

The Wayfreight

NO. 14

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Mid - America's Railfan Newsletter



WHEEL REPORT

COMMENTS: Gerry Dobey, Editor

THE WAYFREIGHT

is the official publication of the Central Region of the TAMR. Central Region dues are \$3.00 per year. A years membership includes six (6) issues of the WAYFREIGHT. All material is submitted gratis. Material in this publication may be used without permission by publications of a kindred genre, but with the customary credits to the author and the WAYFREIGHT.

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Send all submissions to the WF Editor.

Just what is an editor and what is his/her responsibility in a publication such as the WAYFREIGHT? Let's first start off by saying that putting together an issue of the WF takes quite a bit of work not to mention time. Most of this issue is being typed up during the first week of December while the December-January issue rests just a few feet away waiting to go to the printer. You can see that we are working a bit ahead of schedule but this is necessary to keep bringing you on time issues. However being an editor requires much more than just sitting here compiling the articles and then typing them up in their final form. Being an editor also means that you have a responsibility to your readers to present articles that are both interesting and informative to the masses; keeping within a certain policy that will give you the power to pick those features that you feel are worthy of publication. In the past it has been the policy of this editor to use most of what was submitted and just add or subtract bits here and there. Things then began to creep in that shouldn't have been published, and yes, one of those features was Student Farce.

It was indeed in bad taste and should not have been printed. I apologize for letting it go in two issues. It quickly brought the WF down to what I consider to be a low level of quality in addition to upsetting some of our members. I have a responsibility to you to present items that will not only be enjoyable and interesting, but also items that are newsworthy and that will stimulate interest and participation in the region and the TAMR. From this point on things will be different. We will have a firm policy and will feature only items that are within the region boundaries (except for occasional prototype news in Rail Notes). We will feature articles that Corby and I feel to be of general interest to all members, not just a select group. We will also be striving to improve the overall format and graphics of each issue to make it appealing and give you the best possible product for your \$3.00. May I also point out that the WF will be mostly a railfan type publication dealing with articles on the prototype and only a small bit devoted to modeling (including MESS features), however don't let this fact scare you away from writing modeling articles. Heavy emphasis will just be placed on the prototype (making it somewhat a more suitable companion to the HOTBOX). Your comments are welcomed and all will be read, discussed and evaluated for the ideas that they contain. Enjoy the issue!

PHOTO POLICY:

Photographs of good technical and aesthetic quality of newsworthy or historical interest are always welcome. Please send 5x7 or larger (4x5's will be considered on occasion) black and white glossy prints; slides, color prints and "silk" finish prints cannot be used. Be sure to include a complete but separate caption for each photo. Photos will not be returned unless proper return postage is enclosed. If you are interested in sending photos to the WAYFREIGHT then look towards the next issue when we will be publishing our photo guide.

ON THE COVER

Norfolk & Western GP-30 #2905 blasting through a standard overcast Indiana day. Photo by Gerry Dobey at Valparaiso, IN November 1980.

Rail Notes

C&NW has expressed a desire to purchase a large amount of the BN Alcos listed below.

BURLINGTON NORTHERN: Massive retirements are underway due partially to an excess of power caused by a slump in business. Sold to Naporano Iron & Metal were ex-CB&Q U25C's #5630, 5632-5641. Sold to Chrome Crankshaft of Chicago in serviceable condition were RS3's 4056, 4064, 4068; RS11's 4180-4182, 4185-4188, 4190, 4193, 4195, 4197; C424's 4240, 4243, 4246; C425's 4252, 4255-58, 4260, 4262-4264; C636's 4361, 4362, 4364, 4366, 4368, 4369. Eight to ten other Alcos went to scrap dealer in Tacoma, WA all were unserviceable and included #4066, 4085, 4194, 4241, 4254, 4367, 467, 496, 758, 831. Also C415's 4010 and 4011 went to Weyerhaeuser in WA. Also up for sale are all nine NW5's, seven NW2's, 42 F's, 24 GP7's and two GP9's. SD24's are stored at Chicago and GP9's, U25B/C's, U28/33C's are stored at Minneapolis and Lincoln. First generation units have had it on the BN. Get your pictures while you can. The Alcos have already been sent to Chrome Crankshaft here.

