

# The Wayfreight

NO. 15

MAR.'81

Mid - America's Railfan Newsletter



## THE WAYFREIGHT

...is the official publication of the Central Region of the TAMR. Central Region dues are three dollars per year. A years membership includes six 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 customary credit given to the author and the **WAYFREIGHT**.

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**Send all submissions to the Editor.**

### THE EDITOR'S WHEEL REPORT

comments: Gerry Dobey, Editor

Oh no! You're ganging up on me! Next you'll be throwing the rope around my neck! I thought that we were finally going to lead the WF in the direction of being a serious publication with a firm editorial policy and good articles. But just as soon as I finish lecturing to all of you, I receive a bunch of demented articles expressing the ideas that have been brewing in your minds. Alright, you've put me on the spot now. After much debating with myself, Corby, and Mark about some of these articles, we have decided to run them with this issue. HOWEVER, let it be noted that these articles are all in good fun and are not meant to be against any one member. We do not have it in for any of you. Perhaps some explanation about the articles. First, Sandy Smith's Porter, IN feature is informative on the crossing and also, in a way, a stand for equal rights in the railfan scene. The article was mainly written as a rebuttal to a recent Rail Classics feature on Gilman, IL, in which RC claimed it was a new hotspot, although we all have known of its activity for many years. They also printed what we felt was uncalled for...photos and text on the female operators there, describing them as "luscious young" operators.

Our CROSSING ZONE feature in this issue is a bit different from the last, but please do not take it as putting any one of you down. It was written in good fun and should be taken that way. It was not written by me, but by someone who has been around long enough to know the members mentioned and their characteristics. The Aardvark feature takes a look at what might happen if the MESS was a prototype! The other articles are a bit more serious though. I do want to mention that it is with great regret that I announce that Jeff Wilke, author of our RIP TRACK column, has informed me that this issues column will be his last. Jeff no longer has the time to devote to such a feature. The RIP TRACK was the first regular column set up in the second issue of the WF. Jeff stepped in early to offer our new project help, but it soon became more than that. Jeff gave us ideas on modeling techniques that we could all do, in addition to painting and decaling items. Not only did they add flavor to the WF and help me out in the article department, but they also gave us hints on how to improve our modeling abilities. Thanks for all the hard work Jeff! We all appreciate it! John Van will be taking over the column and will start it off next month featuring an article submitted by Claude Morelli. No photo guide this issue, but we will have it soon. Also, the MESS map has been held off until next issue when we will lay down the basics on the whole project.

All for now, enjoy the issue...

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**FRONT PAGE:** TOP Shot of South Shore GP38-2's #2004 and 2003 switching at Bailey, IN on January 30, 1981, which was last day of operations for Little Joe.

MIDDLE Shot of BN Alco C-63C #4369 at Chrome Crankshaft, East Chicago.

BOTTOM Shot of C & NW F7A #419 recently repaired complete with old "400" nose logo. Rests between commuter runs with #416 at Chicago's North Western station.

photos by Dobey

# COMMUTER

CORNER

## THE MILWAUKEE ROAD

by Greg Schneider

This month in Commuter Corner we will look at the pre-embargo and post-embargo Milwaukee Road commuter service.

Milwaukee operations are over two lines. One goes west to Elgin, IL and the other heads northwest to Fox Lake and one train a day goes up to Walworth, WI. All operations start on the north side of Union Station.

Power on the two lines used to be yellow E units and occasional F's, but all have been replaced with Nortran F40C's, the only road in the nation to utilize this model from EMD which was the forerunner to Amtrak's SDP40F's. Also making appearances now are the RTA F40PH's. Bi-level coaches that are lettered for the MILW and now ones lettered for the RTA are used. GP9's are used as switchers to make up the trains at the local Western Avenue coach yard. Western Avenue is also where Amtrak services its Superliner equipment which is used on the Empire Builder.

