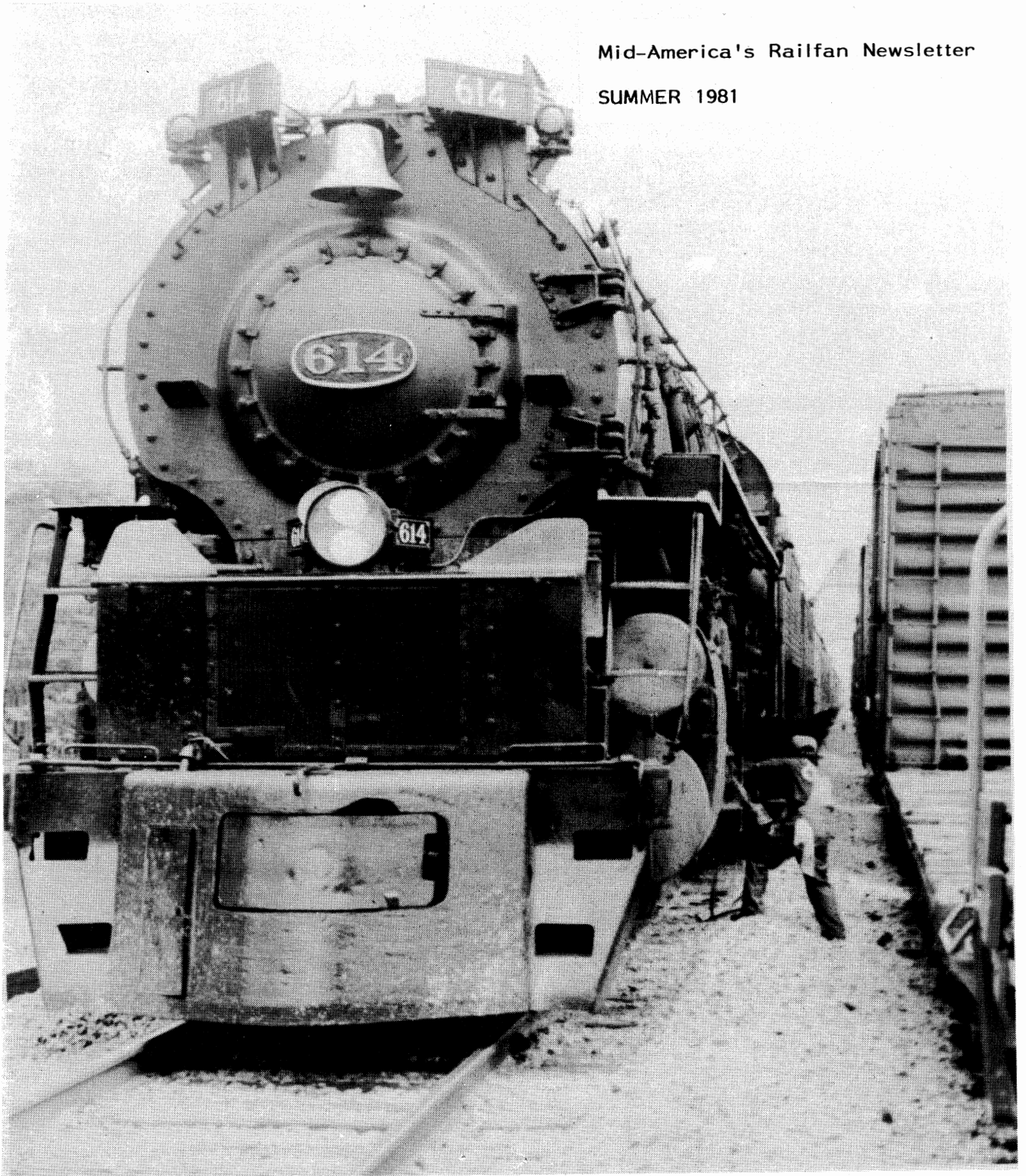


The Wayfreight

Mid-America's Railfan Newsletter

SUMMER 1981



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. This material may be used without permission by publications of a kindred genre, provided that the customary credits are given to the author and the **Wayfreight**.

