Chicago, and over to Doug Johnson's residence on exclusive Kilbourn Ave. (\$\$\$\$\$\$\$\$). Once we picked up Doug we were off to the Deerfield Toll Plaza to meet the other members attending, and of course to pay the toll. The rest of our group consisted of Rich Hoker, Jim Kobrinetz, and Mark Kaszniak. In Milwaukee we were to meet the one and only Mr. Jeff Wilke.

After arriving in Milwaukee, our first stop was to be Kalmbach Publishing Co., home of the famous magazines, Model Railroader and Trains, plus all those fantastic railroad books they have to offer those who can afford them. We were greeted by Mr. Russ Larson in the flesh, the man who would host this tour showing our group the many secrets hidden behind doors, the secrets that Carstens would love to have (only kidding Hal!). We were led through dark corridors (due to an electrical problem that Paul Mallery was working on), up and down stairs, through elevators and closed doors. Yes, we had

finally done it, we had infiltrated Kalmbach Publishing!

After looking at the offices (including A.L. Schimdt's darkroom!!) we were led to the office of the greatest steam fan still living, the one, the only...DAVID P. MORGAN!!!! And yes, we were able to get an actual photo of this rare leftover specimen from the glory days of steam. What a classic. (photo elsewhere in this issue).

We were then guided to the famous Clinchfield N scale layout built by the MR crew. However, the highlight for the HO enthusiasts in our group was the viewing of Kalmbach's huge Milwaukee, Racine & Troy layout. Even though the layout is not complete yet, it really shows the many talents of the Kalmbach people.

After the tour was over, and the official group photo had been snapped, it was off to the local McDonald's for lunch.

Rialfanning followed lunch as we once again hit the crime stricken streets of Milw.

With three vehicles it was a bit of a challenge to stay together, and while two of the vehicles were equipped with CB's, the other wasn't. After we saw a few choo-choo's we moved on, but suddenly found ourselves separated from the other two cars. But this was not a disadvantage to us, but rather to them HA! HA! This was due to the skillful handling of the wheel and quick thinking of that super stud Tim Vermande.

We said heck with this foolishness and attacked the local Amtrak station. (ED.NOTE: It did prove to be a disadvantage to us since we only came across a late Turbo and a few freights, while the rest of our group were looking at a CNW C-628 and MILW FM units. Oh well, back to the story.)

The one clue we had to finding our group was that we were all to meet at the Lionel Club of Milwaukee at 4:00pm, and luckily we had a map on how to find the place, so off it was in this last attempt at getting our group together again. As we walked into the club, we were greeted by the sight of Jim Kobrinetz highballing a fast freight over the layout. After viewing the super layout we left in search of Jeff Wilke's house, this time with the whole group.

continued next page.....

By Boxcar

Arriving at Jeff's house we were treated to a delicious meal provided by Jeff's mom. During the munching, an argument broke out between Scott and Jim about what scale was better, HO or N, and how much detailing you could do with each. Scott defended N while Jim was pro HO scale. It appeared to end in a tie, but if it had continued, I think Jim would have won. As we prepared to leave, Jeff picked up a basketball, and soon Jeff, Gerry and I were in the middle of a little one-on-one match. The result was yours truly swishing a 30' jumpshot over the TAMR Secretary. Gerry, you stick to the secretary business and I'll stick to basketball (What a stud-GD).

Well it soon became apparent that half of our group didn't have their fill of rail-fanning so we headed out towards East Troy. Mind you it was now pitch black out. Once we arrived we were somewhat shocked to find that the folks of East Troy were celebrating, of all things, CHRISTMAS!! It appeared that the whole town was out on main street each carrying a candle and walking behind Santa Claus. Upon seeing this, Gerry commented that we should get out of there as he thought it appeared to be some type of Jim Jones' religious cult! But the determined Tim Vermande rolled pass the parade and headed for the trolley museum. They were running some type of special Xmas train, and of course we all wanted night shots of it. After about an hour pf photography, we decided to hit the road for home. It was a long trek home, and Scott and I had to catch an ICG train back home at 12:30am, and we made it by a few short moments. I won't go into details about the guy we saw on the train wearing a dress. All in all it had been a long but enjoyable day, lets do it again soon.