Stations on the Elgin line are: Western Avenue, Hermosa, Galeswood, Mars, Mont Clare, Elmwood Park, River Grove, Franklin Park, Mannheim, Bensenville, Woodale, Itasca, Medinah, Roselle, Hanover Park, Bartlett, and Elgin.

Stations on the Fox Lake route are: Western Avenue, Healy, Grayland, Forest Glen, Edgebrook, Morton Grove, Golf, Glenview, Northbrook, Deerfield, Rondout, Fox Lake, and once daily to Walworth, WI.

**NEXT:** The Illinois Central Gulf's electric operations and their dieselized Joliet line.

## DIVISION UPDATE...

**New Division:** Well we finally got it together up in Minnesota, namely the Twin Towns area, and have organized a division. The name for the new division is the Precision Wide-Vision Division. A meeting/railfanning trip is planned soon with visits to the BN, Soo, C & NW, and MILW, plus area industrials. Also we are organizing a module concept for members to participate in. For more details, get in touch with: Greg Dahl, 1649 Euclid Street, St. Paul, MN 55106

The Southern Illinois Division is busy with railfanning in that area (seeing the many odd units that visit Precision National Corporation including Southern E units and assorted Alcos and Baldwins) and also have gone to St. Louis in addition to their meet last summer. Also, they are organizing a model railroad club in the area called the Rural Model Railroad Club. Info can be had from: Jeff Kern, RR #1, Belle River, IL 62810

The Lake Shore Railfan Protection District (Chicago Division) is preparing for this summers activities in and around the area. Featured will be numerous railfanning trips on the weekends. Also, a late spring meet is in the works to get new area members together. For LSRPD info, contact: Tim Vermande, PO Box 4383, South Bend, IN 46634 or Gerry Dobey, 145 East Kenilworth Avenue, Villa Park, IL 60181

THE RIP TRACK  
THE RIP TRACK  
THE RIP TRACK

conducted by Jeff Wilke

**WISCONSIN & SOUTHERN RAILROAD BOXCAR-** The Wisconsin & Southern is a 147 mile shortline in southeastern Wisconsin. It serves 139 customers in 30 communities. The railroad's rolling stock consists of 856 boxcars and 150 gondolas allotted from the 3000 cars its parent company, Funding Systems Corporation, owns. Their painting and lettering schemes are easily duplicated, and you can most likely complete the jobs using just what you have in your scrapbox. For the boxcar I started with an undecorated Athearn 50' ACF outside braced boxcar. After washing the car body in warm water to remove any dirt or oil, I spray painted the entire body with Floquil's 3056 GN Big Sky Blue. I then sprayed it with Testor's Glosscoat and set it aside for a week. When I got back to the car I applied decals in the usual fashion. The cars are numbered in the fifteen thousand series and carry their reporting marks above the data on the left hand side of the car. Right above the numbers are the letters WSOR. I spotted at least three different styles of lettering here. I used letters from a Walther's alphabet set (heavy Serif Roman). Solvaset was applied on all the decals. When this had dried, the whole car was given a coat of Testor's Dullcoat to hide the decal film.

**WISCONSIN & SOUTHERN RAILROAD GONDOLA-** I used an Athearn 50' undecorated gondola for this project. Since the prototype car is black and the Athearn car comes black, there was no need for painting. I just washed the car and sprayed it with Glosscoat before lettering. These cars are in the five thousand series and again have various lettering styles. I used Walther's Railroad Gothic for the reporting marks on this car. After the Solvaset had dried, I sprayed the entire car with Dullcoat.

The Wisconsin & Southern shows that you don't have to buy elaborate custom designed decals for your own railroad. All you need to have are reporting marks for your line and you're all set.

From the Dispatcher's Desk...

As with everything in the twentieth century, our hobbies of model railroading and railfanning have seen their share of changes. Some of these changes are good-others not so good. Publications such as **Model Railroader**, **Railroad Model Craftsman**, and **Trains** have adapted to the changing times.

