

# WAYFREIGHT

FEBRUARY-MARCH 1980 Issue no.8



OUR SECOND ANNUAL WINTER MEET HELD ON NOVEMBER 23, 1979 IN MILWAUKEE, WI PROVIDED A GOOD TIME FOR ALL WHO ATTENDED. ONE OF THE HIGHLIGHTS OF THE MEET WAS OUR TOUR OF KALMBACH PUBLISHING CO. THE ABOVE PHOTO SHOWS OUR GROUP IN FRONT OF KALMBACH. LEFT TO RIGHT FIRST ROW: RICH HOKER, DOUG JOHNSON, SCOTT OSANTOWSKI, JOHN VAN, JEFF WILKE AND TIM VERMANDE. BACK ROW L to R: MARK KASZNIAK, JIM KOBRINETZ, JAMES KING, President of Kalmbach Pub., RUSS LARSON, Editor of MODEL RAILROADER mag., AND GERRY DOBEY.



View From the Crummy  
--the WF's photo column--

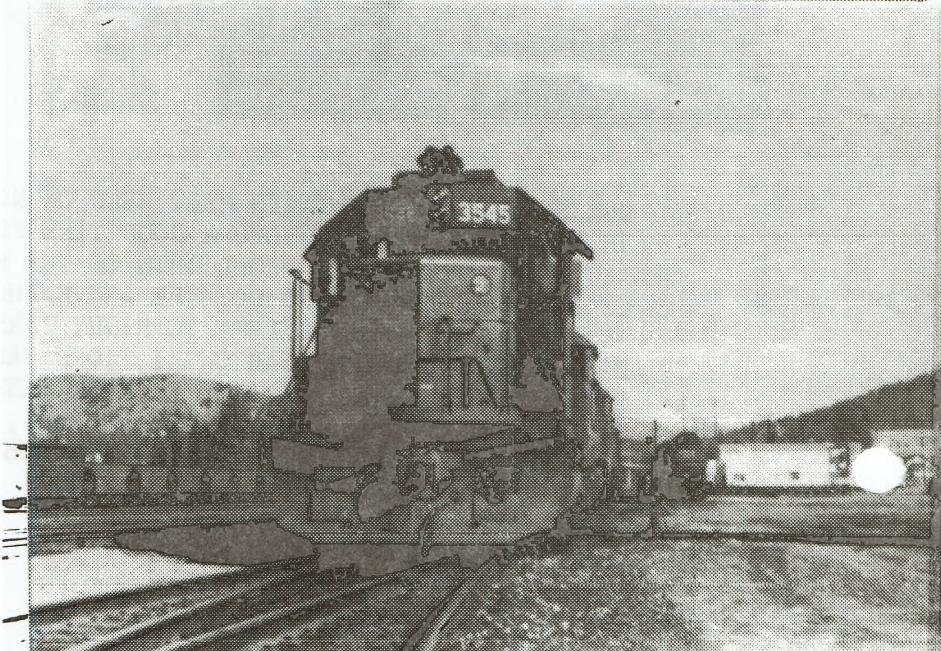
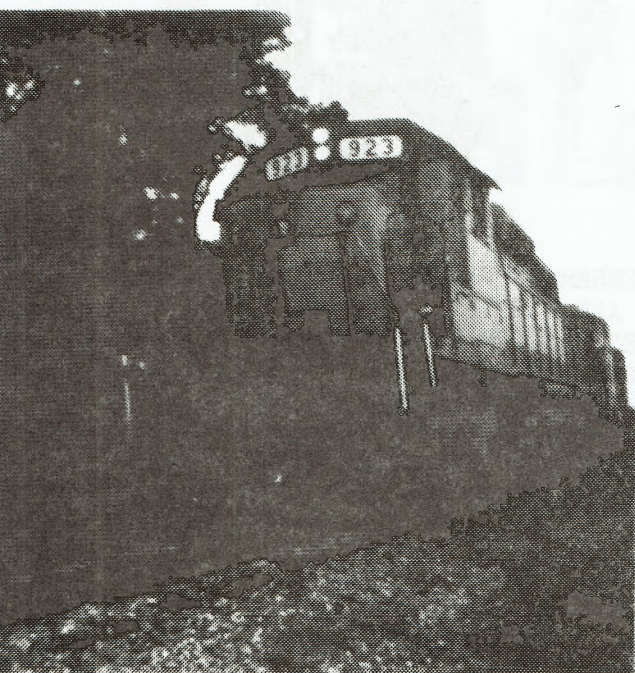
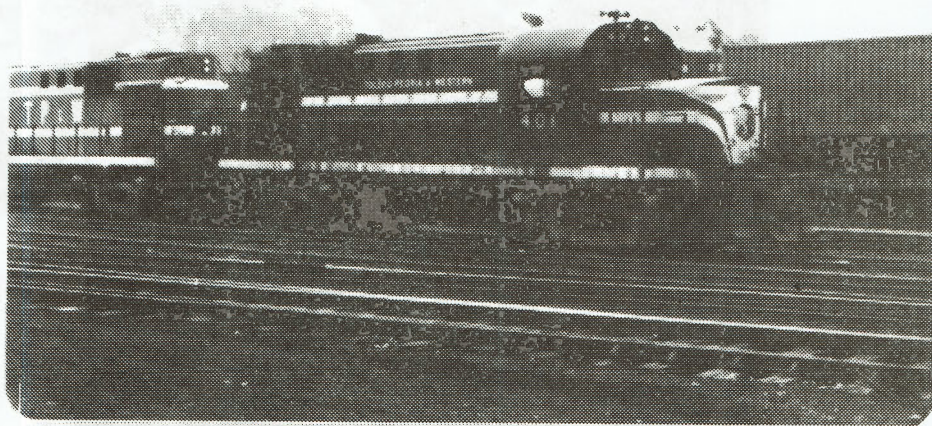
Top Right: Soo Line GP35 #730  
with GP30 #700 lashed up in  
back at Schiller Park, IL. By  
Gerry Dobey.

