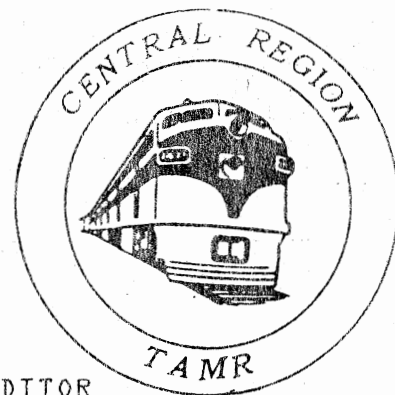


WAYFREIGHT

OCTOBER/NOVEMBER '80

OFFICIAL PUBLICATION OF THE CENTRAL REGION-TAMR #112



EDITOR'S WHEEL REPORT

COMMENTS: GERRY DOBEY, EDITOR

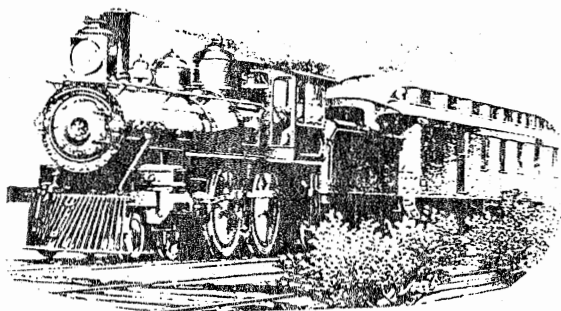
Several changes can be noted in the overall look of this issue of the WF. I think it is now safe to say we have one of the better looking publications, and we are also getting a good variety of articles from all of you out there. One major cause for the improved image is due to Corby and all the hard work he is putting into the region. Corby, in addition to being our regional representative, has now been appointed to Associate Editor and is handling the typing and printing of this issue as well as the bulk of the last issue. I must say this takes quite a bit of work off my hands which is a welcome relief. I can now sit back and take occasional breathers along with directing more of my attention to the national TAMR while still staying active in regional doings. Please continue to send all articles to me at the usual address.

The results of the survey are in, and Corby reports on the results and what you like and don't like elsewhere in this issue. Thanks for your feedback. We can now direct our attention to the areas where you feel they are needed.

Remember, we still need your thoughts, ideas, and what-have-you to make the region even better and also to build a stronger national association. Hope to hear from all of you soon!

From the Dispatcher's Desk...

by Corby Anderson



To begin with, I want to thank all of you who returned your survey. Your comments were very interesting and help us see where our region stands.

As far as the surveys and their results, of the twenty-eight returned, twenty-five members said they would like to see the WF produced monthly. Beginning in '81, this idea will be tried.

Fifteen members thought we could do without a lot of photos, while thirteen wanted to see more.

Since this leaves about a 50/50 toss-up, future WFs will contain a reasonable amount of photos.

Prototype drawings will be included in the following WFs as twenty-five members like the idea while only two opposed it. However, this leaves us with the problem of searching for a person who has the talent to do this. If anybody would like to help us out in this area, please let either Gerry or myself know. We would really appreciate your cooperation.

Looking through the surveys, I saw that many of you would like to see more articles dealing with modeling. Scratchbuilding structures and rolling stock, scenery, trackplanning, and general modeling techniques ranked among the favorite articles as well as those dealing with prototype nature and railfanning. Many good ideas handle this were brought up by several members. The solution that I thought was the best would be to have an article on a prototype railroad (describing its rolling stock, railside structures, operation, etc.) and then have a corresponding article that could be of a modeling nature showing how to build a certain piece of rolling stock or the other items I mentioned.

I hope these general guidelines will help those of you who are planning to write an article for the WF. If anybody has other suggestions, please don't hesitate to send them in. Remember, your cooperation makes the WF what it is!

It becomes a habit among my friends and I to go bike riding on Saturday mornings for about the past two years now. However, recently I had a Saturday I will never forget.

We were riding a block away from the IHB tracks when looking toward them I spotted something just a bit peculiar. Lashed up between two boxcars was one of the few remaining Milwaukee Road F units, this one was dead, as are most the others. I almost died with excitement when I saw it, but I could do nothing as my camera was almost a mile away. I actually found myself staring at the unit for more than five minutes before I woke up and yelled at myself to go and get a camera. I crossed the tracks and raced home as fast as I could (not informing my friends of what I was doing). When I got home, I grabbed the nearest camera which happened to be a 126 and flew back to the scene where I took six pictures posing in the noon sun. A hot-shot MILW RD freight car came roaring down the track the same instant my friends came back. They asked me why I was taking pictures of that piece of junk. They wouldn't understand...the next time I see 93C it will probably be part of some third generation unit and not the once proud F heading for scrap that day. You've had better days, ol' 93C...

Greg Schneider

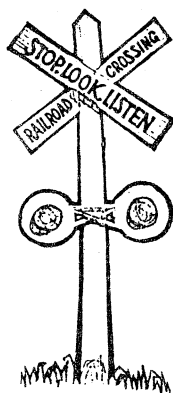
WELCOME the following new members...

