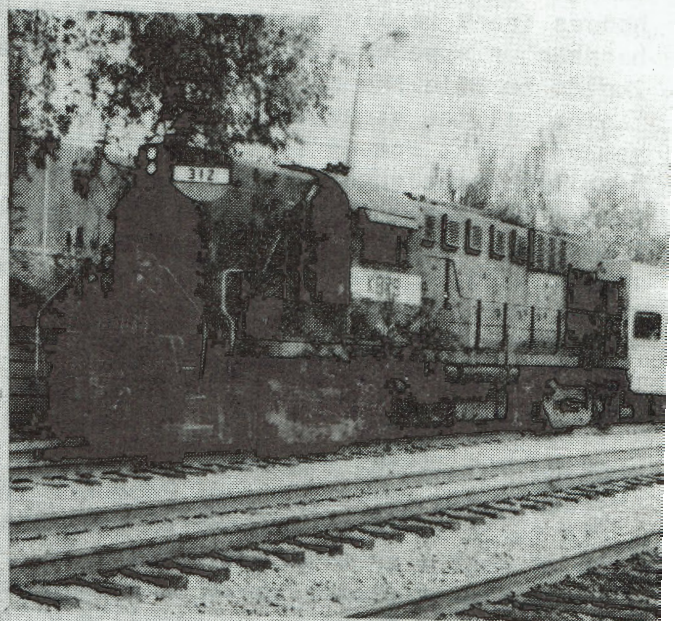
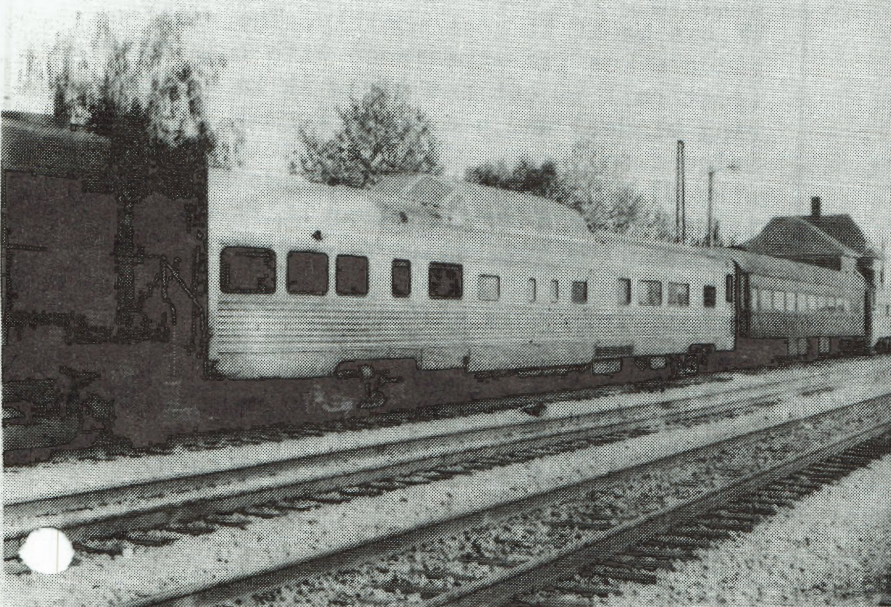
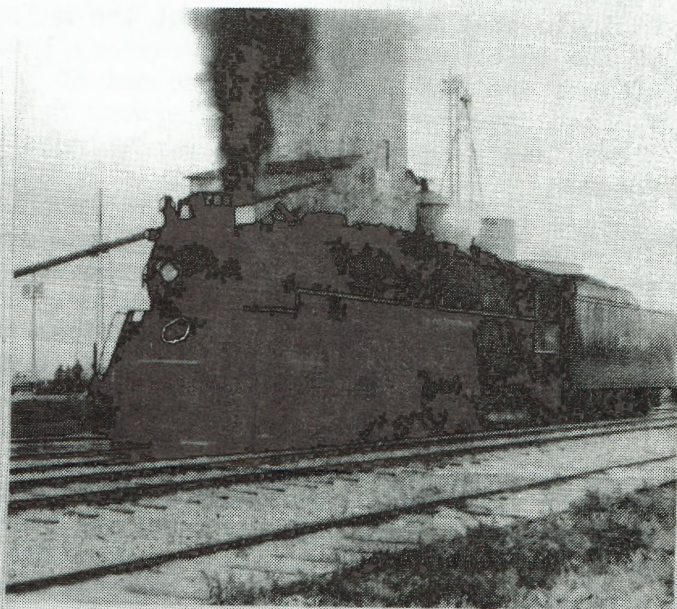
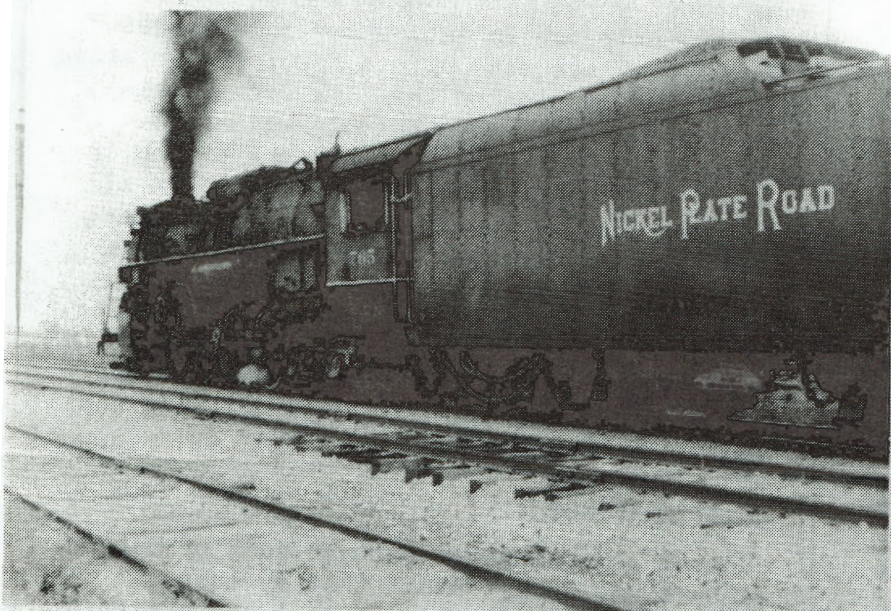