The WF, though on a smaller scale, has also kept up with the changing wants and needs of its members. It is for this reason that your individual input is the most valuable resource the WF Staff has. Therefore, we are asking all of you who haven't written an article for the WF to do so in the near future. Please understand that the WF Staff's main jobs are to edit, organize, and print the WF. These jobs are very time consuming and leave little or no time to write additional articles. Don't misunderstand me, we love to produce the WF or we wouldn't be doing it. It's just that we need your support to keep rolling. So please, those of you who haven't written an article for the WF get busy! Besides helping the staff in providing more reading material, you'll be adding a touch of variety to our publication. Thank you.

All for now...

*Colby Anderson*

::::::::::::::::::: Welcome aboard the WAYFREIGHT... :::::::::::::::

Keith Johnson                    Todd Warren  
827 South Ashland              303 Linn Street  
LaGrange, IL 60525              Crawford, NB 69339

Dan Van Epps                    Brooks Johnson  
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Dave Toczek  
187 N Lake Pleasant Road  
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THE CROSSING ZONE THE CROSSING ZONE THE CROSSING ZONE THE CROSSING ZONE

**OPERATION** by Milton Bradley  
for two to six players  
ages 7 and up

The Scene: A dark room filled with cigar smoke, old issues of the HOTBOX, and all of the presidents of the railroads in the MESS.

Their Mission: To get a train load of nuclear waste, poisonous chemicals, nitro glycerin, liquid oxygen, silly putty, two pounds of taconite, six thousand light bulbs, and Jeff Scholler's brain to Chicago from Seattle.

The action begins: "Hey, I got an idea," says Dan Carroll. "Why don't we just ship the stuff over some of my seventy-eight or so railroads. I got railroads everywhere... hundreds of 'em. And if my railroads don't go there, I'll make up some new ones. I'll have truck lines. I'll have airlines. I'll...I'll...I'll..."

"Shut up or I'll make ya listen to one of Rodger's tapes," says General Mark. "Now if we don't get going, we're all gonna be in big trouble. Who knows, this might even make me miss supper...maybe...but then again..."

"What a guy!" GD  
"What a pal!" GD  
"What a man!" TG

The plot thins...

"How about if we use one of my engines. I got a billion of them," says J.S. Ward, who should be in one.

"Anybody wanna go railfanning in Park Forest. I hear the ICG is gonna be running a train this month," says John Van. "Maybe we could even go down to Blueford and see their big yard, huh Gerry?"

"Did anybody see my street map of Duluth?" asks Tom Gasior, president of the NWP and top heckler in the TAMR. "Hey, I was there yesterday and I don't want to miss anything. I mean, the PEG just might run a train to downtown, and I need another shot of their Alcos to fill up another box of slides."

"Gerrrr-reeeee, get me a fish sandwich. Mark ate my last one, and my back hurts," cries Tim Vermande.

"...and I'll have ships to carry my trains across the ocean. I'll build a bridge route to Hawaii. I'll have a tunnel under the Atlantic. I'll have the California Zephyr all over the place....I'll....I'll....I'll...."

"Hey, somebody shut Carroll up before he goes totally bonkers," sights Ted Tait, Northeast Region pivot pin and devoted demento himself. (Anybody who hung around Bedell as long as he did has to be a little crazy.)

The plot changes at this point to the office car of the GSL railroad, the ROYAL DUMP. All the members are present and are still trying to figure out how to weed out new members so the TAMR does not keep getting all the misfits, losers, chumps, stooges, clowns, idiots, morans, bums, outcasts, and Northeast Region members.

"Hey, will you guys shut up so I can watch my movies in peace. By the way, anybody got change for a dollar?" asks Gary Gardner, hefty Western Region member and future resident of Milwaukee.

"If we ain't gonna watch some SP slides, I'm gonna leave and get a couple gallons of ice cream. Anybody wanna come with?" says John Huey, another very hefty Western Region member.

