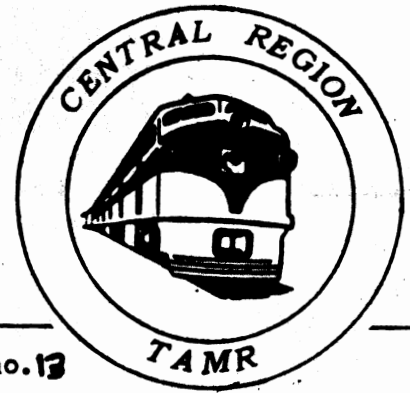


WAYFREIGHT



DECEMBER-JANUARY Official Publication of the Central Region-TAMR no.13

the EDITOR'S WHEEL REPORT

comments: Gerry Dobey, editor

Holiday Greetings to one and all! Hope you have a great time over winter break and will enjoy what 1981 holds in store for all of us. This is the last issue of the WF that will be produced on our old bi-monthly schedule. We will start bringing you monthly issues starting with the February issue. This is only for a trial period to see what we can accomplish. We will be monthly for about four months or so to see if all of you are indeed ready to support such a venture. We will need contributions from all of you out there---photos, news items, feature articles, humor. Let me also state that during this trial period dues will remain at the standard \$3.00 rate. Not only will this be a trial for you out there to see if you can support us on a monthly basis, but also a trial for us to see if we can indeed afford to put out a WF monthly without a dues increase, and also to see if we can keep on schedule. Let me also state that the standard issue size during the monthly period will probably be six pages. And the railfans guide will continue to appear in the issues. Which brings me to the next point. If you have a favorite rail crossing or yard that you like to go to then please write up a short feature for our railfans guide. Directions to the location would be appreciated also, and if possible a map too.

It seems that some of our members feel that our Student Farce feature in the past two issues is carrying things a bit too far. It appears that they think we have carried a bad joke too far and to quote one member, it appears "childish and immature." The original idea for Student Farce was to show our members our views of what the Student Fare column really is in Model Railroader magazine. We feel it to be degrading and repulsive to the teen modeler. It is basically a gossip column that serves no useful purpose other than to have teens get their names in print. Recently it appears that my name also appeared in that column although it was against my doing. I had sent off a letter to Russ Larson asking for our TAMR ad to be placed in MR again after it had not appeared for approx. four months. Somehow Andy Anderson got a hold of it and thought it was Student Fare material. Obviously it wasn't. Anyways, back to the point. Other members agreed with the stand we were taking and also thought that our spoof on the column was quite humorous. Thus I will leave it up to you to decide the fate of the column. I will not print it again unless all of you out there feel a strong need for it to appear. Your comments would be appreciated.

WELCOME TO NEW MEMBERS:

Dale Miller
14118 E. Center St
Burton, OH 44021

Charles Mizikar
6016 Marlow St
Portage, MI 49081

Mary Ann Kindel
3903 Hemphill Way
Cincinnati, OH 45236

Enjoy the issue (and can you believe that we're actually early on getting this one out!) and I hope to hear from you soon! Happy Railroading!

P.S. Steam railroading has finally ended at Northwestern Steel & Wire in Sterling, IL who ran the last regular steam freight operation in the USA. More next issue.

Rip Track

conducted by Jeff Wilke

MIDWAY NORTHERN COACH:

This car started as an Athearn undecorated coach, kit #1810. The first step was to paint the body inside and out. The inside was first entirely spray painted with Testors Gloss White. When this had dried, I then masked off the inside walls to just above the window line and spray painted the ceiling in Testors Yellow. The body was then set aside to dry thoroughly.

Next the interior detail was worked on. First I cut a piece of thin cardboard the size of the floor and spray painted it brown. While this was drying, I painted all of the seats included with Walthers #664 coach interior set with Floquil's RR40 Dark Green, and then the sinks and toilets with Floquil's RR11 Reefer White. When the seats had dried I painted the headrest of each one with a dab of white. When all of the paint was dry, I proceeded to glue the seats to the cardboard floor. For the bathroom portions I used the thinnest sheet of plastic I could find in my scrapbox. This was also painted white and glued to the cardboard floor along with the sinks and toilets.