# WAYFREIGHT



August-Sept. 1980 OFFICIAL PUBLICATION OF THE CENTRAL REGION-TAMR no. 11





## RAILROAD STRUCTURES

by Jeff Meyer

One of the necessities in creating a realistic model railroad is to include structures that your railroad depends upon. The majority of these buildings are located in the yard. So when planning your railroad yard, consider where these structures would be located and which ones you should include on your pike.

The YARD OFFICE is important and should be no means omitted. Probably the most interesting office is an old boxcar, revamped and placed upon concrete footings or railroad ties. The boxcar office should be weathered a lot to indicate that the car served out the majority of its life hauling freight. Newer railroad offices are usually constructed out of galvanized steel and include lockerooms for crews, and a number of other partitioned rooms.

REPAIR SHOPS are also vital to railroads. The shop may be a roundhouse, or a one stall enginehouse that can serve two purposes, repair and/or store your motive power.

INTERLOCKING TOWERS contain mechanical and electrical equipment for signals and turnouts. This structure should be two to three stories in height and have quite a few windows on the uppermost floor. However, this structure is quickly vanishing from today's railroad scene as CTC (Centralized Traffic Control) takes over. If your railroad is a contemporary one, a boarded up tower would look more appropriate with high weeds surrounding the tower.

Another important yard structure is the SECTION TOOL HOUSE. This small structure houses track repair tools and a section handcar or speeder. Include rails running inside to hold the handcar.

Paint all the structures in the same general paint scheme to give them that "family" appearance. Of course you shouldn't forget the small details that should be placed around the structures; oil drums, rails, ties, and tools to name a few. You could even include a group of railroad employees sluffing off and playing poker in front of the office during their lunch break!

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**COVER: 765 STEAMS ACROSS MID-AMERICA!!** Ex-Nickel Plate Berkshire #765 recently took to TP&W rails to host a number of fantrips. Top row of photos show 765 at Effner, IN. Bottom row of photos shows dome-observation 'Big Ben' and Kankakee Beaverville & Southern RS11 #312 at Kankakee preparing for another fan trip over K&S rails with 765 pulling on the other end of train. Photos by Dobey.

## THE EDITOR'S WHEEL REPORT

comments: Gerry Dobey, editor

First off I'm glad to see more of you sending in some articles. Many thanks. I think that they add quite a bit of variety to the WF.

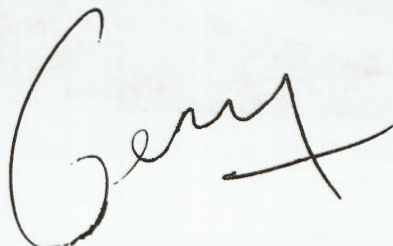
Our region is picking up again after a slight set back earlier at the beginning of the year, and I think that the quality of the WF has really gone up since the first issue came rolling out. However, the national TAMR still needs our continued support to increase the size and quality of what we can offer you in the HOTBOX and other services. How about writing to Corby asking him if you can help out in the member recruitment campaign? There are quite a few teens writing in for information on the TAMR from within the boundaries of the Central Region and perhaps a friendly letter from one of you in addition to Corby's would make them join all the much sooner. Just ask Corby for the most recent list of prospective members and then pick out those from your area and write them and encourage them to join, participate and enjoy the TAMR and the region. You might gain a new friend living near you in the process.

That's about all for now, keep writing and sending in those articles.