Middle Right: Toledo Peoria &  
Western low nose Alco RS11 at  
East Peoria yard by Jim French.

Bottom Right: Front view of  
Western Pacific GP40-2 #3545  
at Portola, CA. Roger L. Arnold.

Below: Chicago and North Western  
SD-40 #923 (former Chicago Great  
Western unit). By Steve Kahl.

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Send in your photos for View  
From the Crummy to the Wayfreight  
Editor. Photos will be used as  
space permits.  
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A CRISIS IN THE CENTRAL REGION!!

It's been quite awhile since you last recieved a WAYFREIGHT and there are many reasons for it. You may also have noted that this issue is dated as the Feb-March issue. First off may I state that you are not being ripped off by not recieving a Dec-Jan issue. It will be produced. However it may be some time before you recieve it, and the reasons are many. First off the Dec. issue contains quite a bit of reading material as well as photos, but just as we were ready to go to the presses with that issue, the mimeograph machine we use to produce it broke down. It will take time to repair, if it can be repaired at all. If it can't be, we will be resorting to a combination of Xerox and off-set printed WF's, however they will be reduced in size greatly. The reason is that our mimeo machine cost very little to use, while the other two methods are just a bit beyond our financial range. Dues for the region will not go up, but we will be cutting back whenever possible until we overcome this problem. I have tried to select a few articles from the Dec. issue that I thought needed publication as soon as possible, along with including articles that were scheduled for this issue, however the size of the issue is still limited.

A word about dues renewals. Those members who were due to renew with the Dec. issue will be renewing with this issue, while those due to renew with this issue won't be until the April edition, or if we produce the Dec. issue soon after this, then you will renew with the Dec. issue--but that is only if it comes out soon after this. If it dosen't, then wait with renewals until April.

It is a complicated situation, but I felt that in order to keep caught up (some-what) I should get this issue out now. Let's hope we can get things back to normal soon!

WELCOME ABOARD!!

