

# The Wayfreight

NO. 16

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Mid - America's Railfan Newsletter





## THE WAYFREIGHT

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## EDITOR'S WHEEL REPORT

### COMMENTS: GERRY DOBEY, EDITOR

Well, the monthly issues seem to be going over well with everyone, and things are rolling along quite well. Our membership is summing up to a good number of people. We can still use any articles you have to contribute. We have been getting quite a bit of varied subject matter in lately, and that is really helping us out in making the WF a truly interesting and informative newsletter.

This issue we again have some off-beat features- one which stands out is Dan Carroll's piece on CORNRAIL. Reader Beware!

We finally have the MESS map rolling, and Mark Kaszniak gives you the introduction with this issue (hurray!).

Some major prototype news that is developing fast and furious is the CNW's announcement of the retirement of many of their first generation units. Most of the Alcos are going

from the Huron line, save for those recently acquired RS32's, and the C-628 roster seems to be well off for a while in Escanaba, MI. Look to Rail Notes for all the latest info. With this news, I would wager that it won't be long before we see the fleet of CNW freight F units being sold or traded in. There are quite a few Geeps for sale on the market that would make excellent replacements for the old F's, or they may be some trade-ins with EMD introducing the new GP39-2 model. This may be your last chance this summer to see these old units in person. BN's F unit fleet will also be disappearing by the end of this year, along with many of their early units. We'll keep you up to date on any further happenings.

Happy Railroading!

From the Dispatcher's Desk...

by Corby Anderson

"Who do you know wants to become a member?"

The CR currently has about fifty-five active members. As Gerry mentions in his EWR this month, this is a relatively large sum of people. However, with 100 TAMR members residing within the CR's geographical boundaries, our membership could be larger.

A larger membership would mean more variety in the WF, a more extensive communications network between railfans and model railroaders, and more revenue for the CR.

Although our region is economically sound, more revenue (through a larger membership) would insure the continuity of a monthly WF without the necessity of raising dues.

What I'm asking you to do is go out and recruit a new member- just one. If there aren't any fellow railfans/model railroaders in your hometown area, just write to me and I'll send you a short list of potential CR members who you can write to.

When trying to convince somebody to join, don't just say we're on an informal membership drive. Show them a WF, tell them a bit about our region, and I'm sure they'll be convinced after that.

Keep ahead of the engine...

# Rail Notes



COMPILED BY THE WAYFREIGHT STAFF

Once again the major locomotive news coming out of the Midwest is from the CNW. Major developments have occurred recently on all CNW lines.

First off, Paul Michelson reports to us that the following units were stored at Oelwein, IA, as of February 25th.

## CNW units:

F units (A&B)- 208A, 202A, 213A, 215A, 304B, 305B, 315B  
Geeps- 1779, 1569, 1778, 1765, 1597, 4360, 1817  
SD40's- 839 and 875  
SD45- 922  
SD40-2- 6923

## Precision National Corporation SD18's on lease, but stored:

#1807, 1844, 1838, 1850, 1852, 1843, 1808, 1834, 1800, 1801, 1833, 1837, 1811, 1845, 1825, 1848, 1849, 1812, 1829, 1846, 1819, 1814, 1817, 1809, 460, 125

## Rock Island GP35's also on lease, but stored:

#327, 313, 331, 311, 317, 324, 330, 304, 305 (damaged rear), 307, 301, 302, 300, 326, 319, 308, 332, 320, 325, 333, 312, 314, 328, 323, 313, 322, 315, 321, 329, 303

## Rock Island SW1200's:

#936, 935, 921, 933, 934, 923, 920

Also, the CNW has purchased 120 former Rock Island GP7's and GP9's from Precision National Corporation. They will be numbered as follows:

#4100-4209 are ex-Rock GP7's 4425-4478 and 4500-4555. GP9's will be numbered 4550-4559 from ex-Rock 4479-4488. These units will be placed into service again without repainting. (This will be a good chance for RI fans to see them in action again.) As part of a package deal, though, CNW sold to PNC most of their unusual and oddball locos (making your editor seriously consider suicide!). CNW sold off the following:

#54 (the only remaining RS2 on the roster), 62 A&B, 66 A&B (TR-2A/B), 86, 88 (SW), 144, 145 (SW900), 1018, 1019, 1022, 1023, 1024, 1027, 1028, 1029, 1031, 1032, 1033, 1037, 1038, 1042, 1043, 1044, 1119, 1120, 1126, 1127 (all NW2's or SW's), 1201-1209 (SW-9), 1237, 1239-1243, 1245, 1246 (SW's rated at 900HP), 1502, 1504, 1506, 1507, 1507, 1509 (Baldwin AS-615's), 1515-1517 (Alco RSD-4), 1620, 1667 (RSD-4), 1686, 1688, 1689, 1690 (RSD-5)

The 1400 series re-engined Baldwin roadswitchers will be retired when they come due for major repairs. A sad day for the first generation railfan indeed.