### ADDITIONAL NOTES:

Recent communication between some of our members and Corby reveal that my last editorial sparked some interest and comments which is what I wanted. It appears that you are in favor of having that pull out railfans guide and you also want to see how good the WF can be if it goes monthly. The railfans guide makes its appearance with this issue (just pull it out and throw it in a three ring binder) and a monthly format will be tried soon. Corby will be promoted (or degraded) to co-editor and will do half the issues while I do the other half. We have also had the suggestion of including prototype drawings in place of photos. We will be looking into this also. To go monthly we will still need a steady flow of material, so please send in some more items to me, TODAY!

If you have any questions or comments please express yourself and write to Corby or me. Thanks again for the support and help.





## STUDENT FARCE

Hi, I'm "Andy" Anderson. I'm from MODEL RAIL-ROADER and do lots of things to embarrass teenage modelers. I print stupid letters from six year olds who have a Lionel layout in the kitchen. I like to say that all letters are nice and help everybody a whole lot.

Actually I hate kids and wouldn't even talk to anybody who isn't 21!!! Good thing I'm paid \$8.40 an hour to type this crap or I wouldn't bother with you. And the TAMR...ha ha ha ha ha ...They can't do anything they advertise and don't control peoples thoughts on railroading!!!

Oh well, write soon, I need more letters.

*"Andy"*

(Editor's Note: This letter was printed to show what MR's Student Fare column is really all about. Everyone I have talked to seems to feel the same way. The column is a gossip column for teens who are obviously not serious modelers. The way it is presented is degrading to all of us. It seems that MR is trying to make it easier for all adults to laugh at us more. I print this here as MR doesn't seem to want to print our letters criticizing the column.)  
(P.S. I didn't write the Andy bit.)

### CHICAGO & WEST TOWNS RAILWAY

by Greg Schneider

On April 11, 1948, the Chicago and West Towns Railway switched from rail to bus service. It has remained that way ever since.

The rail line was built in the late 1800s as the Suburban Railroad. There was no freight service on the line as it was an all trolley passenger line. The line extended from Cicero Avenue in Chicago to the suburb of LaGrange, about 14 miles west of the city, ending parallel with the CB&Q. RTA (Regional Transportation Authority) buses now serve almost the same exact area along the same route, most likely for a higher cost.

The line left the Western Electric plant and headed west through the middle of Cermak Road in the suburbs of Berwyn and Cicero. It then turned right on Harlem Avenue and crossed the IC tracks in Riverside. It went through some of the many forest preserves in the area and crossed the Des Plaines River. It headed west where the Brookfield Zoo now stands and crossed the Salt Creek to head into Brookfield.

(continued next column)

(continued from last column)

The bridge over Salt Creek is the only remnant of the old C&WT. The C&WT continued west on Broadway Street and crossed the IHB tracks in LaGrange Park. Here it went south for a ways until it again turned west and followed the CB&Q into LaGrange.

This was one of the best trolley lines as far as passenger safety went. No deaths were known to occur during it's long career even though it had a few collisions with the IHB and IC.

Powerhouses and carbarns were located on the northwest corner of Harlem and Cermak Avenues. A bank and some shopping malls now stand on this site. If the C&WT would have lasted a few more decades, it sure would have been a sight to see and ride!

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### THE INQUIRING RAIL ASKS...

#### "WHAT WOULD YOU DO TO REVITALIZE AMERICA'S RAILROADS?"

GEORGE C. PATTUN, retired engineer wiper:

"Everybody knows it's those goldurned trucking companies that conspired to break the railroads. I'd build a special fleet of armored, 90mm cannon equipped trains to wait at strategic grade crossings and piggyback terminals and blast every goldurned tandems! Then railroads could haul everything again!"

EDGAR PHOZZBRANE, graduate student: "Obviously it is merely a breakdown in the logistics of the system. Goods/Materials transfers are not completely obviated to optimum unit/utilization, which results in dislocation that reduces efficiency and promulgate long-term adverse slide-scale deterioration in plant modular function. A simple analogy to the unit-utilization/deficiency-ratio/occluding nexi problem occurs in basic Nuclear Symbotic Fusion-Fission Retro-Regression..."

ANSEL THIMBOK, unemployed gravel breaker:

"Well, you know, if I was in charge of the railroads, well, you know, then I'd, uh, I'd have nude ladies painted on all their railroad cars, you know? Then, well, everybody'd be more interested in trains, you know, huh?"

(Does that mean we could then have ACF Centerfold hoppers?--Ed.)

(continued next page)



(continued from last page)

TIM SCALEGAGE, normal person except fo model train hobby: "I really wish you'd given me a better description. You make it sound like I'm a little crazy; 'except for model train hobby'! What are my friends going to think? How's my wife gonna feel? Huh? What'll I tell my kids when they come home from school after being teased by their classmates? Do you interview guys care about that at all? Huh?...

WHEN THE INQUIRING RAIL ASKS, AMERICA ANSWERS!  
Next Month: "How much auto ought an Auto-Rack rack when an Auto-Rack ought rack auto?"