With this issue we welcome aboard the following new members:

Ian Smith	Paul Michelson	Rich Sonoski
3100 N. Cambridge Rd	201 S. 8th St	219 First St
Lansing, MI 48910	Manchester, IA 52057	Port Carbon, PA 17965
Scott Osantowski	Frank Fatsie	
RR#1 Box 195	375 Barrett Rd	
Steege Rd	Berea, OH 44017	--Glad to have you with us!--
Monee, IL 60449		

The Lake Shore Railfan Protection District (Chicago Division) is making plans for its new season of active railfanning in the states of MI, IL, WI, IN, and others. Railfanning trips are usually held on weekends, with most held over the summer months. If you would like to join in on these fun filled railfanning expeditions, please get in contact with Tim Vermande, Mark Kaszniak or myself. Join in on the good times!

In the next issue we will provide you with the full report on our second annual winter meet in Milwaukee, WI. Also coming soon will be the exciting story of the editors Christmas railfanning trip to northern Minnesota.

WAYFREIGHT STAFF:

Gerry Dobey, EDITOR  
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# Rail Notes

compiled by WF staff

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CHICAGO & NORTH WESTERN has purchased ten Conrail RS32's numbers 2024, 2034, 2038, 2041-2047. They are scheduled to be renumbered in the 4240-4249 series. Already ex-CR #2041 has been repainted in green and yellow and renumbered to 4240 and has been working near Waseca, MN. Your editor also spotted #4248 working Cedar Lake yard in Minneapolis, MN, though it was still wearing PC black, it had a CNW logo applied on the cab sides. The units will all be assigned to the now famous CNW Alco line; two will work between Huron, SD and points west, and eight will work between Huron and Winona, MN. They will replace Geeps #4351, 4352-55, -80 and -81..... CNW has recieved RS32 #4000 from Chrome Crankshaft. The unit was formerly used by Michigan Northern until they became an all EMD railroad and have since put all Alco's and Baldwins up for sale. Rare units currently being leased by the CNW include Morrison-Knudson TE50-4S and New York, Susquehanna and Western GP18 #1804. These units are working out of Oelwein, IA and member Steve Kahl observed both units lashed up with Conrail power and F units. Since that time though, Ed Moran has seen the NY,S&W units heading for Proviso. CNW GE centercabs have been moved to Cedar Lake yard in Minneapolis. CNW has started taking delivery of 35 new GP38-2's that were origionally ordered by the Rock. CNW posted a net income of \$10 mil. for second quarter of 1979 and \$5.1 mil. for third quarter.

CHICAGO & INDIANA RR says that it will cease operations on 12/31/79 (we have heard no reports confirming this). Trustees are asking \$21.5 million for the Hammond to Decatur trackage which is about four times what the appraised value shows as it's worth. C&I said it simply couldn't afford that price. The Santa Fe is now looking into buying the line!

PRAIRIE TRUNK RLWY is a new Illinois shortline running from Flora to Shawmeetown in Southern Illinois. The line is an ex-B&O 67.91 mile branch.

CONRAIL as of 11/1/79 had four remaining F units in service which are all based out of Collinwood. Two of the four units are #1772 and 1778 which are doing transfer work in the Cleveland area. CR's Mingo Jct. in Ohio was once an Alco hangout but now it only sees EMD power. The EMD's for the most part are SW's, GP9's, GP38's, SD40's and SD45's. The Sd units are now handling the bulk of the ore drags from Cleveland. CR's B-B Centuries have now been renumbered into the 5000 series and are working out of Brier Hill yard in Youngstown, OH. As of this writting there are reports of only one Conrail RS27 surviving on the roster---- #5099. Proceeding items from J.S. WARD.

During mid and late December, Chicago's Regional Transportation Authority took delivery of 22 new F40PH's. Most of these units are destined for the C&NW. By the beginning of the year, CNW began placing the units into commuter service, and by Jan.11 the CNW expected to have the bulk of its E units on the sidelines. The F40PH's are making most of the off peak trains, along with helping out the F units are rush hour scoots. Some of the E units will be shipped to Oelwein for rebuilding while some will be retired. As rebuilt E units, repainted in RTA colors, return to Chicago, F units will be removed from the commuter pool.

---Have any interesting railroad news in your area? The send it to RAIL NOTES in care of the WF editor---

COMMENTS

"In regards to Tom Gasior's letter in the last issue of the WF. If there is an effort made to create a national model railroad system to replace NEST, MESS & WARS (sounds like a new rock group--GD) then I have the perfect name for it! It could be called the American Shortline System, or more affectionately known as ASS. It may just fit the job, eh?!!!"