CNW GE center cabs 1198 and 1199 have been transferred to Escanaba, MI, and usually work the ore dock.

CNW Alco RS11 #1624 and hi-nose C-628 #6705 have been retired to be stripped for parts at the Huron shops. Also recently retired were slugs BU37, BU38, BU39, SD40-2 #6912 (which was wrecked), #1494 (a Baldwin AS-415 which had a cracked frame), and SW #1040.



## RAIL NOTES continued

CNW has started taking delivery on 2,700 new jumbo covered hoppers built by Pullman Standard and North American Car Corporation.

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**DETROIT AND MACKINAC** has received four Alco C425's rebuilt by GE. The units are ex-Conrail and are numbered #1280, 181, 281, and 381 (numbered for date acquired). They are painted in a dark olive drab (almost black) and gold with red trim.

**AMTRAK** will very shortly be to the point where steam heat will no longer be used. With this, Amtrak is down to only thirty-seven SDP40's and approximately eleven E units with fifty-five other E's stored at various points.

**BURLINGTON NORTHERN** has sold off F7A's #610, 684, and 704 to the Seattle & North Coast. Sold to Precision National Corporation were F's #602, 644, 653, 675, 703, 705, 772, and 863. Stored at West Burlington, IA were F's #714, 716, 718, 733, 737, 744, 786, 806, and 820, along with some Geeps and NW2's. BN C-636 #4369 was repaired at Chrome Crankshaft and sent to an unknown buyer in Australia. Showing up at Chrome Crankshaft's new facility purchased from the Rock at Silvis, IL, were the following BN units: #718, 737, 806, 820, and 786 (all F9's), #1537, 1620, and 1636 (all GP7's), #1701, 1794, 1797, and 1845 (all GP9's), and #5650, 5667, and 5673 (all U28C's). The BN still held on to about seventy F's at the start of this year. C415's #4010 and 4011 are being prepared by Chrome Crankshaft in Chicago for Diesel Supply Incorporated, which is located in Wisconsin.

**ILLINOIS CENTRAL GULF's** rebuilding program has slowed down quite a bit at Paducah, KY, but has not stopped entirely yet. SW14's are being released. Ex-SR SD24's #6323, 6327, and 6331 have been purchased to rebuilt to SD20's #2025-2027. Also SD35's 7437-7440 were bought from Chessie for eventual rebuilding. All ICG U-Boats are now in storage due to the arrival of former Rock Island SD40-2's which have been confirmed to be renumbered 6040-6049. Only sixty units remained painted for GM & O at this time. They include GP30's 502-530, GP35's, GP38's, and SD40's with numbers unknown.

**MILWAUKEE ROAD** has sold FP7's #63A and 104A to GO Transit in Canada for conversion to power cars. MILW FM #760 (H10-44), the first FM ever built, will go to a museum in Wisconsin. MILW FM #776 went to a Rockford, IL scrap dealer.

**SOO LINE** has sold off all NW2's with #300 and 2018 going to Chrome Crankshaft for rebuilding to be sold to KCS. Snowplow F #500A has been reassigned to Bismark, ND. Latest Soo order for GP38-2's was delivered earlier this year and numbered #4444-4450.

**UNION PACIFIC** is considering turning some of its DD40's into road slugs or hump units. Also the GP30B fleet is being retired.

**SOUTH SHORE:** The last day of operation for Little Joe was January 31st. One will be going to the B & O Museum in Baltimore, while one will go to the Illinois Railway Museum in Union, IL. Also seven GP7's are to be retired.

**ROCK ISLAND:** Former Rock units GP9's #4490 and 4491 were repaired by Chrome Crankshaft and sent to the Wisconsin Southern via Milwaukee Road to relieve ailing WS (ex-MILW) SD7's. RI 4424 is being leased to Cedar Rapids & Iowa City. The units recently purchased by the CNW are being utilized. However some have been repainted into fresh CNW colors.