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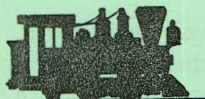
### Santa Fe-Southern Pacific Merger by John Venice

Most likely all of you have heard about the proposed Santa Fe-Southern Pacific merger; however, here are a few facts that might be of interest.

The merger would create a western rail system of 25,000 miles of mainline- second only to Burlington Northern-Frisco of 27,000. It would also be 3,000 miles longer than the proposed Union Pacific-MoPac merger.

The merger would extend Santa Fe into the Pacific Northwest and into St. Louis. It would also extend SP's territory in the west and midwest. SF-SP (most likely to be called Santa Fe Pacific) would have about the same revenue as the UP-MoPac system. SF, however, would have one of the greatest number of natural sources, including oil, of which SF produced 45,100 barrels of crude oil daily in 1979. And, for a while, the equipment would carry its original markings (whether it was painted SF or SP) until they decide upon a new paint scheme. (If, indeed, they ever will--GD)

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### RAIL NOTES

RAILGON Co. has ordered 4,000 gondola cars for delivery starting in late July. Pullman Standard will supply 1,500; Thrall Car, 1,000; Berwick, 500; Greenville, 500; and Bethlehem, 500.

CHESSIE SYSTEM began construction in July of a new \$33 million iron ore transfer and ground storage facility at Toledo, OH. When finished, it will be capable of loading railcars from dockside or from ground storage at the rate of 4,000 tons per hour. (continued next column)

### RAIL NOTES continued

#### CHICAGO UNION STATION FIRE

Many of you have heard about the fire that caused an estimated \$100,000 damage to Chicago's Union Station. The fire, that started on the morning of Saturday, July 26th, was a small electrical fire that fireman thought they had put out; only to be called back later in the afternoon to find the main waiting room and offices above ablaze. The fire was not completely put out that morning and was then fed by air both from the well ventilated main waiting room and the basement. Sunday afternoon, fireman again returned to the station to extinguish two smoldering "hot-spots"; one in the basement and the other in the floorboards of a second floor office. Not that I'm suggesting anything, but Union Station officials commented that a pudgy, Reagan supporter wearing a cowboy hat from Salt Lake City, UT was in the station just a few weeks before the fire, and according to one official, "He looked very suspicious to me."

On March 10, the Escanaba & Lake Superior assumed control of the Milwaukee Road's Green Bay to Ontonagon, MN line. The EL&S was leasing from the MILW F7A's #87A and 117C as well as F7B #102B and also U30C #5658 in addition to RSD12's #1801, 1802, 1850, 1851, and 1853 and U23C #2300 from the LS&I. By early June, all LS&I units were returned and more MILW units were brought in. Included were F&A's #118C and 119A, along with U30C #5657. Arriving in mid-May were Con-rail SD40-2's #6521 and 6474. Finally, four Soo Line F's were leased which will mean the return of all MILW F units. Michigan Northern RS12's #212, 213, and 215 have been purchased and are awaiting rebuilding. The first few months on this new line have been very interesting to say the least!

Duluth Missabe & Iron Range has rebuilt a second SD9u #302. Number 302 is almost always used with the 301.

ICG has temporary operating authority on the MILW in Cedar Rapids and Marion, IA. CNW is also operating some of the MILW's on line industries. ICG is using MILW's yard and serving the majority of the industries in the area that were once on the MILW. A switcher from Waterloo is now used on MILW that the ICG is operating in Waterloo. (Preceeding item from Paul Michelson)



## RAIL NOTES continued

On July 28th, a new Wisconsin shortline was formed in Horican, WI. The name: Wisconsin and Southern Railway which will run on trackage recently purchased from the MILW RD between Milwaukee and Oshkosh. The tracks have been improved with funds from the state. No reports on exactly what type of power the road is using; although rumors of two GP9's are around. (Corby Anderson)

As of June 1, 28,368 diesel-electric locos were working, or available for work, on the nation's railroads. This figure is up from last year when 27,392 were available.

Southern Railway has dropped its objections on the proposed Chessie-Seaboard merger. An agreement between the two roads also calls Chessie-Seaboard (CSX) not to oppose the proposed merger of NW-Southern. Objections to the CSX merger are still on file from the Soo Line, Milwaukee, MKT, and ICG. The Southern agreement provides competitive route for Southern from Chicago to the Southeast with NW and giving NW trackage rights over Chessie between Peru and Muncie, IN, and between Cincinnati and Hamilton, OH.

CNW will receive \$25.2 million in federal loan guarantees under the 4R act to repair 2,389 freight cars at the Clinton, IA car shops.

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Have any interesting prototype rail news happening in your area? Then send it in for publication in our RAIL NOTES column. We are looking for photos, newspaper articles, and general sightings. Send all information to the WF editor.