Doug DeLon
4147 Oakmont Court
Crown Point, IN 46307

Gary Gardner
2365 Campus Drive
Salt Lake City, UT 84121

Konrad Hinsen
Linnicher Strasse 4
D-5170 Jülich
WEST GERMANY

Ken Keels
624 Birch Tree Court
Rochester, NJ 48063

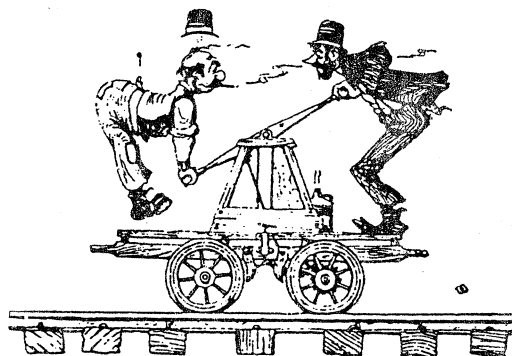


Interested in promoting the TAMR in your area? If so, write: Greg Dahl, TAMR Auditor, 1649 Euclid Street, St. Paul, MN 55106. Help to recruit a new member today!!!

by Gerry Dobey

As Tom and I settled down for a well deserved quiet night's sleep, and just as I was dozing off, Tom mutters out "Do you hear something ticking?" Naturally I said it was my watch and thought that was the end of it. I then heard the ticking and knew it was too loud to be my watch, so immediately the lights went on and the search for the object emitting this sound was on! No wall clocks, no anything that would tick...except for that pile of boxes in the corner of the room. Ah hah! Dave Bruns was trying to blow us up!!! I stayed back (you can't have the TAMR Secretary getting hurt now can you?) as Tom went for the boxes. Cardboard was flying across the room until he came to the last box. The box that was wrapped in gift paper, the box that was heavy,...THE BOX THAT WAS TICKING. Cautiously the door was opened as Tom gigerly chucked the box out. So much for that!

Waking up bright and early, our normal breakfast of Coke and doughnuts was consumed, and soon we were off. We followed the DM & IR up to Two Harbors.



"Gee, I wonder who those two could be?"

We saw one train crossing over a spectacular bridge, and at Two Harbors we saw another ore dock, another Yellowstone, some DM & IR SD9's, a DM & IR tugboat, plus one of the Missabi's early steam locos on display.

Lunch at a local greasy spoon, and the lengthy search for film followed. Dave Bruns bid us a fond farewell as his girlfriend was getting, ah, well, um..., well she wanted to go back to Duluth. Yes, that's it!

We couldn't be stopped though!!! Accompanied by John Vincent, we trudged on. Up to Virginia where U.S. Steel happens to have parked some Baldwin switchers at their Oliver ore mine. These are not just ordinary Baldwin switchers. Nooo, not at all. These were the only Baldwin SDs ever built, and the only

Northwoods Ramblings continued

Baldwin cows and calves ever built. Naturally we had to get at least four shots of each one (in case you're interested, there were about twenty-eight units). (Anybody want some slides of Baldwin switchers!!! UGH!)

We were not done yet! A stop at a local DW & P yard revealed a few more Alcos plus a train that just pulled in complete with CN power, in two different color schemes yet.

Tom, who was using all of his railfanning skills, promptly got us lost just outside of Hibbing (where we found one of the last NP cabooses on the end of a BN train). We were looking for Keenan yard on the DM & IR which is located out in the middle of nowhere, and is supposedly sinking due to the fact that it's built on a swamp. After about an hour of driving we suddenly saw a sign reading "This way to Keenan yard". What could be simpler? It was now quite dark out, but the new horizon of night photography opened up right along with our shutters. I must admit my best night shots were taken that night. We also saw the DM & IR's only group of bay window cabooses that are used only up in that region. I was impressed.

We promptly got lost once again and this time, no matter what direction we traveled, in the road signs read "This Way to Hibbing". I got the feeling something was just a bit wrong. We finally got it figured out, and we were back at Dave's house before you knew it.

Someone there got the bright idea to hold a slide show, for which I was prepared, as I brought about 100 slides that I considered my best. Too bad a certain person named Dave Schauers was never impressed with anything I showed and acted as though he had seen it all before.

After the slides, somebody else got the idea to bring out Rail Baron! I'll just tell you that the game started at 9pm and lasted until 3am. I will also tell you that due to the sheer excitement of everything, one person, whose name I will not mention (nobody that has been mentioned in this story so far), suddenly had a nose bleed right on the Santa Fe in southern California!!! Perhaps a new volcano has sprung up?!!!

After about four hours of sleep it was up again for more railfanning. We went to Itasca, WI and saw the C & NW's only SW1500, plus other assorted power, and then we went to the Soo's yard also in WI, only in Superior. We pulled into the yard, got shots of all the DM & IR SD9's that were there (it seems the Soo doesn't like to use its own power), and we went back to the car. Tom turned the key and nothing happened. Again- nothing. It was decided to go to the yard office and call a tow truck to give us a jump. We waited, and one showed up. He got us going but said we couldn't shut the motor off, or it would never start again. We never did and dropped everybody off and were on our way back to the Twin Cities. Northern MN was fun and provided me with a great time. Thanks to all who were involved. (See Tom, I didn't mention your speeding ticket...oops!)