## THE ILLINOIS CENTRAL GULF

by Greg Schneider

### Joliet Line

This month in **Commuter Corner** we will look at the ICG. The ICG has two commuter services- one is the famed electric line and the other is the not so well known Joliet line. We will look at the latter first.

The Joliet line starts out from Union Station in Chicago. From there it heads south over Conrail trackage until it reaches Halsted Street, where it begins its trek over ex-GM & O trackage. The line heads west from Halsted coming to stops at Brighton Park and finally reaching the ICG's yard at Glenn. Its next stop is made at Summit. After Summit, it makes stops at Willow Springs, Lemont, Romeoville, Lockport, and Joliet.

Power on the line, until two years ago, was a GM & O F3 with a set of old coaches. All is now gone, and RTA F40PH's now make the trek with bi-level coaches. There are small yards in Joliet, and they keep some of the equipment in the Union Station yards.

The operation is only in service on weekdays; and even then it is barely recognizable. In the morning, two trains leave from Joliet; and at night, two trains leave from Chicago.

### Electric Line

The other ICG commuter line is the well known electric line. Its terminus is at Randolph Street Station. From there it goes south stopping at city streets which are too numerous to name. The branch line follows the Rock into Blue Island. When the line gets out of the city (where the majority of its line lays), it stops at Riverdale, Sibley Blvd, Harvey, Hazelcrest, Homewood, Flossmoor, Olympia Fields, Matteson, Richton, and finally coming to an end just south at Park Forest.

Equipment on the line consists of almost brand new Bi-level electrics. These were built for the South Suburban Mass Transit District by St. Louis Car Company.

Major yards for the coaches are at Woodcrest, 18th Street, Vermont Street, and on the South Chicago branch.

Randolph Street Station also serves the Chicago, South Shore, and South Bend, which we will talk about in the next **Commuter Corner**.



## The History of the Corporation of Really Nothing Railroads

In the beginning, a man by the name of Dan D. Anfine decided to build a railroad called the Hemingford, Omaha, and Wyoming (HOW) Railroad. At the same time, another man by the name of Will E. Kroke also decided to build a railroad called the Wyoming, Hemingford, and Yodelsville (WHY) Railroad. Also at this same time (Oh no! Not again?) by the name of Ben Sumwair decided to build a railroad called the Wyoming, Hemingford, Ely, and Northern (WHEN) Railroad.

Early one morning, Dan D. Anfine found his prize locomotive stolen. So Dan searched his house, but it was nowhere in sight. He then decided to search his train room. And lo and behold, what did he find? Dan found Will E. Kroke's pet hippopotamus, Henrietta smacking her lips. When he opened her mouth, he saw some brass inbetween her teeth. So he left Henrietta locked in the basement and went to Will's house to sue him. When Dan arrived at Will's house, he told Will what had happened. Will had to see this himself, so he and Dan went to Dan's house. When they arrived, they found Henrietta gone.

While this was going on, Ben Sumwair was going down the highway singing with a hippopotamus in the back seat.

"Oh where do you go  
With a big 'ol hippo?  
I think I'll take her and return in the fall.  
When they both find out,  
They'll sue each other and they'll pout.  
They will be left with no money at all..."

"Where will I be?  
I can buy their railway companies.  
I'll have a hippo that's healthy.  
I'll then be quite wealthy,  
And a big railroad will then belong to me..."  
(Ben sang to the tune of 'Home on the Range'.)

As Ben was singing, Dan and Will figured out that Ben has always wanted to buy their railroads. Well, both Dan and Will decided to chase Ben as they heard a long howl. (No, it wasn't a train.)

"Hark. Do you hear what I hear, Will?"

"Well, it is either Henrietta or the ICC is demolishing the Denver, Atchison, and North Chicago Railway's Alco locomotives."

"Let's hope that it's the ICC demolishing the DA & NC's Alcos. I've heard all their locos are Dirty and Not Clean."

"Dan, you just made a funny. Take the first letters of the words Dirty and Not Clean, and what do you get?...the DA & NC!"

"I knew that Will. I was just testing you."

"Sure you were, Dan. Sure you were."

"Have you seen the DA & NC's shops?"

"Yeah, so what, Dan?"

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"Well, they are really MESSy."

"You made another funny, Dan."

"I did?"

"Yes, you said the DA & NC's shops are really MESSy. The DA & NC belongs to the MESS."