I then went on to finish the outside of the car. First, both ends were sprayed with Testors Gloss White. When these were dry I masked everything off but the window panel which was then painted with Testors Yellow. The final step was to paint the rest of the body which I did with Floquil's RR3030 Reefer Orange. Next I sprayed the underframe, trucks, and couplers with Floquil's RR3010 Engine Black.

When this had dried for about a week, the final step before assembly was to letter it. I used custom made MIDWAY NORTHERN decals that were made by Herald King in addition to some found in my scrapbox.

When it was all finished the car made a fine addition to the MN roster. It also finished second in the TAMR's national model contest in 1980.

-- all questions, comments or article submissions should be sent to Jeff Wilke, Rip Track, 38115 Park St., Oconomowoc, WI 53066 --

THE CROSSING ZONE

by Randy Rivers

Episode no. 2001 "OPERATION MESS"

The year is 1985. Russia is off conquering nations again. Iran still holds onto 52 American hostages. Ronald Reagan is president. And, most important, the railroads have been called on to transport our nation's troops to the Canadian border which is now controlled by the Soviet Union. Reagan has his cabinet gathered in the oval office to decide a most pressing matter. The item at hand: What railroad will be called upon to send the troops to the Canadian border. The stage is now set for THE CROSSING ZONE...

"Mr. President, your choices are limited to a select five railroads; the Burlington Northern, C&NW, Amtrak, Milwaukee II, or the MESS."

"Gentlemen," replied Reagan, "I'm afraid it's going to be the MESS."

Silence drops on the meeting. All are shocked.

"No sir, not the MESS." pleaded a cabinet member. "Remember how they MESSED up the emergency shipment of water to Chicago after Hammond, IN polluted all of Lake Michigan?"

"Yes, I remember," replied the president. "They sent it to Billings!"

"And you remember what happened to that nerve gas shipment they accidentally routed over the GSL who in turn thought they could power their Alcos off the stuff." said another.

"Yes," replied Reagan, "but it's either MESS or Amtrak!"

"You have a point there sir, I guess you're right as usual sir. It has to be the MESS."

And so it was to be the MESS that would handle the bulk of our defense plan against the Soviet Union that Reagan had paid billions for. The Strategic MESS Defense Plan.

Mark Kaszniak sat wearily behind his typewriter trying to think of some comments for Crummy News when he received the message from the president. Then he began to dig through his stack of papers in search of his MESS map. But search as he did, the MESS map still didn't turn up. Then he exclaimed, "Oh yea, it's still over at Jim Kobrinetz's house waiting to be put together."

Retreating to his laser communicator, Mark dashed out a message to his fellow MESS members ordering them to send all their equipment to Chicago.

(continued next page)

THE CROSSING ZONE (cont'd)

That is everyone except the GSL who didn't own any equipment except for a bunch of old Alcos, Baldwins and FMs all geared for 5mph transfer work.

Two days later General Mark headed his troops to the Russian (Canadien) border. Arriving three days later on an Amtrak overnight train to Duluth from Chicago with the troops close behind Mark found no Russians, just a note which read:

"This is the MESSyist National defense system we've ever seen. We're off to Iran to rescue your hostages, it seems you need all the help you can get."

And so it came to be, the MESS had kept the world free for democracy in...

THE CROSSING ZONE!!!!

Join us next time, until then this is Rod Sterlling saying goodnight.

P.S. Jim never did get that MESS map out!

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RAIL NOTES

Another CHICAGO rail passenger train station is soon to bite the dust; LaSalle St. Station. Get your pictures while it lasts, which won't be too long according to reports.

MILWAUKEE ROAD has the following units in storage at Bensenville yard near Chicago: GP9's #800 - 805, 808, 809, 275, 278.

SD45's #10, 15

SW9 #620

F7A's #83A, 83C

Slug unit #SE3

FP45 #4

Milw Rd officials have recently added extra security to Bensenville as the railfans have literally cannabilized the units stored there removing windsheilds, number boards, air horns, etc.

CONRAIL has quite a few units in storage at its Collinwood shops in Cleveland, OH. Included are Alcos #2418, 2419, 5073, 5076-5078, 5088, 50722, 6817 and 6899 plus slug unit #6849 plus U-boats #2542, 2619, 2645, and 2665. The last two remaining Conrail F units are also here, one of them is #1726.