EDITOR: Gerry Dobey; 145 East Kenilworth Avenue; Villa Park, IL 60181

ASSOCIATE EDITOR/REGIONAL REPRESENTATIVE: Corby Anderson; 1209-97th Avenue, Kenosha, WI 53142

MESS CO-ORDINATOR: Mark Kaszniak; 4818 West George Street; Chicago, IL 60641

Send all submissions to the Editor.

to get together with. Who knows, you might even get the incentive to look around and recruit a few new members. Talk with your friends or go to a local hobby shop and find some teen modelers. Introduce them to the TAMR and the Central Region. Show them a few issues of the **HOTBOX** and the **Wayfreight** and they might want to join.

On to the next thing. This issue of the **Wayfreight** is called the 'Summer 1981' issue. We have skipped a few summer months in order to get caught up. Since memberships are based on issue numbers, you won't be missing an issue.

Our article file is once again growing thin, and we need your help to keep up our schedule. Send in news from your area. Write about a railfanning trip or your experiences on a railroad oriented vacation this summer. I doubt if you want to be bored with more stories from my adventures to the Northland, so write something, and you'll be saved from my having to write such things!

Enjoy the issue. We will be bringing you more photos and reports on our meetings with Chessie's steam safety express, in addition to more installments of the MESS map.

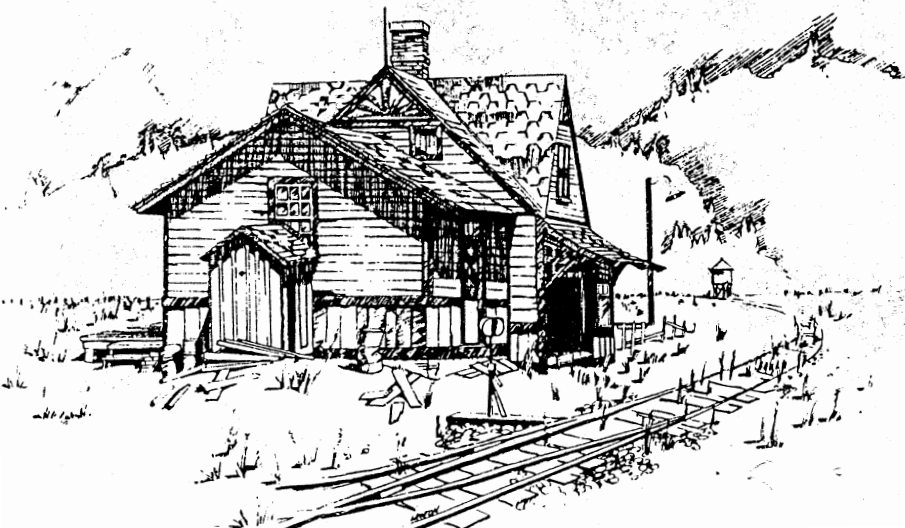
EDITOR'S WHEEL REPORT

COMMENTS: GERRY DOBEY, EDITOR

Some bad news. This years TAMR national convention has been cancelled. With much regret, we were forced to cancel the event due to a lack of transportation in the Twin Cities area, and due to the fact that Tom Gasior was hit with a major sickness that has him out of action for a few months. We felt that if we were to hand the convention over to another planner things wouldn't work out due to a lack of time. The convention would have been a good one, but as we said there just wasn't enough time to plan other activities. These things do happen. However, the regional administration will be getting together to discuss plans for a possible regional meet to be held before the summer is over. If you have any ideas on a meet for a weekend, write to Corby or me and we'll get back to you. Or, it wouldn't hurt anyone to look through their directories and find someone nearby

ON THE COVER: Chessie's 614 gets checked over by an employee while the 'Safety Express' train makes a short stop at New Buffalo, MI on June 14, 1981.

photo by Mark Kaszniak



MESS LISTINGS AND NEW MESS MEMBERS

Escanaba Western (EW)
"Superior Route for Superior Service"
Late 70's; 3,500 miles
POTASH, iron ore, wood products, grain,
general freight
HO-yes-yes
In construction; contact first
Dave Schauer
1828 East 6th Street
Duluth, MN 55812

Denver, Atchison & North Chicago (DANC)
"Route of the Colorado Zephyr"
Present; 1,440 miles
PASSENGERS, TOFC-COFC, ore, general
freight
HO=yes-no
In construction; contact first
Dan Carroll
11034 West 78th Avenue
Arvada, CO 80005