THE END

Milwaukee Road Notes by Paul Michelson



Units in storage---SAVANNA, IL	AUGUST 8, 1980	Total
Deadline: F units (includes A & B units) #125D, 73B, 84B, 89C, 97A, 100B, 11A, 113A, 126C, 94A		10
FM Switchers: (H-12-44) #772, 747, 766, 705, 779, 704, 770		8
SD9's and SD10's: #508, 501, 500, 518		4
Also sitting dead at Savanna; Davenport, Rock Island, & North Western SW1 #871		

Milwaukee Road employees in Savanna are for the most part friendly and won't mind you on the property but advise you to stay clear of all moving trains and to be careful. With permission from the roundhouse foreman, you can roam all over. On the other hand, look out for BN employees, they do not like you near them!

On August 7th, the Milwaukee Road employees agreed to a 10% pay reduction that will help keep the railroad running and will be invested.

COMMUTER CORNER

by Greg Schneider

THE CHICAGO & NORTH WESTERN

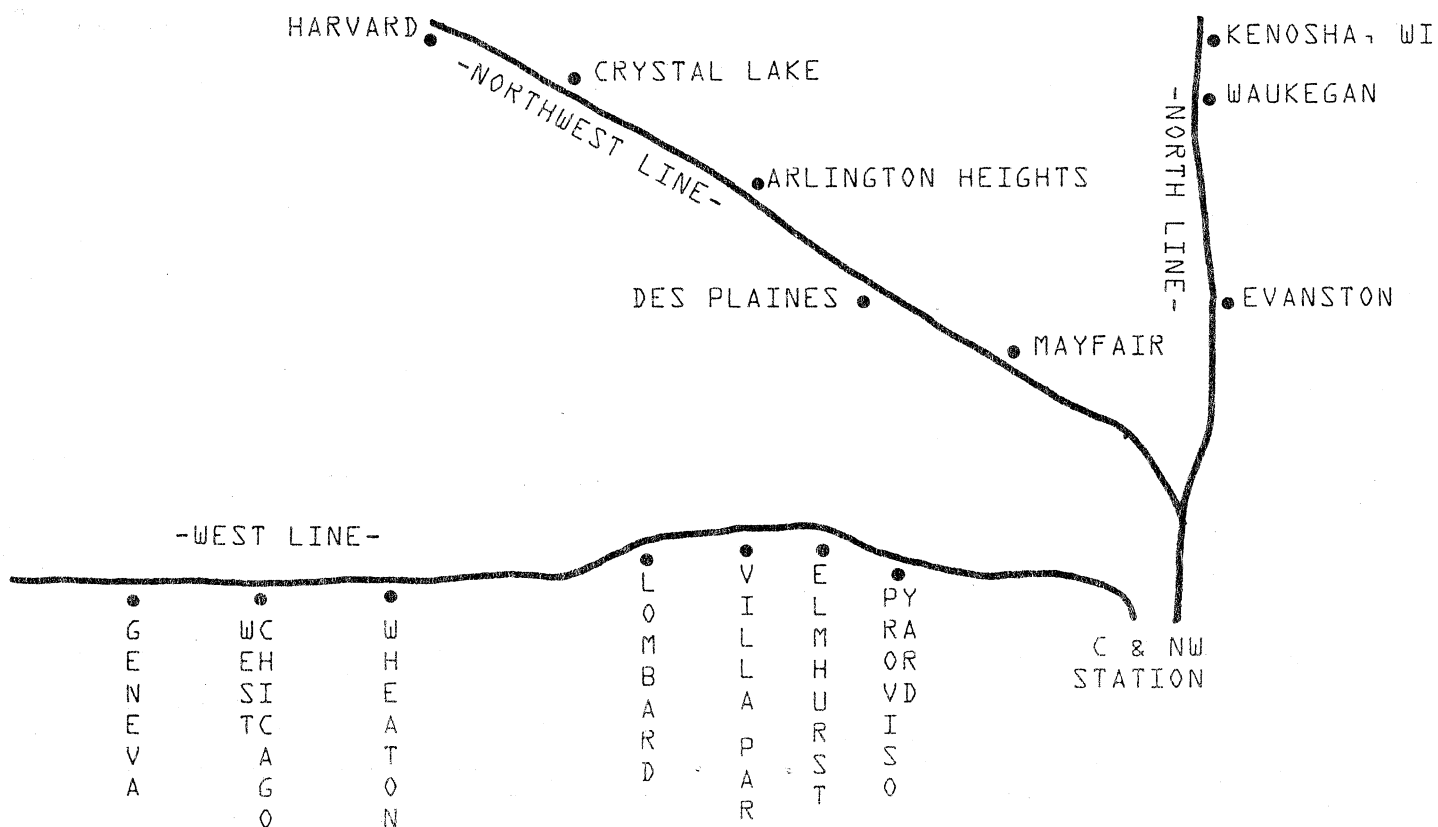
In case you never knew, the C & NW runs one of the better commuter train operations in the country. And in this day and age of the RTA, F40ph's, and other 'modern' institutions, the C & NW still has a flavor of it's own and one of the most varied commuter operations in Chicago.

The variety is provided by the equipment currently being used. In addition to the new RTA F40PH's that are making the scene, the C & NW still operates a sizeable amount of green and yellow F units, E units, and bi-level coaches. However, by the time you read this, about six E units will be decked out in the RTA scheme, plus the green and yellow bi-level coaches are fast being repainted into an RTA scheme that is a silver mist background with orange stripes along the top line of windows and brown stripes along the bottom half of the windows. Hurry if you want pictures!