"I'll go if you buy me a couple of gallons too," cries Mark Kaszniak, not a Western Region member, but very hefty anyway!

(continued from preceding page)

"My N scale layout runs twenty-four hours a day!!! I just can't get enough of these great trains. I just love the L & N," sights Jeff Kern, devoted insomniac and certified pest.

"The phone rings and it is Roger Arnold with his hourly call for Gerry. But before Gerry can answer the phone, Dave Schauers paints it red and white to match the SOO's new GP-38's. Dobey's going insane..."

Yes, you are lucky this time Gerry, it's only a dream. However this could really happen to you in the near future. But **worse!!!**

Just think if some of the others showed up.....like Hoker, Vincent, Roland Lewis, Ed Moran, Scholler, Kahl, **BLOOMQUIST!!!**, Brunzy, Sackett, Kobrinetz, Claude Morelli, Wilke, Fred LaSage, Jim French, Randy Rivers, Greg Schneider and his commuter trains, Corby Anderson (**WHAT?!!!**), Lone Eagle Payne, "Andy" Anderson, Peter Panda, Ken Keels, the **whole** Northeastern Region (that'd be enough to do anybody in!!!), Michigan Street train buffs, etc...etc...etc...

|||||

### Burr Oak Stands Quiet Now

It was not a Barstow, or a Bensenville, or an Alliance, or a Proviso, or even a Silvis. But this yard, located in Blue Island (a suburb of Chicago) had something that only one of the forementioned yards had. It had the Rock, and that was reason enough to love it. I came on the railfan scene too late to know the Rock, much to my regret. For where else could you see passenger trains from the Quad Cities and Peoria in the morning, and, if you waited till evening, see them again. Where else could you see Alco C-415's doing transfer work in the Chicago area in a wide variety of altered paint schemes. Where else could you see Alco RS-2's, E9's, E8's, F7's, and a lonely E6 pull commuter trains up and down the Rock's main and suburban branch. Where else could you see lash-ups of E units ready to do freight service or five GE's ready to muscle their way west. The older Rock switchers still in the ancient paint scheme were switching the yard while newer SD40-2's were ready with a freight. Only at Burr Oak could you see this variety of motive power in such a variety of paint schemes. And because of the Rock Island's demise in 1980, we will never see them again.

I paid a visit to Burr Oak a month ago, hoping to find some of the remnants of the Rock still there. I hoped to see at least one engine sitting dead in the yards, but none were there. The yard was full of Rock Island cars and cabooses. RTA engines with their RTA passenger cars were in the passenger yards. The tracks on the yard were covered with snow and weeds. In some places, cars sat where track did not exist. Suddenly I heard an engine noise and a clanking as if something was humming over the tracks. But to my regret, it was an ICG electric on the Blue Island Branch. I left the yard that day with a tinge of sadness as I looked back down 127th Street...and saw the last blue Rock Island boxcar fade out of sight. Burr Oak ought to be remembered.

-- Greg Schneider

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

# The Aardvark

found in the rustic old  
journals of the MESS

When the MESS was first organized, we thought the other railroads were in for some tough competition. But then we looked at what type of railroads we had and found out that we were lacking in certain areas. One of those areas was the 'corridor' routes that are so valuable to railroads that are competing for traffic.

One of these 'corridors' was the vital Chicago-Twin Cities route. Other railroads have their hot-shot piggyback trains moving over this route daily. The Milwaukee Road has their 'Sprint', the CNW has their 'Viking', and the BN has too many to count! The only road we could compete with was the Rock...and only after they had gone bankrupt and tore up their tracks!

However, the beginning of this year saw the advent of MESS's premier Chicago-Twin Cities train. Three railroads will be running this train- and what a wild three they are!