MILWAUKEE ROAD FANS get out there now and get pictures of all the Milw. power you can find. Since the embargo of the lines out west, units are turning up all over, and now there is a surplus of units. All SD45's are stored (most at Bensenville, IL) along with the 3 remaining F45's at Bensenville. F units are also stored as well as the bulk of the U-Boats at Milwaukee WI. The remaining F's probably won't be around much longer, as well as the FM units. SDL39's are turning up, with the bulk of them up north in WI and MN. So if you want to catch these units move soon, as they may not be around tomorrow!

no. three of a series

We held our last meeting at my house because my layout looked liked a tornado had hit it and the guys had offered to help out. There were just a few minor things wrong with it and we soon had everything running properly again. In fact, it was running better than ever due to some electrical work done by Bumper.

They had done some mighty fine work in some places so I offered to let them run it (besides, I have layout destruction insurance so I didn't worry--well not too much). Cinderpit had to leave after the big clean up, so we decided just to have an informal operating session with one or two wayfreights.

After we were under way, Bumper stated that he was impressed with the smooth running ability of my Alco model and started complaining.

"My engines can't work like that! They just jerk all over the place and I always have to keep nudging them to get them going someplace!"

Buckshot had been at the neighborhood hobby shop and was listening to a few old timers talk about the running ability of model locomotives and he picked up a few points that I'd like to tell you about.

Buckshot stated "You should look for an engine that picks up electricity on all of its wheels. This tends to minimize stalling and keeps the engine running even over dirty track. Also stay away from locos with rubber traction tires as they prevent an engine from slipping it's wheels when pulling heavy loads, and if there is too much resistance you may burn out your motor."

"What's this flywheel thing that comes with the locos I see in the store" asked Bumper.

"That also helps smooth out operation of the loco. It really just carries the momentum built up by the loco so you have smoother starts and stops" replied Buckshot.

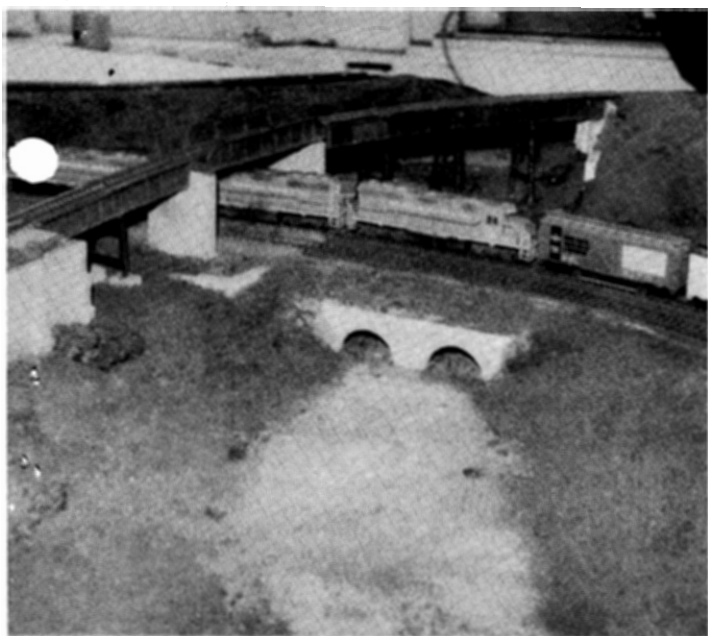
"Sure, but I can have two of my locomotives for the price of one of yours!"

"You know what they say, you get what you pay for" stated Buckshot.

"What about ready to run locos?" asked Bumper.