Incredible as it may sound, the C & NW is one of the very few commuter railroads that actually makes a profit on its operations, much to the dismay of the RTA which is also providing subsidies.

The C & NW operates about 200 trains every weekday and hauls about 100,000 daily. Three commuter lines are operated, making it Chicago's largest operation. All commuter trains begin and terminate at Northwestern Station in downtown Chicago. Lines going out from there include the North line, Northwest line, and the West line (see map). North line trains run between Chicago and Kenosha, WI, with most going only as far as Waukegan with towns like Lake Bluff, Glencoe, Winnetka, and Evanston lying between. On the Northwest line, most trains run between Chicago and Crystal Lake, with some making the long run out to Harvard. Race track trains are also run on this line to Arlington Heights (Arlington Park). The West line differs just a bit from the others as the C & NW's main shops and yards are located on this line- a must to see while speeding along the triple track main line.

The future for a prosperous C & NW commuter operation looks quite good as trains, service, and track are improved. However, the individual identity of the C & NW will soon be covered up by RTA colors, and the once numerous F and E units will be passing soon.



STUDENT FARCE

INTERPOLATED BY "ANDY" ANDERSON

Hi ho kiddies, back again this month with a bunch of really wonderful letters from all you suckers, er, I mean good little model railroaders out there. Let's start off this column with a letter from Allan McCleand who has a railroad called the Virginia & Ohio. Allan says "Andy, I wanted to tell you about my 250 square foot layout that incorporates computerized control along with a prototypical operating system that I have designed myself. I'll start off with the basic construction of the V & O..." Too bad Allan, we just don't have time for your twenty-eight page letter right now, as I have to get to some more two year olds with their N scale layout on the washing machine.

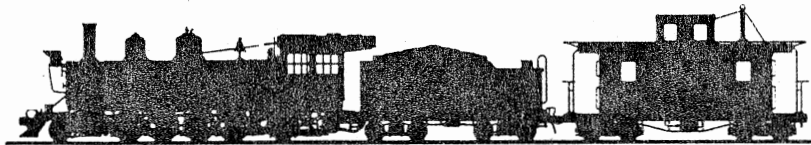
Steve Younguy from Jaywalker, NC says "Who is this jerk who has such a great layout called the Gorre & Daphited? Just 'cause he weathers everything doesn't make his layout great. Heck, I just borrow some coffee from my folks and dump it all over my 2' x 1' layout to weather everything. My layout is just super, and I have enclosed photos, trackplan, and will take you on a tour over the entire system in the following letter." Gee, thanks Steve for that really neat tip that I'm sure we'll all want to try. We have turned your letter into a forty page article in this issue with complete color coverage; plus we have featured your layout on the cover of this issue. Thanks a whole lot. We'll mail your check for \$1500.00 soon.

And lastly, Bruce Chubby, who has a layout called the Moonlight Valley, thinks that this column is really dumb and serves no useful purpose. He says he'll send all his articles over to RMC now. Well fine Bruce, if you feel that way and won't give these neat teens a chance, then go over to RMC! With people like Steve Younguy, we don't need you anyways! Everyone knows we're superior in every aspect to RMC, and to prove it, all issues from now on will feature only color photos and be printed in multi-color ink.

OBSERVATION: Let's hear from some more of you 11 year olds out there. I only got 300 letters this month from teens with a Lionel layout running around the Christmas tree. I know there must be more of you out there. Write soon, I need more letters.

"Andy"

Rail Notes



COMPILED BY THE WAYFREIGHT STAFF

Quite a few motive power developments have taken place recently on the MILW RD. Stored throughout the system are units of all types. Units are also being sold. Here's a run down: TR4 #692B was sold to Chrome Crankshaft, eleven FM H-12-44's were sold to Colt Industries (Fairbanks-Morse [yes, they are still in business making parts for submarines]) in Beloit, WI for scapping and resale of parts for marine use: numbers 700, 707, 710, 740, 742, 743, 771, 774, 775, 777, 780. This now leaves nineteen FM's on the Milwaukee Road as of late July, but more may be sold off soon. Potlatch Corporation in Idaho has picked up SW1200's #612 and 618 along with GP9's #292, 301, 322. H-12-44 #753 is on lease to a new shortline, the Waukesha & Western. Another new shortline, the Wisconsin & Southern, with headquarters at Horicon, WI, is using ex MILW SD9 #506, SD7 #522, and SD7 #512 in dark green and yellow. The Seattle and North Coast got ex MILW SW1 #869, SW1200's 614 and 648, and SD9 #502. And going to Precision National Corporation for scrap were MILW F7B's 64B, 77B, 120B, FP7's 100A, 101C, F7A 86C, F9A 125A.

Rock Island motive power is also being sold off. In addition to what UP got back what was theirs, here's the latest list: MoPac got fifty-two GP38-2's, GTW got twelve GP38-2's, PNC reclaimed one hundred and twenty of their rebuilt GP7/9's, ICG picked up all ten SD40-2's, and MEC got fourteen U25B's. Remaining power is at following locations: GP35's and SW1200's at Oelwein, IA stored at the CNW's yard, quite a few GP's and SW's at Wichita, KS along with the remaining GP's and SW's at Burr Oak yard in Blue Island, IL; Fort Worth, TX; Des Moines, IA; and El Reno, OK. The bulk of the remaining units, including all U-boats, are at Silvis, IL.