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Corby Anderson: Region Representative, 1209-97th Avenue, Kenosha, WI 53142

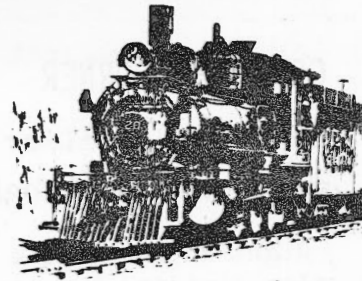
Gerry Dobey: WF Editor, 145 East Kenilworth Avenue, Villa Park, IL 60181

Mark Kaszniak: MESS Co-ordinator, 4818 West George Street, Chicago, IL 60641

Corby Anderson: Publisher (above)

CENTRAL REGION dues are \$3.00 per year. A years membership includes six issues of the WFREIGHT. Please make all checks payable to: Gerry Dobey, and send to: 145 East Kenilworth Avenue, Villa Park, IL 60181. The WAY-FREIGHT presumes that all material is submitted gratis. Photo submissions should be glossy surface, and can be color or black and

## From the Dispatcher's Desk



To begin with, I'd like to thank those of you who wrote and expressed your ideas on the CR and on the WF. Although I hope to hear from more of you in the future, I think we're going to start seeing a lot of considerable changes in the CR since I know what a lot of you would like to see accomplished now.

One of those changes will be the production of a monthly WF. Now this can be done if the WF staff has your help. The enclosed survey will help the WF staff as well as yourselves. A lot of you who wrote to me mentioned that you wanted to write something for the WF, but didn't know what to write about. (I run into this everytime I write this column!) In the next issue of the WF, I'll be publishing the results of what the majority of you answered in the survey. I hope this will give an incentive to everyone who wanted to know what WF readers would like to see.

So please, fill out the survey and return it to me as soon as possible. It will help the WF staff in providing and looking for what you want to see the most.

Until next time...

Corby Anderson  
Region Representative

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### ATTENTION!!!

#### Narrow Gauge and Logging Line Fans!!!

If any of you are interested in, or model, any sort of narrow gauge or logging line, then the Narrow Gauge and Logging Line Modelers Division of the TAMR is for you. We are a newly formed group, operated as a regular region is, with dues and a newsletter. For further info, contact:

Claude Morelli  
2236 Dietz Pl. NW  
Albuquerque, NM 87107

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Part two of Northwoods Ramblings will appear in the next issue.

Please complete and return the survey! It's important to all of us!!!

Remember to put the first installment of the railfans guide in a three ring binder. Next month's installment will be from Minnesota.



## COMMUTER CORNER

by Greg Schneider

### part one: Burlington Northern

Right in the middle of Chicago's suburbs and also dividing the commuting district in half is the jolly green giant, the Burlington Northern. The BN's triple track commuter district runs from downtown Chicago at Union Station to Aurora, IL which is approximately 35 miles to the west.

On any day of the week you are likely to see silver double deck coaches being pulled or pushed by gutsy green, black, and white E9's along the BN's right of way, which includes station stops at: Halsted st., Western Ave., Cicero, Clyde (home of BN's major Chicago yard--freight that is), Riverside, Hollywood, Brookfield, Congress Park, LaGrange, Stone Ave., Western Springs, Highlands (a famous hangout of one Gary Gardner and his faithful sidekick, Tom 'Trombone' Gasior), Hinsdale, Claredon Hills, Westmont, Fairview Ave., Downers Grove, Lisle, Naperville, and last, but not least, Aurora.

The BN combines high speed service with on time performance to get the rating one of one of the best commuter operations in the country.