Chadron & Rapid City Rwy (C&RC)
"The Dakota Route"
Present; 120 miles
PASSENGERS, ore, general freight
HO-no-no
In construction; contact first
Dan Carroll

Denver Central Rwy (DC)
"Route of the Sun"
Present; 375 miles
PASSENGERS, grain, general freight
HO-no-no
In construction; contact first
Dan Carroll

Nebraska Midland Rwy (NM)
"The Pine Ridge Route"
Present; 755 miles
PASSENGERS, grain, general freight
HO-no-no
In construction; contact first
Dan Carroll

Santa Fe Pacific (SFP)
1960-present; 650 miles
FRUIT, TOFC, paper, grain, coal,
autos, general merchandise
HO-no-no
In storage; contact first
John Venice
220 North Ashland
Park Ridge, IL 60068

Michigan Southern (MS)
"We Depend on You"
1970-1980; 2,175 miles
AUTO PARTS, autos, TOFC-COFC, iron
ore, coal, grain, perishables, steel,
chemicals, lumber
HO=yes-no
In construction; invitation only
Ken Keels
624 Birch Tree Court
Rochester, MI 48063

[illegible]

by Dan Carroll

It all started when a lady named Amy Trakk built a railroad called the North Union & Western RR (NOW) through North Union, Iowa. Amy started to pick up business because she guaranteed on time, A-1 service. There was one problem, however. She was taking business away from Chi Towne and his Union Railway (OR). Not only that, but she was also taking business away from Conrad Rale and his Latex, Abercrombie, Tyler & Eastern Railway (LATER). Both the OR and the LATER also went through North Union and were the first two railroads in the North Union area. Chi Towne and Conrad Rale decided to hold a meeting in Chi Towne's private car, the ROYAL PAYNE. (They would have met in Conrad Rale's private car, the OUTACASH, but the car was in the shops because Conrad was out of cash to repair it after it had ran over numerous objects including five diesel trucks, four buses, three old ladies, two lazy cows, and a partridge in a pear tree.)

"That women is taking our business away! Pretty soon we will be bankrupt!" Chi Towne exclaimed.

"Yeah, and out of money too!" Conrad Rale said.

"What are we going to do?"

"I know what I'd like to do to Amy, but I can't mention it."

"Would you please shut up and forget about what you'd like to do to her."

Then Chi looks out the window and sees Amy walking down the street.

"On the other hand..."

"Listen Chi, why don't we sabotage the locomotives boilers?"

"That's a hot one...also a good way to get us thrown in the pokey for sure. Then she could buy our lines, merge them with her line, and have the NOW-OR-LATER Lines. Wait a minute. Doesn't Amy have a contract with the Itza Steele Steel Corporation?"

"Yeah, so what?"

"Well, if she doesn't deliver that steel she'll go bankrupt, and we'll buy her railroad, merge, and have the LATER-OR-NOW Lines."

"Won't Amy suspect us?"

"Not if we make it look like it was her mistake."

"How could we do that?"

"Remember she hired that dumbbell mechanic?"

"Yeah, so what?"

"We'll sabotage the locos so when they pick up cars at the foundry-BOOM!!! The locos blow up, Amy will be sued because she didn't deliver the steel, and the LATER-OR-NOW Lines will be ours."

"What a plan!"

There was one thing Chi didn't know. Conrad was in love with Amy (and vice-versa, naturally). They were also soon to be married.

As all this was happening, the U.S. Government (which owned the Texas Gulch & Iowa Flats RR [TGIF] which also ran through North Onion) found out about Chi's plan and made preparations to take over all the roads.

Well, it was on a Sunday night when Chi went and sabotaged Amy's steam locomotives. In the meantime, Conrad was over at Amy's house trying to get her attention away from all that was going on. Well, Chi finished his sabotaging. (What he didn't know was that a government agent was taking pictures of him sabotaging the locomotives.)

On Monday morning, Amy sent her crew to the Itza Steele Steel Foundry. When they left-BOOM!!!

Afterwards, the Itza Steele Steel Corporation sued Amy for not delivering the steel, Amy sued the Itza Steele Steel Corporation because the explosion occurred near the foundry, Chi Towne found out that Conrad was in love with Amy, the government decided to send Chi to the Rock, and the government bought all the railroads, adding them to the Texas Gulch & Iowa Flats RR System.