All Soo Line U-boats are stored at Fon Du Lac, WI and at Shoreham yard in the Twin Cities sit the last few F units awaiting future trade in, or a pick up in business, plus Alcos #415 and 416, and SW's 323 and 326. Also at Shoreham were quite a few new GP38-2's that were thrown into storage as they were delivered due to a slump in business.

The thirty-five GP7's recently sold to the C & NW are to be numbered in the 4431-4465 series and will see only minor work and then be sent out on the road still wearing CR black and Frisco red and white. The new GP50's are on the property (first one being numbered 5050!) and were rumored to have quite a few necessary things missing, such as sanding equipment. However, that seems to be corrected by EMD, and the units can now be seen on most mainline trains.

South Shore is down to operating 'Little Joe' electric locomotives. The 803 had an internal explosion and may not run again, 801 has been used for parts for a number of years now, so it looks like #802 will be the last of the operating Joes. Work on #803 cannot proceed as shop crews are directing all attention to keeping ailing GP7's and the passenger fleet operating.

Burlington Northern is going to retire all F units at the end of '81 (or so the rumors going around indicate). Better get your shots today (see Tom Gasior's Railfan's Guide section in this issue for details).

Chessie System will now try to operate the Rock's main line from Joliet to Bureau, IL. Since Chessie does not have a direct line to Joliet, it has arranged trackage rights over the Rock's commuter line from Blue Island (where Chessie has an interchange) to Joliet.

Erie Western RS3 #1603 has turned up on the Prairie Trunk Railway in Shawneetown, IL.

The National Safety Council has presented "Golden Spike" awards to the following railroads: Amtrak; British Columbia; BN; Butte, Anaconda & Pacific; CP Rail; DM & IR; EJ & E; ICG; KCS; L & N; LIRR; MILW; N & W; SCL; SP; SR; Frisco; Terminal Railroad Association of St. Louis; and UP. The awards are for outstanding public and employee accident prevention programs conducted during 1979.

The Kent-Barry-Eaton Connecting Railroad, a Michigan shortline, burned out the prime mover on the Alco S3 they were leasing from the Ann Arbor and have returned it, still wearing full KBE colors and lettering. Ann Arbor placed the repair bill at \$140,000.

Forty Geeps are stored at Chessie System's Wyoming yard in Grand Rapids, MI. More are expected to be added to the dead lines as business gets worse.

In Michigan's Upper Peninsula, Cleveland Cliffs Iron announced the indefinite closing of three of its taconite mines, plus two more plants in Marquette County. Cutbacks of at least sixty percent have been felt on the C & NW and the LS & I due to this. Also, C & NW's plans for expansion of its Escanaba ore docks has hit a brick wall due to area homeowners opposing the plans, which they feel will add more noise and water pollution. C & NW says it will relocate its plans several miles west of Escanaba due to this.

Due to a downward trend in business, GTW has thrown about twenty percent of its motive power into storage. Most of it is at Battle Creek and Port Huron.

LATE NOTE: BN F units have been put in storage at Superior, WI. Only five units at the present time, but more may be added.

The Chippewa River Railroad, which is operating out of downtown Eau Claire, WI with an RSC2 #988 painted up in original Milwaukee Road colors, is a new shortline in Wisconsin.

SABOTAGE HITS THE ESCANABA & LAKE SUPERIOR

The E & LS is being sabotaged by a person(s), as of yet unidentified, who has some railroad knowledge and/or experience. A reward of \$5,000 is being offered by the railroad for information leading to the arrest of the person(s). Damage for the most part has been in Oconto County.

Spikes along the right of way have been pulled out with railroad tools and experience. It must be noted that this is not a case of simple vandalism, these are cases of sabotage. Switches have also been tampered with, but the signals were changed so the engineer would not know about it. Every time a train leaves the tracks at twenty mph, it causes \$100,000 worth of damage. The line where the cases of sabotage have been reported were taken over from the Milwaukee Road by the E & LS on March 10, 1980. The first incident occurred on April 7th, and the most recent attack occurred on July 29th, when the ties were put crossways inside the rails with sledge hammers. Two men crews are used by the E & LS, but the railroad is thinking about using five men crews along with adding a leased MILW caboose on the ends of the trains.

A warning to railfans up in the area! Make sure you are not mistaken for one of the saboteurs. Perhaps, for the time being, it would be wise to stay clear of the E & LS rails.