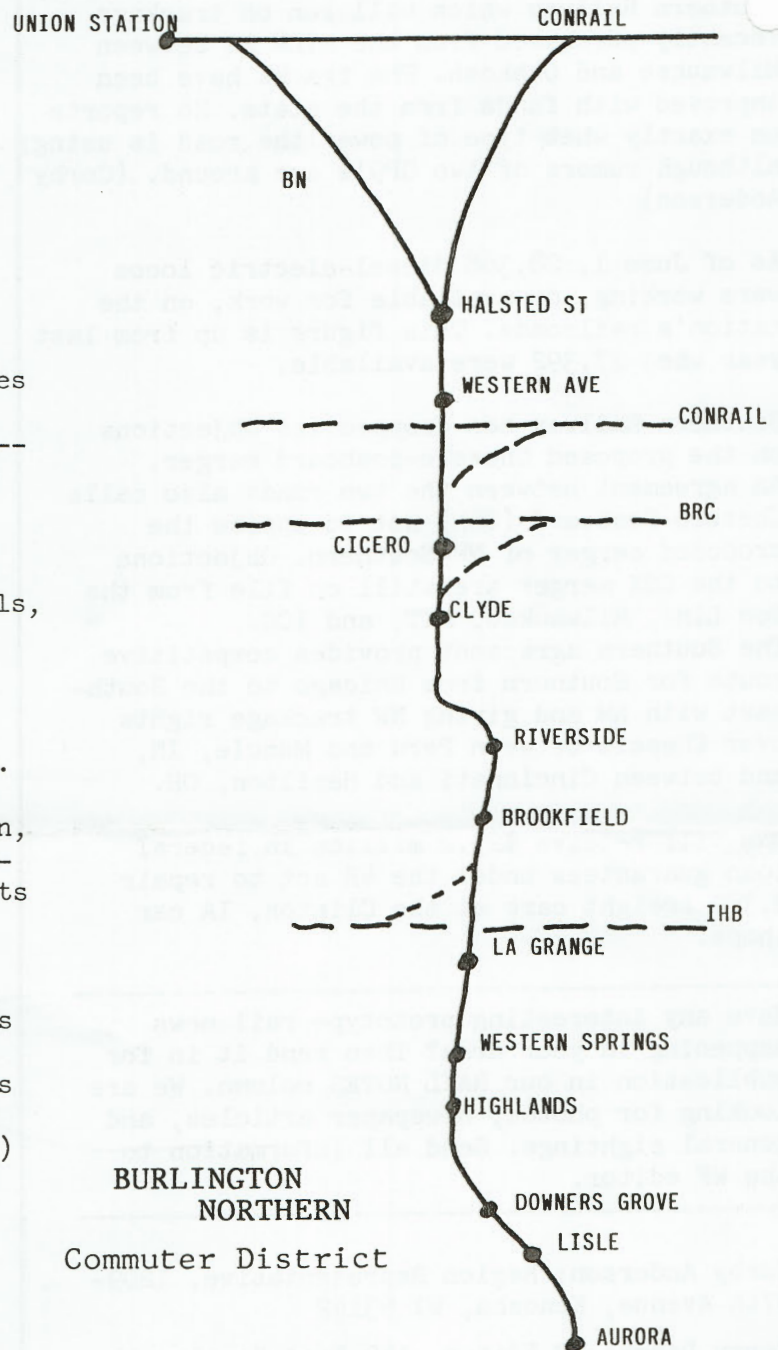
For the most part, the BN utilizes ex-CB&Q E9's that have been rebuilt at Morrison-Knudsen, however, the infamous RTA F40PH is also assigned to some of the runs now. However, the E units are good for at least another 5 years if not more. Commuter cars are all from Budd and the bulk were built during the 60's for the old Q. When not in use, or in off-peak hours, the cars and trains are stored at yards in Aurora and near Union Station. Rumor has it that RTA funds may help to build a new commuter train yard at Eola (location of a small BN freight yard also) which is just outside of Aurora.

For anyone wanting to ride in well kept commuter coaches, or for you railfans who want to see fast commuter trains with E9's on the point, then the BN is the road for you!!!