(continued next column)

RAIL NOTES (cont'd)

Soo Line F units that were being used by the Escanaba & Lake Superior have been reportedly returned to the Soo as of early September. The units were #213A, 212B, 2225A and 225B. These appear to be about the last of the Soo F units and will be most likely traded in for more new GP38-2's.

CHICAGO & NORTH WESTERN ordered 500 100-ton covered hoppers from FMC at a cost of more than \$20 million, with deliveries scheduled to start in late November, early December.

MILWAUKEE ROAD will lease 725 100-ton hoppers for grain service.

C&NW has purchased from Conrail 24 GP40's #3010-3034. The units will be sent to Oelwein (IA) for rebuilding, and will have the trucks rebuilt along with ATC installed. These will be used on main line trains and have replaced a 1981 order for GP50's.

MICHIGAN NORTHERN still has Alcos despite reports that stated Geeps would be taking over. MN #1501 (RS2) is having its nose chopped, MN 2037 (RS3) is also going in for a chopped nose. MN #1617 (RS3) will be used for parts. Also on the property though are PNC GP7's #172, 176, 1506, 4204, 539.

MILW RD & MoPac have recently started operating a joint grain train service between Iowa and Gulf Coast of Louisiana. Mainly MoPac SD units will be used. The train is routed via Chicago.

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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 WF editor, Gerry Dobey.

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AN IMPORTANT NOTE: The MESS map will be appearing with the next issue of the WF. It will be produced in a different but we think very effective way. Look to the next issue for details.

Corby Anderson, Regional Representative,
1209-97th Ave, Kenosha, WI 53142

Gerry Dobey, WF Editor, 145 E. Kenilworth,
Villa Park, IL 60181

Corby Anderson, Associate Editor and
Publisher. Printed in U.S.A.

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Central Region dues are \$3.00 per year. A years membership includes six issues of the WF. All material submitted gratis.

NORTH WESTERN PACIFIC

On March 2, 1970, the Burlington Northern was formed. It consisted of a merger between the Great Northern; Chicago, Burlington & Quincy; and the Spokane Portland & Seattle railroads. But what about the Northern Pacific?

This is where the formation of the North Western Pacific comes in. The NP had a healthy bank account and a promising future so the NP opted to stay out of the BN merger and take its share of the SP&S and CB&Q which it owned jointly with the GN.

The Northern Pacific then recieved money from the federal government to help offset any damages by the BN merger.

In the merger deal, the NP aquired track-age rights over the old SP&S mainline, and they also got some motive power from the CB&Q and SP&S. Also at this time the NP formed a type of Family Lines with the Geneva Southern Lines and the Minnesota Northern. This way the NWP didn't need the CB&Q to get into Chicago and points east as they just used the GSL trackage.

With all this money flowing in, the old NP (now officially reorganized as the North Western Pacific) began an extensive program of rebuilding and re-aligning their trans-continental main line. They planned on becoming a fast running railroad like the Union Pacific, and with all the flatland in Minnesota, North Dakota and eastern Montana the NWP could really roll! This Union Pacific influence was to show even more when the NWP bought new motive power.

The NWP needed more motive power to compete successfully with the BN. In the merger deal the NWP recieved some of the SP&S's big Alcos and the CB&Q U25C's (these to go along with all the ex-NP ones) and some of their SD24s, SD9s and even a few E8s and E9s (these would replace the aging F units on the North Coast Limited, now renamed the Rocky Moutain Express. These were the first E units on the NWP or the NP for that matter. The big power on the road at the time of the merger were the SD45s and U33Cs. To this they added an order for more U33Cs and U30Cs plus more SD45s and the SD40s. The most important order came right after the merger. The NWP, along with the UP, had EMD design and build the huge DDA40Xs. These eight motored giants would be the beginning of a new generation of motive power, The Dash-2s. This was still not enough to satisfy the needs of the power plant so the NWP bought ex-UP and SP DD35s (both A and B units) for use in drag freight service.

(continued next column)

Plus leasing units from other railroads and an abundance of pool power helped to solve the motive power shortage.

The Northwest is not dominated by the Big Green Machine anymore, The BN is still larger than the NWP, and even more so with the Frisco merger. The west is full of talk of mergers so the NWP has to do even better to keep them in the black. Now the MILW RD is out of transcon competition so the NWP might aquire some extra main line to get to a few more markets. Now if only they could connect with the Rio Grande at Ogden and convince the GSL that RS2's just weren't made for hotshot piggyback trains..... stay tuned for details!