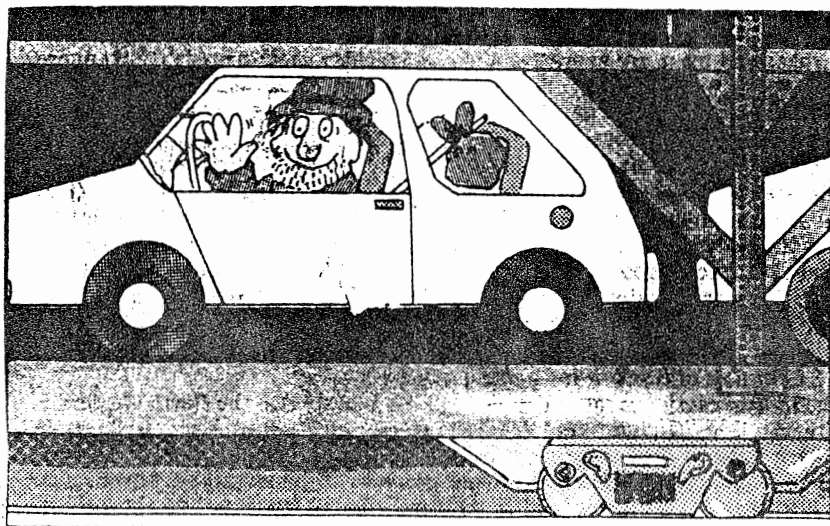
--Have any interesting prototype news from your area? Send it in for publication to our RAIL NOTES column. We are looking for photos, newspaper clippings, sightings, or what-have-you. Send all items to the WF Editor, Gerry Dobey.--

The Hobo's New Era

by Paul Michelson

The age of the hobos riding the rods or stowing away inside of dark and dirty boxcars is now over. Yes, hobos are still around, but they have given up that way of traveling the rails. The hobo now rides in comfort and style with air-conditioning, AM-FM music, and vinyl interiors. The covered, tri-level auto carrier has become the new home for these Knights of the Road. Since the carriers are enclosed, they offer the hobo privacy that was not available before. This also makes it easier for them to duck away from the railroad cops.

A hobo will now hop on the auto carriers, look for a car that has its door unlocked, and find the keys in the ignition. The keys have to be there so the car can be started when it reaches its destination. The hobo simply turns the key and the car starts, as there is a small amount of gas in the tank so the car can be driven to the local dealership after being unloaded. When the car's running, the hobo has access to the air-conditioning or heater, radio, cigarette lighter, etc. Since there is only a limited amount of gas in the car, it will eventually run out, and the hobo will simply jump over to another one. No problem for him (or her), but it creates big headaches for the dealership when they find no gas in the tank to move the car and, ultimately, end up having to tow it to the showroom.



ROCK ISLAND LINES

We all know that the Rock was having serious motive power problems. And, due to a lack of funds, repairs were almost non-existent. Until you look at the following list, you have no idea how bad it was. It's a wonder any trains could run at all. We are most grateful to Frank White for allowing us to reprint this list. --GD

HBO- Heavy Bad Order

SS- Stored Serviceable

U30C

4582 HBO/engine
4583 HBO/engine
4584 HBO/engine
4585 HBO/engine
4586 HBO/engine
4588 No #2 traction motor
4590 No oil cooler
4594 HBO/engine
4595 HBO/engine
4598 HBO/engine
4599 HBO/engine

SD40-2

4799 SS

NW2

4904 HBO/engine
4909 HBO/engine

GP40

4700 No turbo
4702 No turbo
4703 No turbo
4705 SS
4707 HBO/engine
4710 SS
4711 No #2 traction motor
4713 No turbo
4718 No turbo
4719 HBO/fire damage

U28B

240 HBO/engine
241 HBO/engine
242 SS
245 No equipment blower
246 SS
247 HBO/engine
249 HBO/engine
251 HBO/engine
253 No #7 assembly
254 No turbo
256 Scrapped
259 HBO/crankshaft
261 No #2 traction motor

U33B

190 HBO/engine
191 No fan drive
192 No #3 cylinder

U33B con't

194 SS
197 No #8 assembly
199 No a/c coupling

U25B

200 Retired
202 HBO/broken frame
207 Retired
208 Retired
211 No manifold
213 SS
214 HBO/engine
216 No turbo
218 HBO/engine
220 HBO/engine
224 SS
226 No #2 traction motor
227 HBO/engine
229 No turbo
230 No turbo
233 HBO/engine
235 HBO/engine
236 HBO/engine
236 HBO/engine
237 HBO/engine
262 SS
263 HBO/engine
266 HBO/engine
267 No #3 traction motor
271 HBO
273 ?
275 HBO/engine

U33B

285 No #5 cylinder
286 Scrapped
289 SS
290 No a/c wiring
291 HBO/engine
292 No #8 assembly
293 HBO/engine
294 SS
295 SS
298 HBO/engine
299 No #3 traction motor

Road Slugs

282 No #2 traction motor
283 SS
284 HBO/wiring

GP35

300 HBO/generator
301 HBO/generator
302 HBO/generator
304 HBO/generator
305 HBO/wrecked
308 HBO/generator
311 No turbo
312 No auxilliary generator
317 No turbo
318 No #4 traction motor
319 HBO/engine-generator
324 HBO/engine-generator
325 No turbo
326 No main generator
330 HBO/generator
331 No turbo
333 No #1 & 4 traction motor

GP40

341 HBO
342 HBO
345 No turbo
349 No turbo
352 No turbo
353 HBO/engine-generator
359 HBO/generator
360 Scrapped
362 HBO/generator
365 HBO/generator
366 HBO/generator
367 HBO/generator
369 HBO/generator
370 Scrapped
378 Scrapped
382 HBO/auxilliary generator
383 HBO/generator
384 No turbo
385 HBO/generator
386 No #2 traction motor
387 No oil cooler
389 HBO/engine
390 HBO/auxilliary generator
392 HBO/#1 & 3 traction motors