"You know how large the DA & NC is, Will?"

"Yeah."

"Well, it's a wonder the DA & NC doesn't go to WARS against the UP."

"Dan, you did it again. The DA & NC belongs to the WARS also."

"Oh yeah! When the UP tries to buy the CNW, the DA & NC will go to WARS, and then it will really be MESSy!"

"Cut it out! I can't stop laughing, Dan."

"Okay, no more jokes for a while."

"Good. I could've died laughing, and if you were to make another joke, I really would've died!"

"Shut up, Will. I think I hear Henrietta."

"No, that's a used horn on the Chadron and Rapid City Railway's Geep unit."

"Oh? Where did the C & RC get the used horns?"

"From the DA & NC's beat-up Alcos. Ha, ha!"

"Very funny."

"Shut up. I hear Henrietta. There's Ben's car. Let's put it out of commission."

"Why not? It'll give us something to do while waiting for a train."

Well, they did put the car out of commission. It so happened that a cop noticed Dan and Will running Ben's car off the road. Now Ben is permanently resting at the Pearly Gates Apartments while Will and Dan are up the river without a railroad. Henrietta is now a bronze statue in a Yodelsville park. What about the brass engine? Anybody for a Mershey's bronzed brass candy morsel?

What about the railroads? Well, the US Government wanted to abandon all the lines, but the people wanted the railroads to gather tourists. So, the US Government decided to subsidize the railroads on one condition: all the railroads must become one. The people agreed, and James Exxon (then governor of Nebraska) signed the Rail Reorganization Act for Tourist Hauling Railroads. The US Government decided to call the new system CORNRAIL, for the Corporation of Really Nothing Railroads, because the US Government considers the rail system really nothing. Who'd blame them. The tracks resembled a twisted bike chain, and the locomotives- yes, the locomotives, were so rotten that the engineer would pray before climbing aboard. After all, the DA & NC sold all their beat-up Alcos to CORNRAIL. Seeing those things, you'd pray too! (And you thought the Rock had troubles!!!)

THE END



# The Rip Track

conducted by John Van

Send all questions, comments,  
or article contributions to:  
John Van; Rip Track; 327 Sauk  
Trail; Park Forest, IL 60466

## MIXED TRAIN CABOOSE by Claude Morelli

In the age of steam, mixed trains were quite common on short lines and branch lines. By the 1960's, only a few short lines and most class 1 Western railroads operated mixed trains. All mixed trains had one thing in common- they carried both freight and passengers. In most cases, passengers rode in a combine at the end of the train, with the brakeman riding in the combine instead of a caboose. Other railroads had both combine and caboose. Some railroads, such as the Tucson, Cornelia, and Gila Bend Railroad (which still operates the last authentic mixed train in the US) carried passengers in specially fitted cabooses.

I built a free-lance model of a mixed train caboose loosely patterned after various mixed train cabooses. My model started with a Model Die Casting Union Pacific small side door caboose (#480-3401). I first started the model by painting the body with Floquil boxcar red. After this, I started on the underbody, assembling it to the manufacturer's instructions and then painting it Floquil black.

Next came the handrails, which were all painted with Floquil reefer white and then set aside to dry. I removed the door steps from the ladder assembly and filed the cut smooth. I omitted these steps because they would interfere with baggage and LCL loading.

By this time the body had dried, so I started with the interior. I painted the interior of the car Floquil reefer white. I utilized a Suydam interior, painting the seats in blue pastel colors. The seats were arranged in passenger car fashion. I separated the passenger and baggage sections with strips of cardboard. I also added a Grant Line stove (#300-5007). The smokestack on the roof had to be relocated in order to align it with the stove inside. I finished the interior by adding crates, figures, etcetera from the scrapbox.

I finished the model by assembling the caboose. I replaced the MDC brakewheel with one from Kemtron. I also added Kadec couplers and Walther's leaf spring archbar trucks. The car was completed by lettering it for a friend's lumbering line.

--Have any modeling projects or painting and lettering techniques that you want others to know about? Send it in to the Rip Track for publication.--

Claude is in charge of the TAMR's Narrow Gauge & Logging Line Modelers' Division, which publishes a newsletter that can be subscribed to for a small fee. For more info, contact Claude at: 2236 Dietz Place NW; Albuquerque, NM 87107

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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 recruit a new member today!!!