"It's a good idea to take them apart a bit and look them over to give them a general tune-up and see that everything is working properly" said Buckshot.

Well they went on about some of the obvious points on model engines, ones that I'm sure you're all familiar with, so I'll say good-bye for now----Boxcar.



TOP LEFT: A view from the Kalmbach's employee's HO scale layout, the Milwaukee, Racine and Troy.

MIDDLE LEFT: From L to R, James King, President of Kalmbach, Russ Larson, and Dick Christianson.

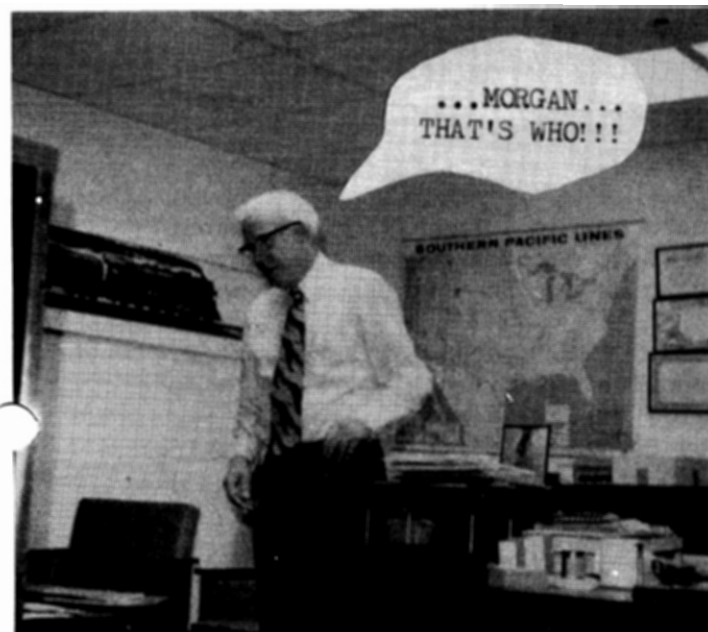
BOTTOM: A classic view of David P. Morgan, editor of TRAINS magazine.

TOP RIGHT: A view of the Lionel Club of Milw.'s layout.

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The WAYFREIGHT's article file is growing very thin. We need your support. Please send in a few articles, prototype news, product news, modeling ideas, anything! Let's keep this train rolling!

The next WF, the April/May issue will be out hopefully at the end of May early June. After that we should get back on schedule. Sorry that this issue is so short, but future issues will be bigger. Thanks for your continued support.



Rail Notes

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compiled by the WF staff

ROCK ISLAND UPDATE: In an attempt to clear up the who gets what situation on the Rock, we present this update. The information is based on items we've heard, and at this time we have had no proof to back up these statements, so if you know of any Rock line that we mention, and the carrier we specify is not operating that line please write in.

The Elgin Joliet & Eastern will operate the Rock's line between Joliet and Peoria, IL. The Union Pacific is to operate from Fairbury, NB to Hallman, NB, from Colby, KS to Goodland, KS and the Goodyear Tire plant at Topeka, KS. The Southern Pacific (Cotton Belt) will operate from Santa Rosa, NM through Kansas City to St. Louis and from Memphis to Little Rock, AR, and south to Fordyce, AR. The Burlington Northern is to operate from Phillipsburg, KS to Almena, KS, Waxahachie to North Houston, TX and locally at Burlington, IA and the N. Houston, TX terminal. The C&NW is fighting for trackage rights on the Rock's Iowa lines as well as the Twin Cities-Kansas City main line. The N&W is looking into trackage east of Des Moines, IA. We will try and update this in the next WF.

NEW SHORTLINES:

Two new shortlines have recently appeared due to the abandonment of Milwaukee Road trackage. One is the Wisconsin Central RR operating 41 miles of track that extends southwest from Waukasha. The other one is the Chicago, Madison & Northern Rlwy. This 80 mile line connects Janesville, Monroe, Darlington and Mineral Point.