The train will begin in downtown Chicago and in St. Paul. The Chicago terminal will be on Timber Street on the west side of the Loop. Here the train is made up by the MESS belt railroad of Chicago, a side operation of the Geneva Southern Lines. The train leaves via the GSL's west line and proceeds to the engine terminal under the power of some yard switchers which will be exchanged for the main road engines. The GSL then assigns its newest power to the train to assure that it is not delayed. The only problem is that their newest power are some RS2's built in 1953, or worse, Baldwin S-12's with steam generators for commuter service, but we'll talk about that some other time. Now these RS2's would not be so bad except for the fact that the GSL has them geared for thirty mile per hour transfer service. Oh well...

The train starts out from the shops and on to the main line, which looks a lot like the yard track we just left. The power on the front is the usual conglomeration of engines that makes the GSL a type of rolling museum and a railfan delight. The front engine is a RS-2 followed by two ex-Oliver Iron Mining Baldwin S-8's and then an ex-CNW Trainmaster.

Once we reach Geneva, IL (no small task for this railroad) our trip takes a sharp turn towards the northeast and Lake Geneva, WI. We are making good time at a steady thirty to thirty-five miles per hour, not bad for yard limits, but then I noticed that the whole GSL mainline is within yard limits!

At Geneva, WI I decided to move to the caboose and see if the ride is any better from there. When the train left town, it left a trail of smoke long enough to have the local police stop us and hand out a citation. A daily occurrence I found out later, but one that lets the crews know that the Alcos are still operating.

By the afternoon we finally arrive at Geneva, MN, proverbial end of the GSL's northern main from Chicago. Geneva, MN is a different type of railroad town. This is where the Minnesota Northern meets the GSL and carries their trains to the Twin Cities for connections with the North Western Pacific. This may not sound like much, but since the MN is an iron-ore railroad up on the iron ranges of Minnesota and Michigan, and the track between Geneva and the Twin Cities is not in that general area, most of the motive power is supplied by the GSL or the WP. Also, they built a hump yard here to classify all the trains headed to the coast from Chicago and from other points east. But if you look at a map to see where Geneva is...oh well, I guess you'll notice that the yard is built over a LAKE!!! Yep, that's right. We'll go into that later too.

(continued on the following page)

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Our train is routed to the main line on the outside of the yard where two Minnesota Northern SD45's wait to be put on the point for a mad dash straight north to St. Paul.

The Minnesota Northern has a strange taste in motive power also, but it is a thousand times better than the GSL's. The MN has only F units and SD45's. However, these did break down, and the MN recently bought some SD9's that the GSL didn't want. They use these for switching.

Once we reach the terminal on Jackson Street in St. Paul, the NWP is ready to sort out which cars are for the coast and which will stay in the Twin Cities.

As I step into a waiting car provided by Mark Kaszniak, I see the NWP putting some of their engines on the point for the mad dash to the West Coast. Two huge DDA40X's are followed by a high geared U-Boat. The train now has nine engines on the front, but I find out that the GSL engines seldom make it to St. Cloud. Their tractions motors aren't geared for eighty miles per hour, so they burn out within miles. The MN and NWP engines are powerful enough to pull the dead engines to Fargo, where they are taken out of the train and their disposition is taken care of. Most are repaired and sent back on flat cars, but if damage is bad, they end up in the Red River, and the GSL never hears from them again.

I later found out that this is how the NWP gets back at the GSL for never returning pool-power. The NWP has sent many an engine to Chicago where they have been working as switchers or pulling commuter trains. Now the MN engines are starting to disappear, and the officials are in Iowa looking for them now!

And so, this is only a part of the story of the MESS. The Chicago-Twin Cities hot-shot...the premier- the Aardvark.

Next month, we'll look at how the MESS system moves trains to the East Coast; and, how the GSL tried to out-do Conrail with a canal across Michigan.

ALL FOR NOW

Your roving reporter,  
Iva Bigbody

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While traveling this year, stop in ugly Park Forest. Tours of local and area interurban, rail, fire, air, bus, and urban renewal facilities available- complete with photographic opportunities. Shop at Chicago's largest and Valparaiso's smallest photo and hobby shops. Tours conducted in late-model, radio-equipped cars. Meet infamous railfans, watch girls or guys, and visit the once-spectacular Roosevelt Road Bridge. Sponsored by the Lake Shore Railfan Protection District, an Equal Opportunity Tourism Agency.