C415

417 HBO/main generator
420 HBO/engine

GP7

435 HBO/generator

RS2m

451 HBO/engine

RS3m

456 HBO/engine

SW1

531 HBO/engine-generator
533 HBO/engine
538 ?
540 HBO/engine-#2 traction motor
545 HBO/engine

SW900m

550 HBO/engine
553 HBO/engine
555 HBO/engine
558 HBO/main generator
562 HBO/engine

E7/E8/E9

641 HBO
644 HBO
650 HBO
653 HBO
660 HBO
661 HBO
662 HBO
663 HBO
664 HBO

F7A

675 HBO
676 HBO

NW2

765 Fan drive
766 HBO/engine
770 HBO/#4 traction motor
796 HBO
797 SS

SW8

820 No a/c
824 Engine blower
831 HBO/engine
833 HBO/generator
839 HBO/engine-generator

SW900m

900 HBO/engine-main generator
904 HBO/engine
911 HBO/engine
915 ?

GP7

1252 HBO/engine-main generator

GP9

1331 HBO/generator
1332 HBO/engine-generator

GP18

1335 HBO/engine-main generator
1338 #2 traction motor
1340 No generator
1350 HBO/engine-main generator
1351 HBO/wrecked
1352 HBO/wrecked

GP38-2

4325 HBO/engine

GP7m/GP9m

4421 No #4 traction motor
4425 HBO/engine
4427 HBO/generator
4430 #2 & 4 traction motor
4441 HBO/engine
4449 HBO/engine
4450 No #4 traction motor
4454 HBO/main generator
4467 SS
4470 HBO/generator
4472 ?
4474 No #3 traction motor
4475 HBO/engine
4481 HBO/engine
4489 HBO/engine
4505 HBO/engine

Corby Anderson: Regional 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 and Associate
Editor (above)

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year. A years membership includes six issues
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Avenue, Villa Park, IL 60181. The WAYFREIGHT
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gratis. Photo submissions should be glossy
surface and can be color or black and white.

IMPORTANT: Remember to send any contrib-
utions (photos, articles, etc.) to the WF
Editor, Gerry Dobey, at his usual address.

ILLINOIS CENTRAL GULF RAILROAD ROSTER

current early 1980

<u>ROAD NUMBERS</u>	<u>UNITS</u>	<u>BUILDER</u>	<u>MODEL</u>	<u>YEARS BUILT/REBUILT</u>	<u>HORSE-POWER</u>
6303-6347	13	EMD	SD24	1959	2400
7000	1	EMD	SD45	1966	3600
6030-6033	4	EMD	SD40-2	1975	3000
902-920-6000-6024, 6050-6071	46	EMD	SD40	1965-70	3000
3000-3077	75	EMD	GP40	1966-70	3000
601-647, 2501-2550	46	EMD	GP35	1964-65	2500
502-530, 2250-2278	30	EMD	GP30	1963	2250
733-750, 9561-9574	15	EMD	GP38-2	1972	2000
701-732, 9500-9551	53	EMD	GP38	1970-71	2000
8000-8466	346	EMD	GP10	1950-60/1967-78	1850
8301, 8701-8726	27	EMD	GP11	1954-57/1979	1850
9450-9451	2	EMD	SD38	1965	1800
2000-2009	10	EMD	SD20	1959/1979	2000
9492-9441	13	EMD	GP28	1964	1800
9400-9428	27	EMD	GP18	1960-63	1800
9006-9388	63	EMD	GP9	1954-59	1750
7534, 7547, 7556	3	EMD	GP9	1956	1750
7700-7999	110	EMD	GP8	1951-53/1968-78	1600
8967	1	EMD	GP7	1952-53	1500
1300-1311	12	EMD	SW13A	1939-51/1972-75	1300
1300B-1302B	3	EMD	SW13B	1939-51/1972-73	1300
430-484, 1222-1250, 104, 236, 379	65	EMD	SW9	1951-52	1200
402-427, 1201-1219, 101-103, 1246	33	EMD	SW7	1950	1200
1235	1	EMD	NW2	1940	1200
1000-1013	4	EMD	NW2	1939-45	1000
1029A	1	EMD	TR2A	1949	1000
1029B	1	EMD	TR2B	1949	1000
13	1	EMD	SW1R	1946	1000
900, 1-4	5	EMD	SW900	1957	900
800-802	3	EMD	SW8	1952-53	800
613, 615, 617	3	EMD	SW1	1939-51	600
1400-1421	22	EMD	SW14	1945-52/1978	1300
5050-5059	9	GE	U33C	1968	3300
5000-5005	6	GE	U30B	1967	3000
200-325	2	EMD	SW7	1967	1230
9600-9639	40	EMD	GP38-2	1974	2000

1096 units

TOTAL

Subsidiaries Include: Chicago & Illinois Western; Gulf, Mobile, & Ohio; Fern, Columbia, & Gulf; Waterloo RR

Mid-Continent Railway

by Corby Anderson

Upon our arrival to the Mid-Continent Railway Museum, the first thing my family and I noticed were the two steamers on the tracks building up pressure to begin their haul through the Wisconsin fall color. Standing no more than ten feet away from these 'iron horses', my dad's memory took him back to the days when he rode the North Shore, when it was still steam, with his grandmother. As C & NW #1385 puffed away blowing its whistle, my mom shed a tear witnessing its massive power.