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Earlier this year I stated that you would have a MESS map by Fall, obviously I lied. Not only have you not recieved your MESS map but to make matters worse, I haven't started it yet! Why? The reasons are numerous and varied and thus I won't bore you with them. You've heard all the excuses before in other contexts so there is no use in my repeating them. As for current MESS plans, they are as follows:

- (1) The MESS map will be produced beginning in 1981. Therefore, I want all members (or prospective members) to respond to me by then with an updates about your listing. By the end of January, the matter will be closed for discussion and the work will begin.
- (2) Now that the WF is going monthly and is liable to have a serious lack of articles, we are going to print the MESS map and include it as part of the WF. This will be done on a state by state basis. We decided to do this for a number of reasons: (a) some of the MESS roads are small and would be barely visible on a large map; (b) changes can be done easily by drawing in the new members roads on a master copy and then provide updates to you via the WF; (c) the map will then cost the MESS members nothing besides a subscription to the WF.
- (3) Along with the maps, we will be printing a listing of all our members roads with information gleamed from the front side of the survey. This will tell you who trades what and the major commodities handled by each line so interchanges can be set up more easily.
- (4) Once the MESS Guide is completed, you will be able to assemble the entire thing in a standard folder so that everything can be kept straight. --MK

ROSTER OF LOCOMOTIVES - SOO LINE RAILROAD COMPANY

NUMBER	SERVICE	BUILDER	MODEL	UNIT HP	BUILT	COMMENTS
300	Switch	EMD	NW-2	1,000	1939	
2108	"	"	"	"	1948	
321-328	"	"	SW-1200	1,200	1954-55	
2111-2115	"	"	SW-9	"	1952	
2117-2119	"	"	"	"	1953	(Units MU to each other only)
2120-2127	"	"	SW-1200	"	1955	
212B, 213A	Freight	"	F-7	1,500	1951-52	
214A-214B	"	"	"	"	"	
500A-502A	"	"	FP-7	"	1949-51	
2201A	"	"	F-7	"	1949	
2225A-2225B	"	"	"	"	1950-53	
2229B	"	"	"	"	"	
2500A	"	"	"	"	1949	
375-378	RD SW	"	GP-7	1,500	1950-51	
381-383	"	"	"	1,750	1954-57	
400-405	"	"	GP-9	"	1954	(411/413 have low nose)
408-414	"	"	"	"	1954-56	
550-558	"	"	"	"	"	
2550-2556	"	"	"	"	1954-56	(2554 has low nose)
2400-2413	"	"	"	"	1954-57	(2403/2411 have low nose)
2381	"	"	SD-9	"	1954	
415-416	"	ALCO	RS-27	2,400	1962	(+)
700-713	"	EMD	GP-30	2,250	1963	
715-721	"	"	"	"	1964-65	
722-731	"	"	GP-35	2,500	"	
732-735	"	"	GP-40	3,000	1967	
737-745	"	"	SD-40	"	1969	
746-749	"	"	"	"	1970	
750-756	"	"	"	"	1971	
757-761	"	"	SD-40-2	"	1972	
762-765	"	"	"	"	1973	
767-774	"	"	"	"	1973	
775-786	"	"	"	"	1974	
787-789	"	"	"	"	1976	
800-809	"	GE	U30-C	"	1968	(++)
4400-4443	"	EMD	GP-38	2,000	1977-1980	(Some units re-numbered from 790 series)
6600-6601	"	"	SD-40-2	3,000	1979	
6602-6613	"	"	"	"	1980	

NOTES: Total horsepower in fleet 539,850 (245 units)
Unit 727 was renumbered 1776 during the 1976 Bicentennial
Units 2117 and 2119 carry special paint at the Twin Ports
honoring the cities of "Superior" and "Duluth"

(+) Units currently stored at Shoreham yard in Minnesota

(++) All U-boats currently stored at Fon Du Lac, WI shops

by Greg Schneider

RIDING BANKRUPT RAILS: ROCK ISLAND TO THE SUBURBS

The Rock Island commuter service runs between Chicago and Joliet, IL. All the trains use LaSalle Street Station in Chicago and run over the mainline through Englewood to Gresham. Then the trains use either the main line or take the Suburban Branch to Blue Island--both then carry on to Joliet.