I must say however that the last WF was fantastic (and I am not just saying that because my picture is in it)!! The articles were great, the printing was great, and the photos came out nicely too."

--Ted Tait, Syosset, NY.

What a guy! --GD

SIDETRACKS

The day after Thanksgiving came quickly. I was up at 7:30, which seems early but isn't when you watch trains, railfan, or whatever you call it. I call it masochism. At 8:00 we started loading cameras (Nikon, Canon, Yashica, etc.). I felt good that I left my Polaroid at home. By 8:30 we were on our way, the first area was the state line between Illinois and Indiana. Here we have a crossing of a few railroads, plus a yard under wire. There wasn't much going on so it was onward following the South Shore. Off of US 20 there is a side road. Well, it wasn't really a road. It was just a muddy path with obnoxious potholes designed to topple cars over. It ends in the middle of a dense forest. We ran through about a mile of sludge to reach the South Shore tracks. We walked along the tracks, which, to our dismay, led to where we parked the car. Two views and 48,032 pictures of the Little Joe later, it was time to move on. We followed the tracks into beautiful downtown Gary and beyond, where we stopped to take pictures. Some rather fool hardy photographic techniques were used, such as picture taking on the track. The effect was a hand gesture sticking out of the train.

Welcome to Michigan City! The first view you are greeted with is that of the state prison. There are a bunch of old gas stations too, each with packs of huge dogs ready to eat on command. An unusual town, all right, so why not an unusual railroad? Their switching techniques were on one extreme unusual, and on the other hilarious. The lack of brakes made switching an adventure. The home office of the South Shore rail empire is in a small one story building. An unusual place where the door marked "Office of the President" and the one marked "Men" were the same type. Noticing the strange switching and unusual operations, one has to wonder if the South Shore is the prototype for today's typical model railroad. Now don't get me wrong; the South Shore is a fun line, something you'd want for your very own.....right Tim!

The TWO RAIL FREAK STRIKES AGAIN!

part one of:

OTHER RAILS, OTHER TALES

The PAY RR (Patoochie, Axnard and Yarby), like a few small prototype roads, has very little home road trackage. In fact, it has none. But the roads roster consists of almost 330,000 modern, cleanly painted cars. "I got the idea for the PAY from roads like Vermont Ry., PICKens, St. Lawrence, and like that," says member Abner Chickleroot. "I figured that if I had a lot of good looking, well maintained equipment, I could rent it out." Abner who owns cars in both HO and N scale merely brings a suitcase or two (sometimes more) of his smooth rolling cars to the many TAMR layouts he visits. Then he waits until his guests trains start falling off the layout (he commented that every layout he's visited has this problem) and then Abner quickly comes to the rescue. "I think it's a shame that a member invites me over, wants to run his equipment, then can't because his stuff runs like junk. But, for a slight fee per car, he can use my spiffy and completely guaranteed equipment for an hour or two and everybody is happy." Abner also has reasonable long term rates for equipment that members want to rent for a few months. Sounds like Abner has quite a good business idea there, but he expressed concern that Dee Gilbert may ruin his business if he keeps writing articles on how to prevent derailments. Oh well, good luck Abner.

## HOW WOULD YOU HANDLE A QUARTER OF A MILLION DOLLARS??

--John Van

Now that cold weather is upon us again, we can sit back to remember those many railfanning trips we took this summer. Those good ol' warm days are gone for a few months and with those warm days go the railfanning trips, unless of course you are one of the brave ones who will venture out this winter.

I do remember one of my favorite railfanning trips this summer that will live in my memory for a long time. It all started when my brother, Tim, told me that one of his friends worked for the Rock Island in Chicago. His name was Jim and one day he invited my brother and I to come down to the yards where he would show us around. So on a very warm and sunny Sunday afternoon in June we were off to meet Jim at the front gate of the Rock's 41st Street yards (frankly I don't know why anyone with any brains would venture into that neighborhood!--GD). From there we proceeded to the shops where Jim showed us around and gave us background information on all the units in for minor repairs that day. Included was a GP7, SW1, a GE unit, and the (then) brand new RTA F4OPH's.