After entering the station, we warmed up by the pot-belly stove before buying our tickets. The inside of the depot depicts a certain nostalgia of rural America that is hard to describe. The telegraph equipment, display of ol' railroad lanterns, and station benches made me feel as if I were back in the year 1900.

With our tickets in hand, we decided to take a look around since our train wouldn't be leaving for some time yet. Being somewhat of a narrow gauge fan, I noticed a C & NW 3' boxcar. Built in 1900, it was used for freight service on the C & NW's narrow gauge line between Fennimore and Woodman, Wisconsin. On the adjacent tracks, we spotted a French National Railways '40 & 8' car (used during the war, it could carry either forty soldiers or eight horses). This car was donated by the people of France to each state's American Legion 40 et 8 Society. About a hundred feet from the station sat a Boyne City snowplow. Built in 1908, it looked as if the rotary on it was a Lesley, although I'm not sure. The society is presently restoring this impressive piece of equipment and hopes to have it completely restored for their Snowtrain '81 run next February.

Across the street from the station is the car shed that the museum members recently finished. Inside were several passenger cars undergoing several stages of restoration. Among them was a Great Northern #A22 Business (rebuilt 1905); a Delaware, Lackawanna & Western #425 Combine (built 1917); and a Chicago, Rock Island & Pacific #799 Coach (built 1900). Behind the car shed stood several other pieces of rolling stock and locos. Union Pacific #440 2-8-0 (built 1901) was among the group of five steamers at the museum that were being worked on.

After we looked around for a while, our train was ready and waiting. My mom, dad, and I boarded the Great Northern #271 Coach to begin our trip. The whistle blew, the smoke stack puffed, and we were off! As the train approached the scenic wooded area of Devil's Chair, it stopped and everybody got off to take a few pictures. The engineer backed up a few hundred feet and then put full steam (and smoke!) ahead so that everybody had the chance to get some really great pictures. Once we were back on, we headed for Quartzite Lake, where our engine switched to couple up to the back end of the train. Since ours was the last car on the way to Quartzite Lake, my dad and I had the chance to stand on platform facing the front of the engine. This was the most exciting part of the trip to see that ol' engine puff and chug on back to the North Freedom station.

After arriving back, we looked at the cabooses the railway has. The one I liked the most was a Chicago, Milwaukee, St. Paul & Pacific #01524. It was constructed during 1923 in the Milwaukee Road's own shops. Sitting in the cupola, I looked over the yard in the fading sunset, knowing this would be a day I'll never forget...



NORTH FREEDOM, WISCONSIN

COME TO MINNESOTA FOR A GOOD F...

MINNESOTA

by Tom Gasior

That's right. If you're looking for the last of the first generation F units in abundance, then the North Star state is worth looking into!

Most of the major roads in Minnesota have F units. BURLINGTON NORTHERN inherited plenty of these units from the Northern Pacific, Burlington and the Great Northern. The place to see some BN F's is at their major yard at Fridley. At Northtown yard they use B units in the hump set, and recently there is an A-B-B-A unit lashup pulling taconite trains up on "da range" in Northern Minnesota.

The CHICAGO, MILWAUKEE, ST. PAUL & MILES CITY also has an abundance of F's. Too bad most of them are sitting in dead lines. You can see these units at their Cedar Lake yard or at the South St. Paul diesel shop. They used to use A-B-A sets for transfer jobs. Better hurry though, as they are shipping these units out for sale and/or scrap.

The SOO LINE also has, or had, about 15 F's at their Shoreham shops in N. Minneapolis. Most of these have been traded in on new GP38-2's, but there are still a few left (about 6 to be exact). When business is good (a rare feat) a couple run north out of Thief River Falls.

The CHICAGO & NORTH WESTERN's are a little off the beaten path. Their F's (A units numbered in the 200 series and B units in 300 series) run on the Huron branch and visit Minnesota with the likes of AlSCO RS2's and RSD4/5's. The best place to see these units is in south western MN on the Oelwein (IA) to Huron (SD) line (also at the yards in Waseca, MN and Winona, MN--GD). You might also look on some of the old CGW lines.

The rarest and most colorful units of the F groups belongs to ERIE MINING CO. A conveyor belt type of railroad in Minnesota's Iron Range (main offices are at Hoyt Lakes). They are verrrrrrrry hard to find and one must first get permission to see the engine facilities (tours are available during summer starting at noon on weekdays). The units are yellow and maroon and are kept spotless by the Erie crews. In fact you'd swear that they just came out of an Athearn box! The units commonly run with Alco C420's and Baldwin S12's and EMD Gp38's are also on the property.

That's about all, except for an occasional CP F unit on pool power with the Soo Line. Even with the F's in Minnesota numbering about 75 units, their ranks are shrinking...FAST!! Soo Lines are in for trade on more GP38-2's, and the MILW's are up for sale. The BN receives new SD40-2's every day and the old F's can't hang on forever. So come to the land of 10,000 lakes and see them at your local crossing. If not, write me:

Tom Gasior, F Unit Finder
11800 Pheasant Ln
Hopkins, MN 55343

and I'll sell you some pictures. Stay tuned and next time I'll tell you why Minnesota has more SD40-2's than any other state. OH BOY!!

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