The Rock is now a completely RTAized commuter operation with F40PH's providing all the power. However there were days when you could see Rock FP7's, E9's, E8's, F7's and a single E6 pulling anything from brand new double deck push-pull commuter coaches to single level heavyweights left over from the steam era. The Rock is now standardized with silver bi-levels from Budd (an occasional red Rock coach -double deck- pops up now and then) and the infamous EMD F40PH's.

Coach yards can be found at LaSalle Street, Blue Island and at Joliet. Power is also stored at these points, and before the Rocks demise power was serviced at the Rocket House, however I am sure that not much goes on at this location now.

Train service on the Rock was taken over by the C&NW after the Rock went under and this still holds true until the RTA decides if they will buy the entire line and operate it themselves. Surprisingly the C&NW's record has been quite good while operating the Rock, with most trains being on-time now.

If you have any questions concerning this column please feel free to write me:

Greg Schneider
9117 30th St
Brookfield, IL 60513

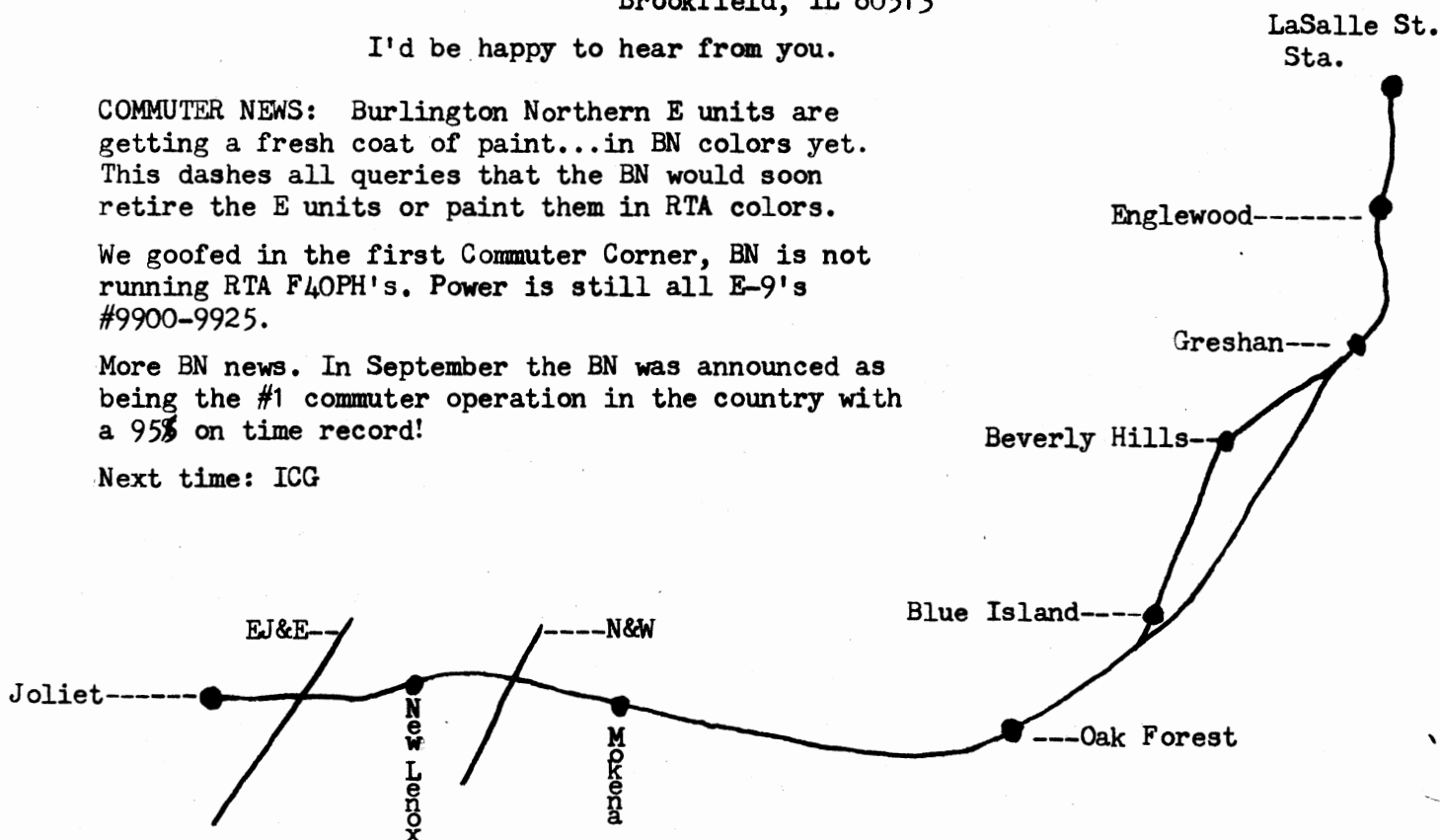
I'd be happy to hear from you.