**Southold Electric Photo Excursions  
Pecatonica and Pontoosuc Cinematographer's Society  
Gerry's Geneva Train Watcher's Company  
Paulina Central Trespassing Expeditions**

## PORTER, IN

Amtrak  
Chessie System  
Conrail

by Sandy Smith

## PORTER, INDIANA--OLD RAILROAD HOTSPOT

Switches clunk, turbos bubble, someone flushes a turdo, marking the passage of a pokey passenger. We're at Porter, IN, where the blue Conrail, yellow Chessie, and white Amtrakey trains are second only to three foxy hunks in lawn chairs tanning their bodes between trains. That doesn't give them much because the trains are coming fast and furious. Like many other railfans, I had known of Porter Tower (where Amtrak's Michigan line joins Conrail) but was quite delighted to see this new addition to an old hotspot.

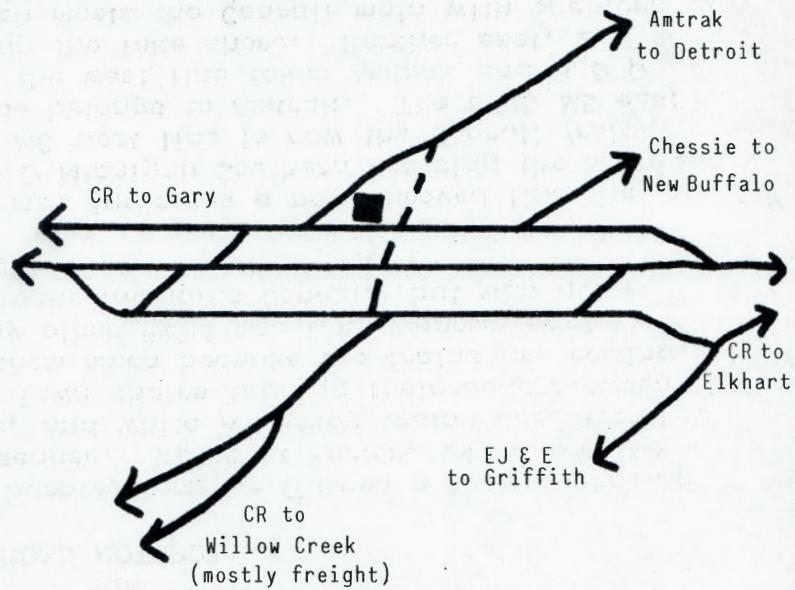
The dashed line on the map indicates a now-removed line that was formerly the Lake Shore & Michigan Southern crossing the Michigan Central (Amtrak line). The MC west line is now the Conrail freight line to Chicago; the east side belongs to Amtrak. The LS & MS east line is the main line, while the west line takes Amtrak and B & O trains to the steel mills along the lake shore. Farther east, an Elgin, Joliet & Eastern branch meets the Conrail main with one turn a day. Amtrak has three turns a day on the Detroit line plus the Lake Shore Limited on the Conrail main. Chessie runs in spurts. It can be quiet for a couple hours and then three or four trains will be sent through together. All in all, Porter Tower should be on your list for busy train activity as well as other activities.

Scanner Frequencies:**Conrail**

<b>160.800</b>	Road One
<b>161.070</b>	Road Two
<b>161.130</b>	MOW

**Chessie**

<b>160.230</b>	Dispatcher 1
<b>160.320</b>	Dispatcher 2
<b>160.530</b>	Yard
<b>161.160</b>	Chicago



## MEMBERSHIP DIRECTORY

The following is a roster of the members of the Central Region of the Teen Association of Model Railroading. This list was compiled using the latest information available at the time of printing. If there is an error in your listing, please notify Corby Anderson immediately. Thank you.

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