ILLINOIS CENTRAL GULF ALCOS HAVE BEEN FOUND. C636's #1100-1105 were traded in to Precision National Corp. for ex-SR SD24's #6304, 6316, 6336, 6341, 6342, 6347.

SOO LINE: Trade ins for new SD40-2's will be F units #214A, 214B, 2229B, four F's remain assigned to snowplow service: 500A and 2500A at Thief River Falls, MN and 502A and 2201A in North Dakota. No. 213A and 2225A&B were on lease to the E&LS at last report, and 212B was reported stored serviceable. This then accounts for all remaining SOO F units of the original 59.

MILWAUKEE ROAD: Diesels stored at South Minneapolis (MN) yard:

NW2 #665, 666; SW1 862; SW9 622; TR4 691A, 692A; GP9 290, 326; SD7 513; SD9 505, 514; F7 81A, 81C, 82A, 82C; FP7 97C, 104A, 104C; Slugs SE1, SE2; GP30 1001, 1002, 03, 05, 07, 08, 1010, 1011, 1012, 1013, 1015; GP35 1500, 1501, 02, 03, 04, 05, 06, 08, 09, 1511. Some of this power may have been reassigned, but for the most part all are still in storage.

MILW FM news: FM #731 was sold to the Smoky Hill Railway Historical Society in Kansas City. FM #740 is now the property of the Mad River & Nickle Plate RR Museum located in Bellevue, OH.

(MILW news provided by Rich Hoker & G.D.)

Soo Line has put their recently rebuilt, or rather kitbashed, GP35 dubbed a GP22 by the Soo into the scrap line ready for trade in or to be sold as scrap. It appears that the unit wasn't a success as far as rebuilding programs go.

SOUTH SHORE's new GP38-2's have arrived!!!! In addition the Little Joe #803 is still operating as of Jan. 31st. The new Geeps started arriving the week of the 19th (Jan) and it appeared all ten were on the property by the 31st, and they appear to be semi-permanently coupled in pairs. The paint scheme is a dark blue on top to about the tops of the cab windows and then yellow (kind of a CNW yellow) to the bottom of hand rails, and the underframe area is dark blue. Numbers are in blue under the cab windows and on the long hood in blue on the yellow is "South Shore Line". Overall they look quite nice and seem to run well too. Pictures will be featured in the next issue.

Also next issue pictures of the Burlington Northern Alcos at Chrome Crankshaft.

(RAIL NOTES continued next page)

RAIL NOTES
continued

An Illinois Central Gulf roster update.
Rebuilds from ICG--Paducah, KY

SW14's

1427 ex IC 436
1428 ex IC 427
1429 ex IC 1247
1430 ex IC 424
1431 ex IC 1211
1432 ex IC 1218
1433 ex IC 406
1434 ex IC 456
1435 ex IC 1000
1436 ex IC 1013

GP11's

8733 ex IC 9386
8736 ex IC 9185
8737 ex IC 9255
8738 ex IC 9231
8739 ex IC 9333
8740 ex IC 9244
8741 ex IC 9331
8742 ex IC 9200
8743 ex IC 9206
8746 ex IC 9214

8747 ex IC 8967
8748 ex IC 9312
8749 ex IC 9314
8750 ex IC 9380

Only 47 original IC GP-9's
are left to rebuild at Paducah,
and no more original GP-7's as
of 8/80.

From Jim French we learn that all steam locomotives have been retired by North Western Steel & Wire in Sterling, IL. The last unit to operate was #73 and was shut down on December 3, 1980 at 3pm. The company is currently leasing C&NW NW-2's #1026 and 1029, two more are expected to be leased soon. NWS&W has an order at EMD for three new SW1001's with a June 1981 delivery date expected. One of the steamers will be put in a Sterling museum, and the NWS&W management is looking for homes for the others. They do not want to melt tem down!!!

////////////////////////////////////
In that royal tradition of stealing things from the HOTBOX, I now present a somewhat different annual tradition: The WF editor's New Years gifts that I feel some of our members so richly deserve.

To Jeff Scholler: A group of C&NW U-boats and Great Northern Mallets to switch the St. Paul yards.

To Gary Gardner: A trip to Hennepin Ave in Minneapolis with a bag of quarters. Take my word--it's much better there than in Milwaukee.