COMMUTER NEWS: Burlington Northern E units are getting a fresh coat of paint...in BN colors yet. This dashes all queries that the BN would soon retire the E units or paint them in RTA colors.

We goofed in the first Commuter Corner, BN is not running RTA F40PH's. Power is still all E-9's #9900-9925.

More BN news. In September the BN was announced as being the #1 commuter operation in the country with a 95% on time record!

Next time: ICG



This GTW freight paused just
long enough for Tim Vermande
to get this picture at Valparaiso,
also, IN on a cold winters
night.



MID-WEST RAILFANS GUIDE

DELTA, OH

by Mercer Patriarche

Railroads: Conrail
DT&I
N&W

Four scheduled freights on the Detroit, Toledo & Ironton (now GTW) cross on the Delta Viaduct or "high line" daily between 8am and 4pm plus a Delta turn from Flat Rock that runs nearly everyday. N&W sends seasonal grain trains to Maumee and one daily freight from Montpelier to Delta for an interchange with the DT&I. The double track main line of Conrail between Toledo and Elkhart carries a great amount of traffic, both in trains and tonnage.

The Best time at the crossing, which will allow you to catch the unique interchange operation of the N&W plus action by the Delta turn, you should be at the crossing Tuesday through Sunday between 4pm and 6pm. Conrail and DT&I trains can appear at any time in the day.

To get to the crossing take Michigan 52 (if coming from that way) south from Adrian across the Ohio line where it becomes Ohio 109, continue south on 109 across US 2 (where the road becomes county road F-9) to the tracks. The terrain, reputed to be some of the flattest land in the world, permits excellent observation of approaching trains in all directions. If using the Ohio turnpike, exit at the Wauseon exit and drive east on US 2-20 to country road F-9 two miles west of the town of Delta.

The DT&I crosses the CR and N&W (ex-Wabash) on a high earth fill that is nearly 8 miles long built in the mid-1920's under Henry Ford ownership of the DT&I. The viaduct, it is said, was ordered by Ford instead of a diamond because Ford did not want to have any of his operations controlled by the Vanderbilt-owned New York Central. The DT&I Delta yard is reached via a long sloping tangent from the viaduct over which DT&I incoming trains back down to the yard. The other feature at Delta is a large semi-circular loop track permitting eastbound N&W trains to back around into the Delta yard. A wye off the loop enables N&W to proceed west to Montpelier, about 30 miles to the west, upon completion of the interchange which is very heavy with auto parts to and from Ford Motor plants in the Midwest and Far West. CR also switches into the yard from its main line. It's possible to watch all three railroads in interchange action simultaneously. There is a remotely controlled diamond 2-3 miles west of the yard where N&W crosses CR at grade. This diamond can be reached by walking along the edge of a small golf course on the road to Wauseon. Depot enthusiasts will be pleased to see the LS&MS and Wabash depots in Wauseon in very good condition. Across from Delta yard are some old Toledo & Eastern interurban cars on display.