## CHICAGO AND NORTH WESTERN ROSTER

Unit Number	Builder	Model	Total
BU 30-36	CNW	BU GP35	7
BU 40, 41	CNW	BU (Alco)	2
401-404	Alco	C425	4
405	Alco	RS11	1
711, 712	EMD	GP9	2
802-823	EMD	GP30	22
824-33, 35-41, 43-57, 60-66	EMD	GP35	39
867-895	EMD	SD40	29
901-920	EMD	SD45	20
921-929	EMD	SD40	9
937-977	EMD	SD45	41
1485-93, 97, 98	BLH/EMD	AS415	11
1526, 30, 36-38, 42, 44, 45, 48	EMD	GP7	9
1556-59	EMD	GP7	4
1562-64, 66, 67, 69, 71, 72, 75, 76, 78-80, 82-93, 95, 97-99, 1601-03	EMD	GP7	32
1613	Alco	RS11	1
1625, 26, 28, 30, 31, 33-36, 38, 40-46, 48, 50, 51, 55, 56, 57	EMD	GP7	23
1733, 34, 36, 37, 40, 41, 44, 45, 47-57, 59, 61, 62, 64-68, 71, 72	EMD	GP9	29
1774-79	EMD	GP18	6
4200, 01	EMD/CNW	HE-15	2
4240-49	Alco	RS32	10
4251	Alco	RS11	1
5301-38, 40-99	EMD/CNW	GP7	132
4400-24, 4466-99	EMD	GP15-1	25
4431-65	EMD	GP7	35
4501-45	EMD/CNW	GP9	45
4600-34	EMD	GP38-2	35
5050-99	EMD	GP50	50
6601-21	EMD/CNW	SD9	21
6650-59	EMD	SD38-2	10
6701-30	Alco	C628	30
6801-6935	EMD	SD40-2	135
BU1-3	CNW	BU (SW)	3
143	EMD	SW900	1
146	BLH/EMD	SW	1
1000-11, 13-17	EMD/CNW	NW2	17
1020	EMD/CNW	NW2	1
1025, 26	EMD/CWW	NW2	2
1030	EMD/CNW	SW1	1
1034-36	EMD/CNW	NW2	3
1101-07	EMD/CNW	NW2B	7
1118	BLH/EMD	SW	1
1210, 11, 13-22	EMD	SW1200	12
1301	EMD	SW1500	1
1302-16	EMD	MP15DC	15
406-425	EMD/CNW	F7A	20
501-506	EMD/CNW	E-8B/A	6
507-511	EMD/CNW	E8	5
512-522	EMD/CNW	E8A	11