As we were looking around, we suddenly heard the startling roar of a diesel horn, and rushing out to investigate we were greeted by an RTA F4OPH that just came in from a commuter run. Jim told us to climb aboard into the cab, and then proceeded to tell me to sit in the engineers seat. At first I thought he was joking, but he was quite serious. After I sat down he began to explain how to operate the unit. I soon found myself releasing the brakes and the engine began to coast down a short grade towards the fuel dock. Before I reached the dock, the switch coming up had to be thrown, thus the brakeman jumped off and raced ahead to throw it. Jim instructed me to start braking before the switch, but since this was my first time at operating a locomotive I was not used to the braking system, and the loco seemed to be flying faster and faster towards the switch. Things were now getting out of hand and Jim had to step in and help me brake the loco. Finally we stopped, but I was so close to going through the switch that the wheels were locked in tight between the partially thrown switch. Beads of sweat now formed on my forehead, but so far we had made it safely.

The switch was thrown and we moved forward to the fuel dock, and once again the brakes provided problems and I overran the fuel dock by about ten feet. So I had to throw the unit in reverse and back up to the proper position. Not as easy as it sounds but I made it. Once we had fueled up we moved ahead towards the shop area. At one point we had to back into the shops, but the feeling of backing a quarter of a million dollars across this area was too much for me so I let Jim take over. We backed up safely, and I realized that the unit was still in one piece. A modern miracle it seemed. Soon we were called to take the unit to LaSalle St. station where we would couple up to a commuter train headed for Joliet. My brother and I climbed aboard while Jim stayed behind at the shops. In the cab now was an engineer and fireman. We coupled up an SW unit and proceeded down the main to LaSalle St. Once there we climbed out while the engineer slowly coupled the unit to a string of bi-level commuter cars. We walked around for awhile and looked at an old standard Amtrak observation car and the private sleeper "Silver Foot". A second commuter train pulled in and we uncoupled its engine and went back to service it. When we arrived back at the yards we looked around for some decent photographic material. We got some old E units and a string of 1920 commuter cars and a few Geeps. Just a week earlier the famous E6 #630 was here before it was to be moved to Kansas City, but we were too late for it. All in all it was a great day though. One final note is that Jim is now working for the Soo Line up in Superior, WI and perhaps my next cab ride will be in one of the last Soo F units!

## RIP TRACK

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All questions, comments  
or article submissions  
for this column send to  
Jeff at: 38115 Park St.,  
Oconomowoc, WI 53066

### FLAT CAR WITH LOAD:

This is an easy conversion of a not-too-realistic Tyco Automobile car into a pretty good looking 50' flat car.

I started this project, as I mentioned above, with a Tyco 50' Automobile Carrier Car. First I snapped off the orange colored racks, leaving holes where the rack was attached that needed filling. To cover the whole deck I used Camino Scale Models 3/64" scribed siding. This material comes in sheets and is easy to cut to fit the demensions of the deck. After the siding was glued in place, the flat car was set aside to dry and I then started work on the load.

An industry near our home manufactures bi-metallic cylinders, and these looked like an easy flatcar load to model. For this part of the project I used mock chicken leg sticks (any wooden pole about one scale foot in diameter would also do the job). I cut the sticks into 8' lengths and sanded the ends until each was exactly six scale feet in length. This took away the grainy look of the sticks and made them look more like a solid metal cylinder. Next I drilled a small hole in each end of the cylinder to give the appearnance that the hole went through the entire length of the cylinder. To actually go all the the way through the cylinder would have been impossible so this adds a good cover up. Next the cylinders were painted with Floquil's Bright Silver and the set aside to dry overnight.

Next I finshed off the car. I started with painting the wood deck with Floquil's Engine Black and added 2'x4' stakes in the cars side pockets. You may want to paint your car differently, but I left mine with the Trailer Train painting and markings.

My next step was to stack and glue the cylinders together. After the glue had dried, my last step was to band the cylinders together using black Micro-Tape brand 1/64" think tape.