"Dan Carroll?" Mrs. Delaney (a science teacher) yelled.

"Yes, Mrs. Delaney?"

"Okay, give me the equation for the problem on the chalkboard."

"Uhhhhh..."

"Well?"

"Uhhhhh..."

Then the school bell rang.

"Class dismissed. Have a nice weekend. Dan?"

"Yes, Mrs. Delaney."

"Have the equation ready on Monday."

"Yes Mrs. Delaney."

I then head out the door and yelled, "THANK GOD IT'S FRIDAY!!!!"

DOES DAN HAVE ANY OTHER PROBLEMS BESIDES DAYDREAMING
AND SOLVING EQUATIONS? FIND OUT IN THE NEXT ISSUE,
UNLESS OF COURSE YOU SEND ME SOME ARTICLES AND WE
DON'T HAVE ROOM TO REPORT OUR FINDINGS- Gerry Dobey.

THE CHICAGO, SOUTH SHORE, AND SOUTH BEND by Greg Schneider

Samuel Insull—utilities master. When he built the South Shore in the early nineteen hundreds, he probably thought that his North Shore Line (famed for on time performance and speed) would overshadow that of the South Shore. You could see his fears though. Look where the North Shore went—up along the North Shore and into Milwaukee, while the South Shore went through such scenic spots as Michigan City, Gary, and South Bend. But the North Shore collapsed, and the South Shore is still with us today. For all practical purposes it will be around for a long time to come. Let's see what America's last interurban is all about...

The line's western terminus is the Randolph Street Station in Chicago. From there it heads south over the ICG electric tracks until it comes to Kensington. It then follows its line through numerous city streets and out of Illinois to East Chicago. It also goes through Whiting, Hammond, Gary, Michigan City, and then South Bend.

Major yards are at Michigan City on the east side of the town. Secondary lines are at Gary, Burnham, Kensington, and the Randolph Street Station. Coaches are kept at the Randolph Street yards, and Michigan City. The only power servicing facilities are at the Michigan City complex on the west side of the yard.

Passenger service is between Chicago and South Bend. Most of the trains terminate at Gary with lesser numbers going to Michigan and South Bend. This gives the South Shore its suburban characteristic.

Passenger service is provided by heavy sixty and eighty foot cars, dating from 1926 and rebuilt by the railroad. New cars from Japan will be on the line within the next few years. If only Mr. Insull could see it now...

COMMUTER CORNER EXTRA...

TRAIN NUMBERS 5, 6, 11, AND 12: THE PEORIA AND QUAD CITY ROCKETS

On December 31, 1978, at 6:15 PM, an American era of railroading came to and end. For it was on that date that the Rock Island Rockets died forever, although they were dead long before, owing to operation difficulties, problems with state funding, and the Rock's bankruptcy. Yes, they were dead long before that fateful day in December. The loss can not be accepted, as the loss of the Rock as a whole can not be accepted. These trains had a magic all their own, though the public evidently didn't think so. Enough of the eulogy though, let's get on with the two trains in general...

The two Rock trains ran daily from Peoria to the Quad Cities. They both left over the Chicago main coming to stops at Blue Island and Joliet. They then headed west and came to stops at Ottawa, LaSalle, Peru, and Bureau before splitting. The Quad Cities Rocket went on the Rock main to Rock Island, IL. The Peoria Rocket hit the branch and went south to Peoria. For those who took the Rockets, it was a long ride through boring countryside.

COMMUTER CORNER continued

Power on the line was usually an E8 or two, although an E8 would make an appearance once in a while. The Quad Cities Rocket was the longer of the two because of the Mississippi River. So the Quad Cities train had the newer equipment, while the Peoria train was left with the run down old coaches.

Quoting David P. Morgan, editor of Trains magazine, "...the Rock Island was one railroad too many between Lake Michigan, Colorado, and the Gulf. If that be true, then its loss is acceptable to the mind, if never to the heart."

The same holds true with these two passenger trains. It really isn't acceptable to the heart.