To Jim Kobrinetz: Your own symphony orchestra to take along while railfanning.

To Tom Gasior: You've been deprived in the past so you get a whole bunch of goodies. One million green and black SD40-2's, five billion Alco, Baldwin, and FM switchers, a house alongside the DM&IR that is, unfortunately, located right next to Dave Schauers and Bloomquist. Have a good time!

To Greg Dahl: 500 HO scale F units and SD45's to test out every imaginable paint scheme for the Minn. Northern. Then some GP9's and GP35's to fill in those gaps on the roster.

To Corby Anderson: A J.C. Penny's \$2.50 special sale typewriter so you can see how the others guys suffer.

To Mark Kaszniak: A years supply of doggy downers for your so called pet. Perhaps then I'll be able to come to your house and leave with both legs still on.

To Tim Vermande: That Hasselblad lens you always wanted. We'll leave it to you to buy the camera.

To John Van: Same thing as Gary Gardner got. Have fun.

To Greg Schneider: The Rock Island main line. Perhaps you can con the IHB into running their trains over it as it appears no one else wants to.

COMMUTER CORNER ----extra----

by Greg Schneider

POLLED OPINIONS

Polled opinions were taken on several Chicagoland commuter railroads about what the commuters think their service is like on their rail line. The poll was conducted by the Chicago Tribune and here are the findings:

Best Commuter Service: 1st Burlington Northern
2nd Illinois Central Gulf
3rd Chicago & North Western
4th Rock Island
5th Milwaukee Road

Highest speeds on a rush hour trains: 1st BN 53.4 mph
2nd CNW 44.1 mph
3rd MILW 43.1 mph
4th ICG 42.0 mph
5th RI 39.2 mph

On time record: 1st ICG 95.6
2nd BN 92.8
3rd MILW 90.9
4th RI 87.0
5th CNW 83.7

Overall Service: 1st BN 90.2
2nd ICG 71.2
3rd CNW 69.8
4th RI 65.2
5th MILW 58.0

These are all opinion questions asked to the commuters of the Chicago area and they have little bearing on which is better. Several other questions were asked but are too numerous to list here.

--GS

ARE YOU THINKING OF GOING TO CHICAGO THIS SUMMER????

Well, it's sooner than you think...

And you can't figure out why nobody wants to go to Englewood Crossing, even in the bright sunshine?

You want to know what made the mayor byrne?

You wonder why nobody there knows what the World Series is?

You can't figure out where anyone would live in Villa Park with all those squiggly boundaries?

Well we have the answers for you! Our vehicles are completely set up with scanners, two-way radios, and 4-40 air conditioning for your discomfort. What's more important, they know the way to all those strange places you've heard about! If you're headed this way give us a call and we'll do our mediocre best to help you out.

INTERESTED? CONTACT THE LAKE SHORE RAILFAN PROTECTION DISTRICT...

Tim Vermande
PO Box 4383
South Bend, IN 46634

Gerry Dobey
145 E. Kenilworth Ave
Villa Park, IL 60181

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order board

--items from our
members--

An addition to the Illinois Central Gulf roster published in issue #12 of the WAYFREIGHT. Ex-Rock Island SD40-2's #4790 - 4799 will become ICG #6034 - 6043.

--Paul Michelson

First of all, thanks for the ICG roster in WAYFREIGHT #12. Here's a little information which you may find helpful:

- 1). An SD-20 is a rebuilt (deturbocharged) SD-24. Most, if not all of the SD-24's have been rebuilt and numbered into the same series as the rest of the SD-20's.
- 2). GP-11's are the "state of the art" Paducah Geeps. They can be identified from their GP-10 predecessors since they have an angular cab roof and lack the "ox-yoke" air filter boxes. Internally they have "Dash-2" electronics.
- 3). I have spotted some of the recently aquired Rock Island SD40-2's in ICG paint. I haven't been able to get unit numbers but they are probably numbered 6034-43.
- 4). Not all of the ICG's U-boat fleet has been stored. The U33-C's are still hauling coal, usually with an SD40 or two.
- 5). Units 902-920, 601-647, 502-530, 733-750, 701-732 are ex-GM&O units that are FAST disappearing into ICG paint and four digit numbers.