### DIESEL WEATHERING: Warren Block

Diesels are normally grimey, sooty, and otherwise terribly dirty. Therefore our shiny plastic models simply don't meet the requirements. Diesel weathering can be a lot of fun, but be careful, because an overdone model will often look worse than a shiny one (so that's whats wrong with all those old PC units I see--GD).

Dig through the junk on your workbench and find some paint, preferably several shades of brown and tan, and a small amount of black (and if your friendly neighborhood workbench does not stock these paints may I suggest going to your mean and out of the way hobby shop--GD). Find a small paintbrush and your favorite shiny diesel (or, if you like, your shiny diesel you hate the most--GD). Now don't be fooled. Weathering is done with very thin washes of color, and not UNDILUTED PAINT, so get some thinner and mixing cups. Grab your locomotive and take a look at it (hhhhmmmm, very attractive!). Decide where it might get dirty. For example, an F7 would have mud, dust and gravel kicked up by the wheels onto the body, and the fuel tank will have splashes of diesel oil all over it. The bottom of the diesel gets dust and dirt on it, and grease smears can be near the wheels. If your road has steep grades or runs long freights be sure to weather the wheels so it looks like sand for traction is actually used.

After the weathering effects are on, give the whole unit an overspray of Dullcote.

Don't forget to add details such as snowplows, rotary beacons, handrails, m.u. hoses additional lights, etc. Give it a try and increase the realism of your units.

For those wishing to identify those pictures of Rock motive power we provide this roster. Your shots may be rare soon.

-page eight-

Chicago, Rock Island & Pacific Railroad Co.

ROSTER 1979

Unit Numbers	Year	Builder	Model	Number
190-199	1969	GE	U33B	10
201-206, 209-211, 213-220	1963-65	GE	U25B	33
223-238				
240-281	1966-67	GE	U28B	42
282-284	1964 (1977)	CRI&P	Slug	3
285-299	1968-69	GE	U33B	15
300-305, 307-309, 311-333	1965	EMD	GP35	32
340-359, 361-369, 371-396	1966, 67, 69	EMD	GP40	55
415-424	1966	Alco	C415	10
435-440	1950	EMD	GP7	5
451, 454	1948	Alco	RS2-m	2
456	1948	Alco	RS3-m	1
530, 531, 533, 535, 537, 538, 540, 543, 545, 546	1942, 49	EMD	SW1	12
550-559, 561-563	1937-38 (1957-58)	EMD	SW900-m	13
644	1951	EMD	E8-A	1
652, 654, 655	1955	EMD	E-8A	3
657, 658	1950	EMD	E8-A	2
660, 661	1953 (1969)	EMD	E8-A	2
662, 663	1955 (1969)	EMD	E9-A	2
675, 676	1949	EMD	F7-Am	2
765-774	1948-49	EMD	NW2	10
775-779	1953	EMD	SW9	5
780	1938 (1971)	EMD	SW9	1
795-797	1948 (1957)	EMD	NW2	3
811-813	1950	EMD	SW8	3
814-835	1952	EMD	SW8	22
836-840	1953	EMD	SW8	5
900, 902-914	1937-38 (1959)	EMD	SW900m	14
915	1937 (1959)	EMD	SW900m	16
920-936	1965	EMD	SW1200	17
940-949	1966	EMD	Sw1500	10
998, 999	1978	CRI&P	Slug	2
1201, 1226	1951	EMD	GP7	2
1252, 1267	1952	EMD	GP7	2
1321	1957 (1965)	EMD	GP9	1
1325-1327, 1331, 1332	1959	EMD	GP9	5
1333-1353	1960	EMD	GP18	21
4300-4355	1976	EMD	GP38-2	56
4368-4379	1978	EMD	GP38-2	12
4421-4423	1961 (1976)	EMD	GP18m	3
4424	1952 (1965, 76)	EMD	GP9m	1
4425-4469	1951-52 (75, 76)	EMD	GP7m	45
4470-4478	1951-52 (75, 76)	EMD	GP7m	9
4479, 4480, 4481, 4482	1957-59 (75, 76)	EMD	GP9m	15
4483, 4484-4493		EMD		
4500-4555	1950-53 (75-77)	EMD	GP7m	56
4582-4599	1973	GE	U-30XR	18
4700-4719	1970	EMD	GP40	20
4790-4799	1973	EMD	SD40-2	10
4800-4802	1939-40	EMD	SW1	3
4803, 4804	1946	EMD	SW1	2
4900-4909	1947-49	EMD	NW2	10