Next Month in COMMUTER CORNER: Conrail and Norfolk & Western



Rail Notes



COMPILED BY THE WAYFREIGHT STAFF

CHROME CRANKSHAFT: At Silvis, IL, Milwaukee Road FP45's #1 and #5 have been scrapped by Hyman-Michaels, along with Rock Island F7A's #675 and #677. Chrome Crankshaft has rebuilt, painted, and sold ex-RI GP9's #1321 and #4489 to Peabody Coal Company. Also rebuilt and sold to Central California Traction were ex-RI GP18's #1343 and #1349. RI SW8 #832 has been sold to Coors Brewery in Colorado.

CHICAGO & NORTH WESTERN: With the recent acquisition of ex-RI geeps, CNW plans to rationalize the roster by renumbering quite a few units. Proposed renumberings are:

Numbers	Units	Type
4100-4209	110	ex-RI GP7's
4210-4238	29	non-rebuilt CNW GP7's (to be rebuilt in future)
4240-4249	10	ex-NYC RS32's
4250	1	RS11m, ex-1613
4251	1	ex-Southern RS11
4252-4253	2	HE15 geep
4260-4283	24	non-rebuilt CNW GP7's (to be rebuilt in future)
4284-4299	16	rebuilt GP7's
4301-4399	98	rebuilt GP7's
4400-4424	25	GP15-1's
4431-4499	69	ex-CR, Frisco GP7's
4500-4549	50	rebuilt GP9's
4550-4559	10	ex-RI GP9's
4560-4586	27	non-rebuilt CNW GP9's (to be rebuilt in future)
4594-4599	6	future rebuilds of GP18's (1774-1779)
4600-4634	35	GP38-2's
5050-5099	50	GP50's
5500-5537	38	ex-CR/NYC GP40's

CNW achieved its best financial results ever in 1980. For the entire year, the company earned thirty-nine million (\$8.79 per share), compared with three point eight million profit in 1979. Total revenue for the year was nine-hundred and thirty-five million.

With the recent transportation crisis here in Chicago, along with the constant flow of rumors about the Regional Transportation Authority (RTA) running out of money and shutting down, local radio d.j. Steve Dahl put together the following song which was recorded to the tune of TNT by the rock group AC/DC. We thought you might like to read the lyrics from that song...

RTA

See me ride into the city
In my RTA machine
My three piece suit is polyester
And my fingernails are clean
Secretary to the left of me
Insurance man on my right
Wonder if I'll smell this good
When I go home tonight
On the RTA
It's not run right
RTA- and that's a bite
RTA- it's shutting down
RTA- how will I get around
The trains are dirty, clean
The buses are green
And the EL cars make a spark
The politicians and the board members
Have left us in the dark
Where do all our tax dollars go
And where are we gonna park
I feel like the girl in 'Jaws'
Who went swimming and got eaten by the shark
RTA- it's all messed up
RTA- makes less sense than Kup
RTA- I need a ride
RTA- it's up and dried
RTA, RTA, RTA
Going nowhere fast
RTA- this trip could be my last
RTA- it's my transportation mode
RTA- guess I'll hit the road
RTA- you know the whole thing gives
RTA- the board members and the
politicians should be skinned alive
RTA- you know they think they're so slick
RTA- and it makes me SICK!

Going my way buddy?

Here's another one we thought you might like...

Reverend Gazhlee

(sung to 'Call Me' by Blondie)

Are you into Reverend Gazhlee
He's a real swell pal
He teaches you to chase big trains
And forget about the gals

TRAIN ME

I've got Alcos, Baldwins, and EMD

TRAIN ME

I love the Burlington Northern and the UP

If you like to model trains
Then get a train set handy
And if you've got a problem
Then just write and ask ol' Andy

TRAIN ME

I've got Alcos, Baldwins, and EMD

TRAIN ME

I love Norfolk & Western and SP

Do you take a thousand pictures
Of BN SD40-2's
The Reverend Gazhlee
Will try to heal YOU

TRAIN ME

I've got Alcos, Baldwins, and EMD

TRAIN ME

I love Conrail, GN, and the old NP.

written and performed by the precision
wide-vision division of the central
region of the tamr

copyright 1983 t gasior



Grand Trunk Western hotshot piggyback from Port Huron to Chicago
going through South Bend, IN photo by Timothy Vermande

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

FIRST CLASS MAIL