Now a question: Where are the ICG Alco's? C636's 1100-1105 were the only Alcos brought into the 1972 merger that I know of. (See this issues Rail Notes--GD).

Say, you've been pretty rough on MODEL RAILROADER lately, particularly on a Mr. A.A. who shall go nameless. I'll agree with you that Student Fare's quality leaves something to be desired. Wouldn't some constructive criticism be better? The only real suggestions that I've heard so far is that Student Fare be dropped entirely. Yet anytime an issue of MR goes by without a Student Fare in it there are letters asking what happened to it. So we can see that regardless of whether or not we like it, there's a demand for the Student Fare column. I may be the only one in North America who feels this way but thats still my opinion; I don't like Student Fare, but it should be kept for those who do like it. One more point while I'm here on the soapbox. I like MODEL RAILROADER much better than RAILROAD MODEL CRAFTSMAN. I find MR's coverage of various model railroads to be of supreme quality. MR's "how-to" articles are comparable to RMC's, and I do like MR's features better than RMC's (excluding Student Fare of course). That last point is one of personal preference. So here ends this combination friendly letter and note to de editor.

--Fred LeSage

First off glad you liked the ICG roster, and secondly, yes, you are welcome to your personal opinion, that's one thing that's good about our country. That is your feelings, however, I tend to favour RMC over MR and that is my opinion. I think we all have our own reasons for why we like or don't like the two magazines and I think enough space has been used in the WF not to mention RMC and MR discussing this fact. Thus let's just all sit back and read through the mags realizing they are there to help out our modeling skills and add fun to our great hobby. --GD

P.S. If anyone starts writting me and comparing RAILFAN To TRAINS I'll quit!!!!

BACK COVER PHOTO: Grand Trunk Western and Detroit Toledo & Ironton power team up on this hotshot freight barreling through Valparaiso, IN in November 1980. DT&I power has been quite common on the GTW since the DT&I/GTW merger went through early last year. Photo by Gerry Dobey.

ORDER BOARD

continued

Recieved the Dec '80 - Jan '81 WAYFREIGHT. I must say that it's fantastic! I always wondered why I don't have a subscription to MODEL RAILROADER. Thanks to Student Farce I know and I'm glad. I feel that if Andy Anderson feels that way towards teens then I hope he either gets shot or split in half by a diesel running over him. Besides, if I want gossip I'd read the NATIONAL ENQUIRER or listen to Rona Barrett.

--Dan Carroll

Recieved the WAYFREIGHT not long ago and the quality is good. I think that the RAILFAN GUIDE is a very good idea which should be very handy to your members and maybe me if I ever get out that way some day. My only comment about the WAYFREIGHT is that I do not understand why you want to go monthly. Wouldn't it be better to get to a standard size of the issue up to a larger number (like in the teens or near 20) before you go monthly? Think about it. The members would get the same amount or more information from the larger issues, and the region would not pay as much in postage because the rates go down as the weight goes up. The people would get the same amount of info, only less often and the region would save money so that a dues increase could be held off. I don't understand why you have to have monthly. Maybe you will be able to explain the reasoning of this.

Your ideas about the Andy column expressed the views of many teens I am sure (including myself), but you may have gone about it in the wrong way. Just out of curiosity, how many people have written either Andy or Russ Larson with the general teen feeling on this matter? I know that I have gotten so disgusted that I no longer read that column which used to be the first thing I would check to see what they had for that particular issue. I know many others do not like it either, so how many have let it be known? Maybe the TAMR needs a petition? I don't know but I'll let these few thoughts simmer in your mind for awhile to see what you can come up with in the idea department.

--Ted Tait

The WF is going monthly on an experimental test to see just what we can accomplish. Not only will the member recieve things like the Railfan's Guide and MESS map month after month, but they will also be getting current up to date news. It will also make the region look like a full time operation here to serve the members, not something that can seem active only part of the time. With the monthly WF we hope to stimulate interest and participation in the region--and from the feedback so far it appears that all like the idea. Also a dues increase is not proposed. As for writting Russ or Andy, I know for a fact that I have, plus the entire Executive Board of the TAMR addressed a letter to Russ stating our feelings on the column (see March-April 1980 HOTBOX issue #160 page 8 for details). --GD

MORE FROM LeSAGE...