Next time: C&NW

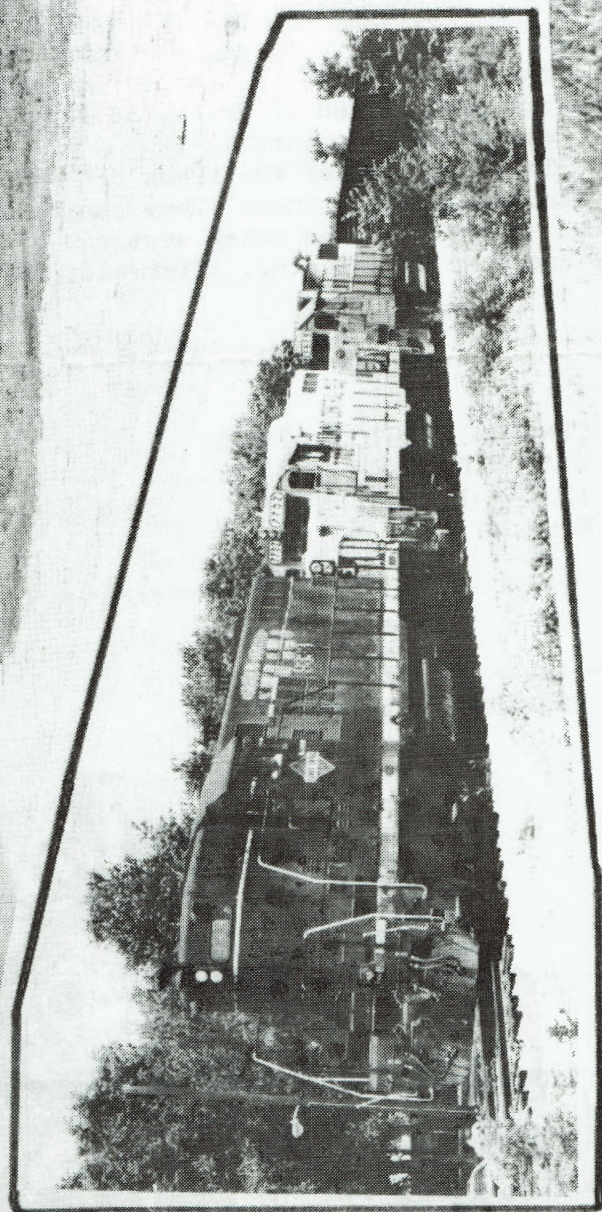
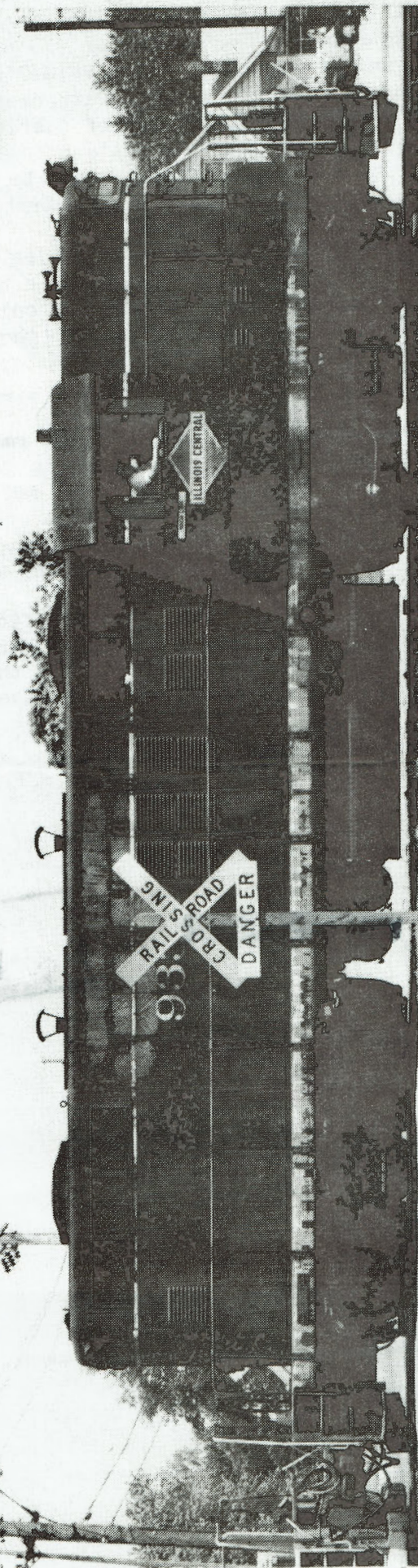
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Interested in promoting the TAMR in your area?  
If so, write: Greg Dahl, TAMR Auditor, 1649  
Euclid Street, St. Paul, MN 55106. Help to  
recruit a new member today!!!





One of the few remaining ICG  
black "Green Diamond" Geeps  
hurdles through Indianapolis, IN  
with a hot-shot coal train.  
copyright 1980 Tim Vermande





Rondout Crossing  
35 miles north of Chicago

Milwaukee Road  
Elgin Joliet & Eastern

by Rich Hoker

The famed Rondout crossing. This is the place where the Hiawathas were required to slow down to 90mph. This is also the location of the last U.S. Mail train robbery. To start off with, the Milwaukee Road. Traffic is heaviest during rush hour periods. During this time the bulk of the traffic is commuter trains. Freight trains are spread out through the day. Lately, during these bad economic times, most trains are being run as extras, and thus a scanner could prove useful. There is also a switching crew stationed at Rondout. They will move out to Libertyville in the early morning to switch the International Harvester plant and then will work other lineside industries in the area. They will then go back to Rondout to drop all unneeded cars and then will venture south to get the other industries. Power on this run is usually a GP9, GP20 or a MP15AC. The Milwaukee Sprint Trains also pass through the crossing (schedule below). North bound trains depart  $\frac{1}{2}$  hour earlier from Bensenville yard. Most trains leave early. South bound times are if the train is on exact schedule. Trains could arrive as much as  $1\frac{1}{2}$  hours early or many hours late and still be on time. All trains run Tuesday - Saturday. Some of the scheduled trains do not run on Sunday or Monday. Amtrak also runs quite a few trains through the crossing during the day (including Turbos, the Empire Builder and the North Star). If you obtain a schedule from Amtrak just add or subtract 30 minutes from the time at Glenview. All the Amtrak trains stop at Glenview. On the EJ&E (commonly called the J) there are very few trains. If you see a J train be sure to get a picture and send it to me. This is a poor spot to see J action (if indeed there ever is any J action). To get to the crossing just take any Milwaukee commuter train that stops at Rondout. By car take I-94 to the Libertyville (Ill.176) exit. Travel east on 176 to the dirt road just before the Milwaukee tracks. Turn right and you should be able to see the tower. If you can't I suggest you see a doctor right away. All in all, Rondout is a good railfanning spot, that is, if you like the Milwaukee Road.