CONRAIL:

A bit of good news. Conrail made 1979 its best year yet. They only loss \$178 million which was a 54% cut from last year, but due to a slump in the auto industry, and the loss of Conrail handling autos, 1980 may be a bleak year. Some are projecting a loss as high as \$250 million this year.

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Have any interesting prototype news from your area? Then send it in for publication!

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THE RIP TRACK

conducted by Jeff Wilke

Providence and Worcester boxcar-

The shortline boxcars have been around for a few years now so I thought it was about time I took to modeling a couple to bring the layout up to date. I choose the Providence and Worcester and the St. Lawrence RR mainly because those are the two I mostly see highballing it through town.

For the P&W car I started with an Athearn undecorated 50' ACF outside braced boxcar. It matched the prototype close enough so as not to require any kitbashing. First step was to wash the car body in warm water and set it aside to dry. Next, I mixed the P&W orange paint. I followed the instructions provided by Herald King for the paint mixing: five parts Floquil RR30 reefer orange to one part RR20 caboose red.

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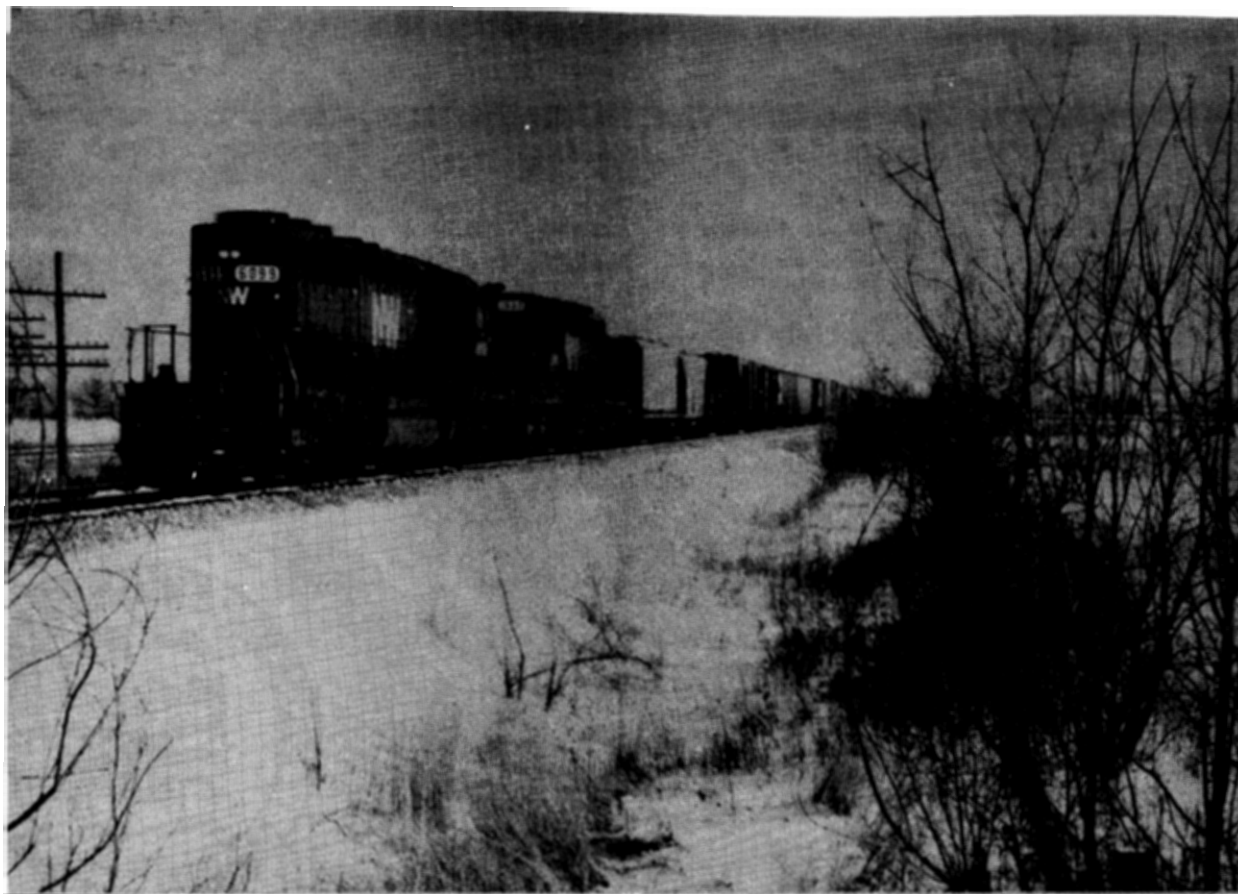
Next I masked the roof of the car and applied the P&W prange to the sides and ends using a Polly Brush. At the same sitting I also sprayed the doors with Floquil RR3011 reefer white. When the orange was completely dry, I masked it off and sprayed the roof with Floquil RR3101 bright silver. After that had dried I oversprayed the whole car body with Testors glosscote, and then the car was set aside to dry for a few days. The car was lettered with Herald King set #B-940 and they were applied in the usual way. The final step before assembly was to spray the entire body with Testors dullcote.