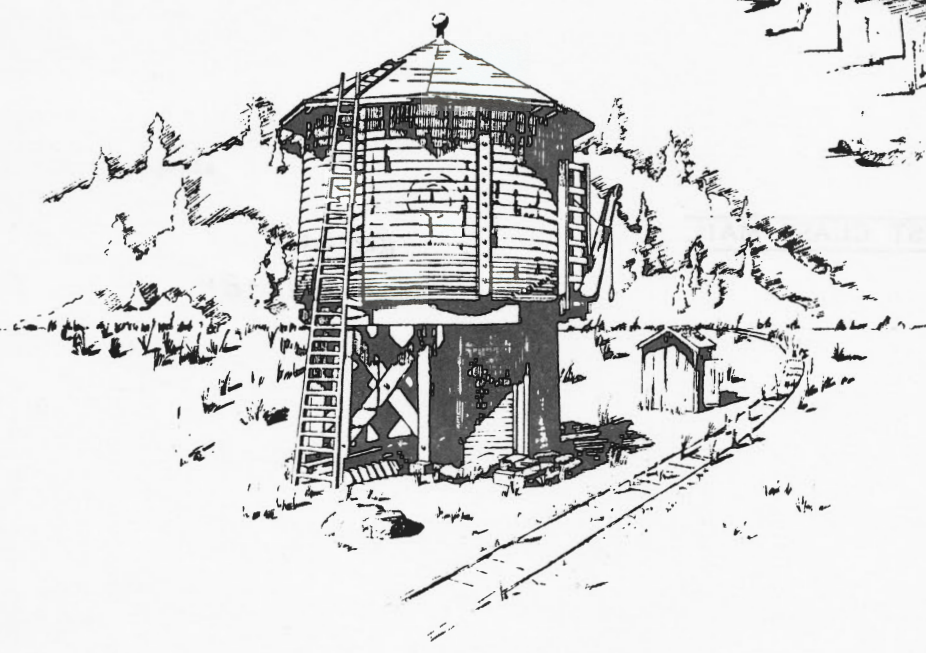
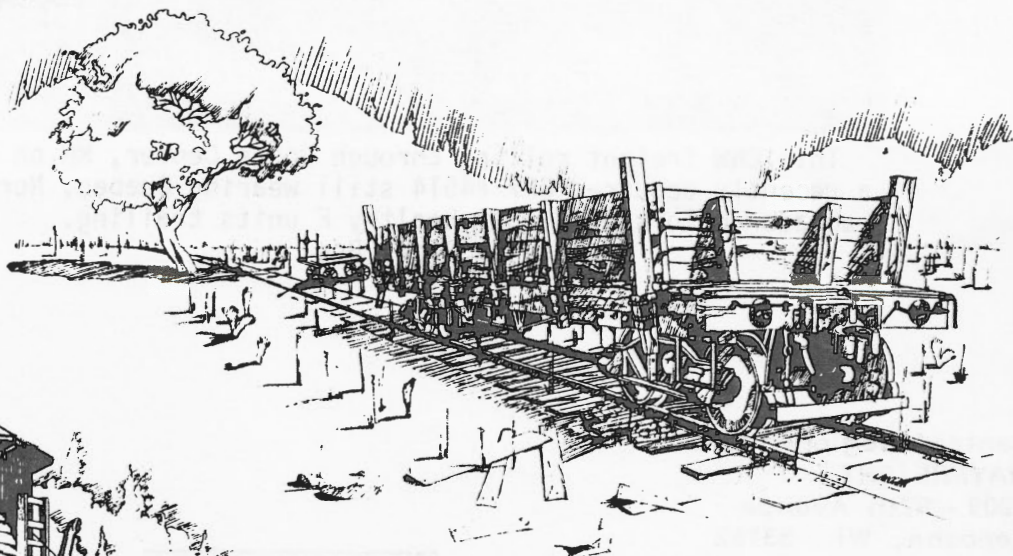
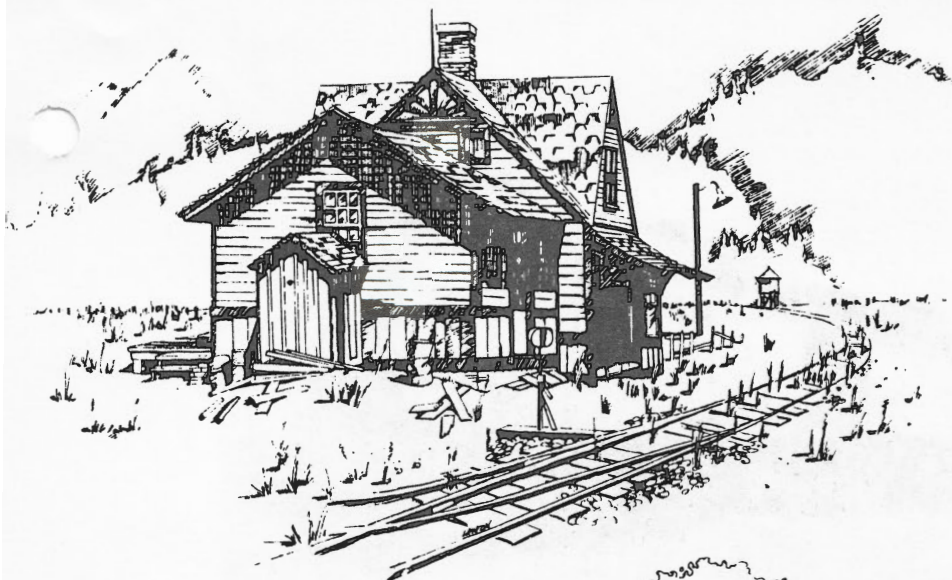
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No new CNW numbers have been assigned to these units. They will be rebuilt at Oelwein this year.





On this month's cover we take a look at the past of Midwestern railroading as we see this Milwaukee Road train highballing for the Twin Cities with a FM C-Liner #25C on the point. copyright Riverview Publications





This CNW freight rolling through Dodge Center, MN on May 1, 1976, has a recently acquired GP7 #4514 still wearing Quebec, North Shore, and Labrador colors with four healthy F units trailing.  
photo by Roger Bee

Central Region-TAMR  
WAYFREIGHT  
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