#### Sprint Schedule

##### NORTHBOUND

215--2:30 AM  
209--1:30 PM  
211--8:30 PM

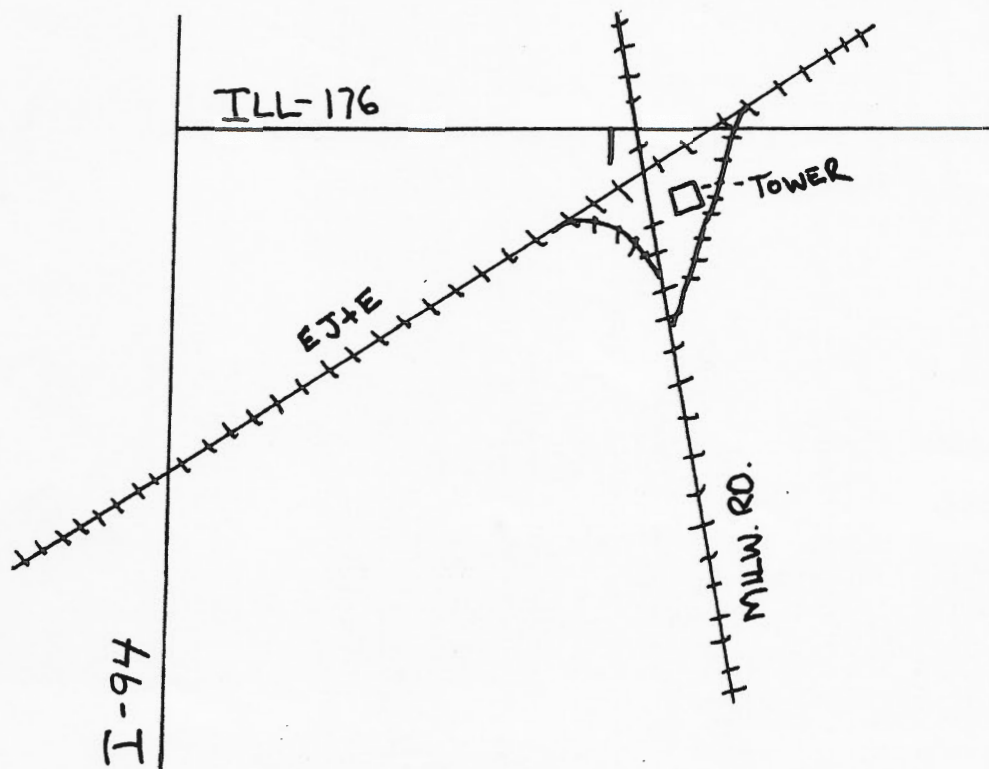
##### SOUTHBOUND

208--12:30 AM  
214--1:30 PM  
216--7:30 PM

All times are arrival  
at Rondout.

#### SCANNER FREQUENCIES

EJ&E	160.350 Road
	160.260 Yard
	161.550 MoW
MILW	160.770 Road 1
	160.530 Road 2
	160.395 Yard
	161.430 MoW & Police
	160.515 Hump





Study the prototype track and you'll find that it doesn't look much like your carefully laid and ballasted track (unless, of course, you're Tom Gasior who doesn't use ballast and whose track makes the Rock look good, and he runs DD40's and SD40-2's on it yet!). The real rails are always rusty and the ballast and ties are spotted with drops of oil and sand from the locos. Chances are there are also a few weeds and a bit of debris.

Finely sifted light-beige sand can be applied over the ballast (only in a few spots) if the ballast is wetted with the thinned solution of Matte Medium. Just be sure that you vacuum away any excess sand so it doesn't get into your locos. Well-thinned black paint can be dabbed here and there near the rails to simulate wind blown dust.

The switch frogs and guard rails and every rail joint is abounding with boltheads. These can be simulated with tiny bits of .005 or .010 inch thick plastic with bolts embossed into the backside with a nail point. Glue these simulated rail joiners and bolt plates to the outside of the rails only. If glued to the inside, flanges will bump into them and derail. When gluing them, use a glue like Pliobond or anything similar. You can even make a light saw cut on the tops of your rail to simulate rail joints; unless you are modeling welded rail, which never seems to end!

The most important detail, however, is to paint the sides of the rails with a rust color. Floquil's "Flo-Paque" series of craft paints includes brown that is just the right shade (F-71) or you can blend and mix the orange shade of Floquil's model railroad paints with some boxcar red or roof brown to get the shade that seems best. Use a #1 paint brush and just drag it along the sides of the rails. Any paint that happens to get on the tops of the rails can be scrapped off when it dries. Be careful not to get the paint into the moving switch points or their connecting bar.

The only part of the track detailing process that takes any significant amount of time is the simulated rail joiners. They can be omitted if you are really in a hurry. Other detailing can be accomplished on other sections of track in an evening or two and the results are nothing less than astonishing. After all, the track is the most important 'scenic' item on your pike!

CENTRAL REGION- TAMR  
WAYFREIGHT  
1209-97th Avenue  
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--write an article today  
for the next issue----

THIRD CLASS