My guess at how the ex-Rock SD40-2's on the ICG would be numbered is wrong. I can't even guess what number series they are in. I spotted unit #6044 on a train through M anteno, IL and that obviously won't fit with my guess that 6034-6043 would be the series.

--Fred LeSage

Anyone have any ideas? --GD

Next issue: Photos, the Rip Track, the Crossing Zone, Commuter Corner, MESS items, The Rock's Blue Island wrap up, Porter, IN crossing and more!!!!
Will be out about first week of March.

Daytons Bluff
St. Paul, MN

by Tom Gasior

Burlington Northern
Milwaukee Road
C&NW
Soo Line
Amtrak
DESC.
GLC&D

Daytons Bluff has been one of the most photographed railfan spots in Minnesota. There is an endless supply of trains from a variety of railroads. Traffic through the Bluff is heaviest in the morning, then again from noon to 3pm, and again from 5:00 to 7:30pm. The BN has the largest influence here. This was the point where the CB&Q met the GN & NP with their passenger trains and freight bound for the coast. The BN has a medium sized flat yard here that sees A LOT of coal trains. Plus they're always switching cars, either with SW-7(s) or the now standard switching set of 4-6 SD40's's!!!!

Next comes the Milwaukee Road. They have a diesel shop and a small hump yard. With their relocation of power after the embargo, this shop has seen almost every type of engine the MILW has. This is also home of the 'Sprint' trains. Two Sprint trains leave everyday. One in the morning (usually full) and one at 6:00. This one is usually empty except for the last two cars, I guess they get more pigs in Milwaukee. Anybody know?

The CNW has a small holding yard here. Most of their main line is on the other side of the river, but they work all of the industries around here. They have rights over the MILW and motive power has either been a cow and calf SW7 set, or the new GE center cabs! Very interesting!

The Soo Line makes it's appearance by trackage rights over the CNW. The Soo crosses the old CGW bridge to get to industries on the other side of the river. They do not run at any specific time, but the trains are usually powered by a Geep or two.

Amtrak's NORTH STAR and EMPIRE BUILDER go through here. The trains travel on the MILW RD and go through daylight hours, so you can just add 30 minutes from departure from Midway Station if you want to catch them at the Bluff.

Two of the most interesting industries around here are the Great Lakes Coal & Dock Co. and Diesel Electric Service Corp. The GLC&D Co. uses a second hand SW1 painted green and yellow and they also utilize a CNW switcher to run transfers.

The DESC is a rebuilder of diesels. This place is always fun to explore to see what engines they have. Anything from Baldwin Sharks (currently there) to chop nose RS11's to NW5's turn up. But be careful, they don't like people around, and they especially don't like railfans! Bring a telephoto lens so you can stay clear but still get pictures.

To get to the Bluff take Kellogg Blvd to Jackson St and then down to Worner Rd & Shepard Rd. Exit off by Sheilly Cement or Hoffman Ave tower. Be careful. There are a lot of grain trucks working down here and all they need is somebody slowing down to watch a train. The scenery is really worth it though. Why do you think they call it Daytons BLUFF??!

(map of area on back of this page)

SCANNER FREQUENCIES

BN: 161.100 Road 1
161.010 Road 2
161.160 Yard 1
161.250 Yard 2
160.605 Hump
160.410 (*)
160.665 (*)
160.650 (*)
160.710 (*)
160.830 (*)

MILW: 160.770 road 1
160.530 road 2
160.395 yard
160.515 hump
161.430 MoW
SOO: 161.130 road
161.520 yard
160.260 police
160.725 (*)

CNW: 160.890 road 1
160.455 yard 1
161.175 TOFC ramp
Minn. Transfer: 160.560 road
160.740 yard
Minneapolis, Northfield &
Southern:
160.470 road
160.980 yard

(*) St. Paul yard
& switching



Central Region - TAMR
 WAYFREIGHT
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 Kenosha, WI 53142

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February 1981 issue #14



IMPORTANT: Those of you who want to join the MESS or have updates on their MESS maps should send appropriate information to Mark K. TODAY!!! We hope to start the MESS map with the next issue. GET YOUR UPDATES IN TODAY!!!