St. Lawrence Railroad boxcar:

I built this model in conjunction with the P&W car. I again started with an Athearn undecorated 50' ACF outside braced boxcar. After washing the car in warm water and setting aside for air drying I applied the St. Lawrence blue paint. The paint was mixed according to the instructions that came with the Herald King decal set; eight parts of Floquil RR56 Great Northern Big Sky Blue, one part RR11 Reefer White to one part RR35 Burlington Northern Green. When the sides and ends were completely dry, I masked them off and sprayed the roof with bright silver. When this was all dry, I sprayed the entire body with glosscote and set it aside to dry a few days. I lettered the car with Herald King set #B-1000 and applied them in the usual way. As always, the car was given a coat of dullcote before the final assembly.

Remember that TAMR boxcars are still available for only \$5.00 postpaid. The money earned from the sale of these cars will go to help finance bigger HOTBOXs as well as more photo pages in the HOTBOX. They are sure to become a collectors item soon as this is a one time only run of them. You can order them from Jeff Wilke, 38115 Park St., Oconomowoc, WI 53066. Support the TAMR by buying a boxcar today!!

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Photo by Timothy J. Vermande at Valparaiso, IN.



The definitive alphabet of model railroading:

A is for Athearn, Atlas, AHM and other stuff we like to derail on layouts.
 B is for budget, a device that was not devised to be followed.
 C is for choo-choo, a derogatory term used by people who hate choo-choo's.
 D is for Denny's and other greasy kitchens we eat at while railfanning.
 E is for energy, something your car runs out of when you're chasing a tarin.
 F is for the future, when the TAMR will have more members than the NMRA.
 G is for green, the color of a frog, BN diesels, or a healthy association.
 H of course, is for HO.
 I is for the first letter in Illinois Central Gulf.
 J is for jerk, which is a model railroad minority, but it does happen.
 K is for Kathy and all those other girls who don't understand what model railroading is about.
 L is for layout...which brings us to...
 M which is for MESS.
 N is for N scale, or Narrow Gauge, if I didn't mention both I'd make more enemies.
 O is for O scale.
 P is for photography. A "keep-up-with-the-Joneses" hobby.
 Q is for Q, part of the BN merger.
 R is for restless, which is what I get waiting for a train.
 S is for smell. If you notice one coming out of your engine, you may have trouble.
 T is for train. What's a train?
 U is for Universe, a future modeling project.
 V is for lack of vitality shown by convention goers at 3 A.M.
 W is for West. The commonly modeled roads come from here.
 X is for Xylophone, for lack of anything else.
 Y is for Yreka Western, and obnoxious shortline nobody models.
 Z is for Z scale. Remember they used to laugh at HO.

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