(map on back of this page)

SCANNER FREQUENCIES

DT&I: 161.220

CONRAIL: 160.800 Road 1

161.070 Road 2

161.130 MoW Elkhart

GTW: 160.590 Road 1

160.530 Road 2

160.740 Road 3

N&W: 160.440 Road 3 (WAB)

161.070 Yard 1

161.490 Yard 2

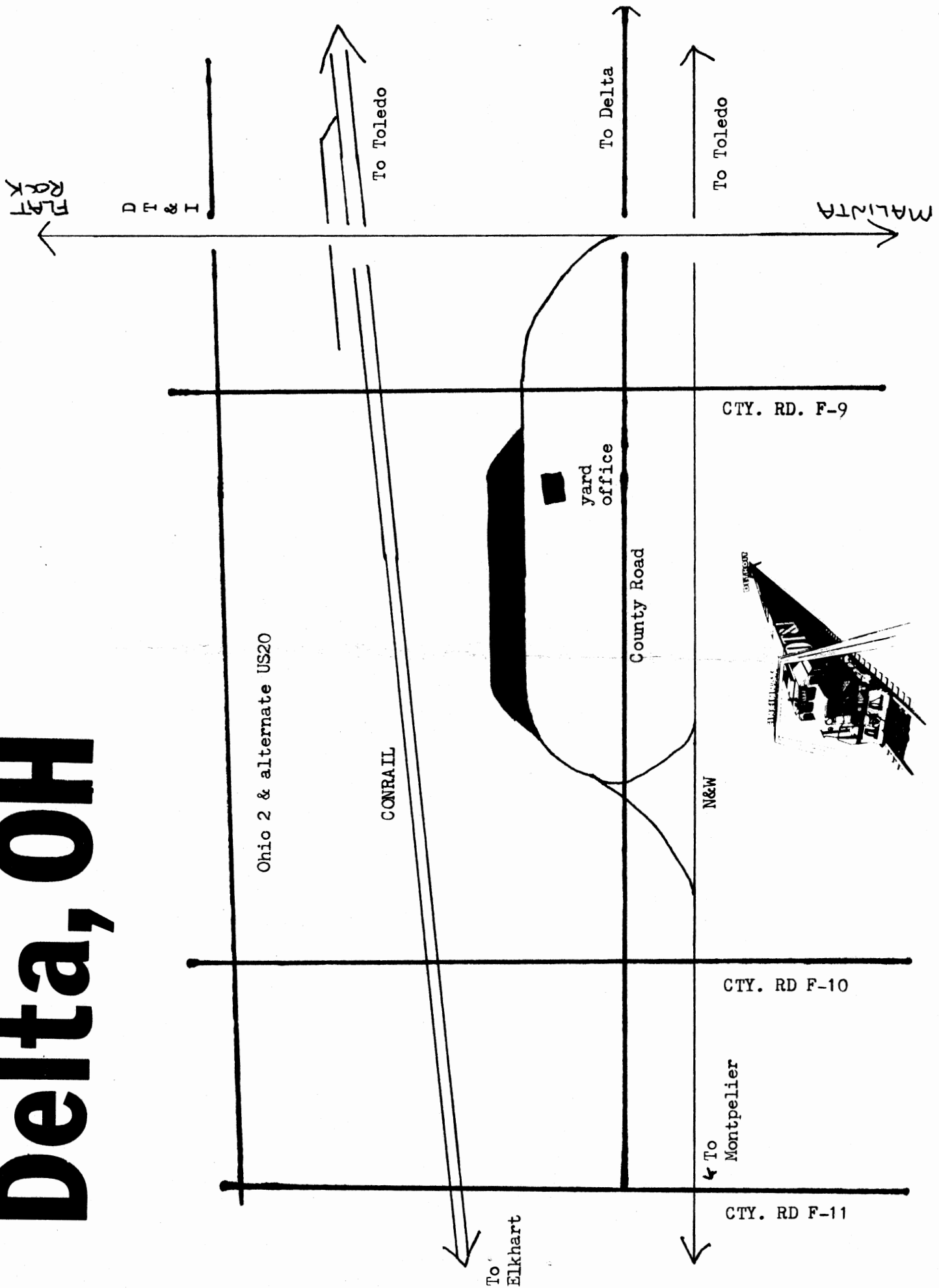
160.485 MoW

161.190 Road 1 (N&W)

161.250 Road 2 (NKP)

Do you have a favorite yard or crossing that you like to go to here in the Mid-west? Then why not share it with us so we might also have the chance to visit it. Send in a short write up on it for the Railfans Guide. Include a map too, if possible. We'll provide the scanner frequencies.

Delta, OH



A Very Merry Christmas
and
A Happy, Prosperous
New Year

Central Region - TAMR
WAYFREIGHT
1209 - 97th Avenue
Kenosha, WI 53142

FIRST CLASS MAIL