# SHOOTING THE BULL

BY BOX CAR

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Due to the embaresment that Cinderpit suffered when he mutilated Buckshot's boxcar he wanted to become a lone wolf. We enjoyed his company and comments enough to persuade him to stay in our little group. This prompted a discussion on whether our group was just that, a group, or if we were a club. I've never witnessed two people argue about something as stupid as this, but this led to a discussion on how we would go about forming a club. Instead of writting everything that was discussed that night, I have just picked out the points which I felt were most important.

Buckshot said that he had heard of clubs in which the members usually all help in operating and building/maintaining the layout of one person whh is a member of the club, and usually acts as a dictator calling all of the shots.

Bumper added, "There's also the informal type, the members each take a turn at hosting and entertaining the members and they work on that person's layout. Sort of a round robin group that would maybe meet once a month or so. It's usually a very loose knit affair and the members usually change as old ones leave and new ones are asked to join in. Most likely it can be started at a meet or convention."

Cinderpit was speechless because he felt inferior. "The only ones I've heard of are the formal type!" he said.

"True, those are the ones you hear about most because they are a highly organized group of modellers" stated Bumper. "They usually require many people and a good sized area for a layout. The initial meeting is a critical time and it must recieve plenty of publicity if the club is going to get off the ground. MODEL RAILROADER and other modelling magazines provide a place in which meetings and other get togethers can be advertized. Don't forget signs at the local library, hobby shop and supermarket where you can reach quite a few people free."

"Once the group gets together a number of things should be decided right away. Decisions must be made on layout size, scale, theme, approximate dues cost, and temporary officers should be elected or appointed to keep things going."

We had to break things up before we fell asleep waiting for a train. I'd hate to see someone fall asleep on the tracks! 'till next time...

////////////////////////////////////  
ADDITIONAL WELCOMES TO NEW MEMBERS

Brian Knouff  
5951 Schloneger Dr  
Loisville, OH 44641

Greg Schneider  
9117 30th St.  
Brookfield, IL 60513

Peter Anderson  
433 Leland St  
Flushing, MI 48433

Randy Rivers  
16195 Tonkaway Rd  
Minnetonka, MN 55343

Jeff Meyer  
RR#1 Mud Lake Rd  
Dubuque, IA 52001

Mark Kaszniak our MESS coordinator wants to remind all members who wish to join the MESS to write him at 4818 W. George St, Chicago, IL 60641 and include a SSAE. Mark also has additional MESS Surveys available upon request. The MESS map will be coming soon. Watch for furthur announcements.



We've Come a Long Way

A new method recently adopted looks like it will become popular and widespread. It is known as the "hump switching" method. By this method, a train of cars is slowly pushed up an artificial or natural summit called a "Hump" and the cars are tobogganed down the incline onto classification tracks. This permits rapid work but it is not an easy process as you might suspect. A very powerful switching engine known as the hump engine has been adopted for use on this steep grade. In the case of long trains, the engine may be a  $\frac{1}{2}$  mile away from the hump, and the engine driver must be signaled when to start, stop, or slow down in order for the cars to be uncoupled and weighed.

A car rider must, therefore, accompany each cut of cars and when his cut stops, he may be a mile away from the hump; to which he must return. A light switch engine running on an open track is frequently used to return the car riders back to the hump. It is even predicted that in the near future, we will see trollies used for this purpose.

(This was the news that was making headlines in a book published in 1911!!!)

--AD--

JOIN THE MODEL NATIONAL NETWORK!! A model railroad network with its own interchangeable ideas and paint schemes for its members. OPEN TO ALL LINES EVERYWHERE!!! for more information contact: Roger L. Arnold, Monrail President, P.O. Box 201, Wheatland, CA 95692. Send a 15¢ stamp for information. Later, a newsletter will come at a slight charge. EVERYONE ENCOURAGED TO JOIN!

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