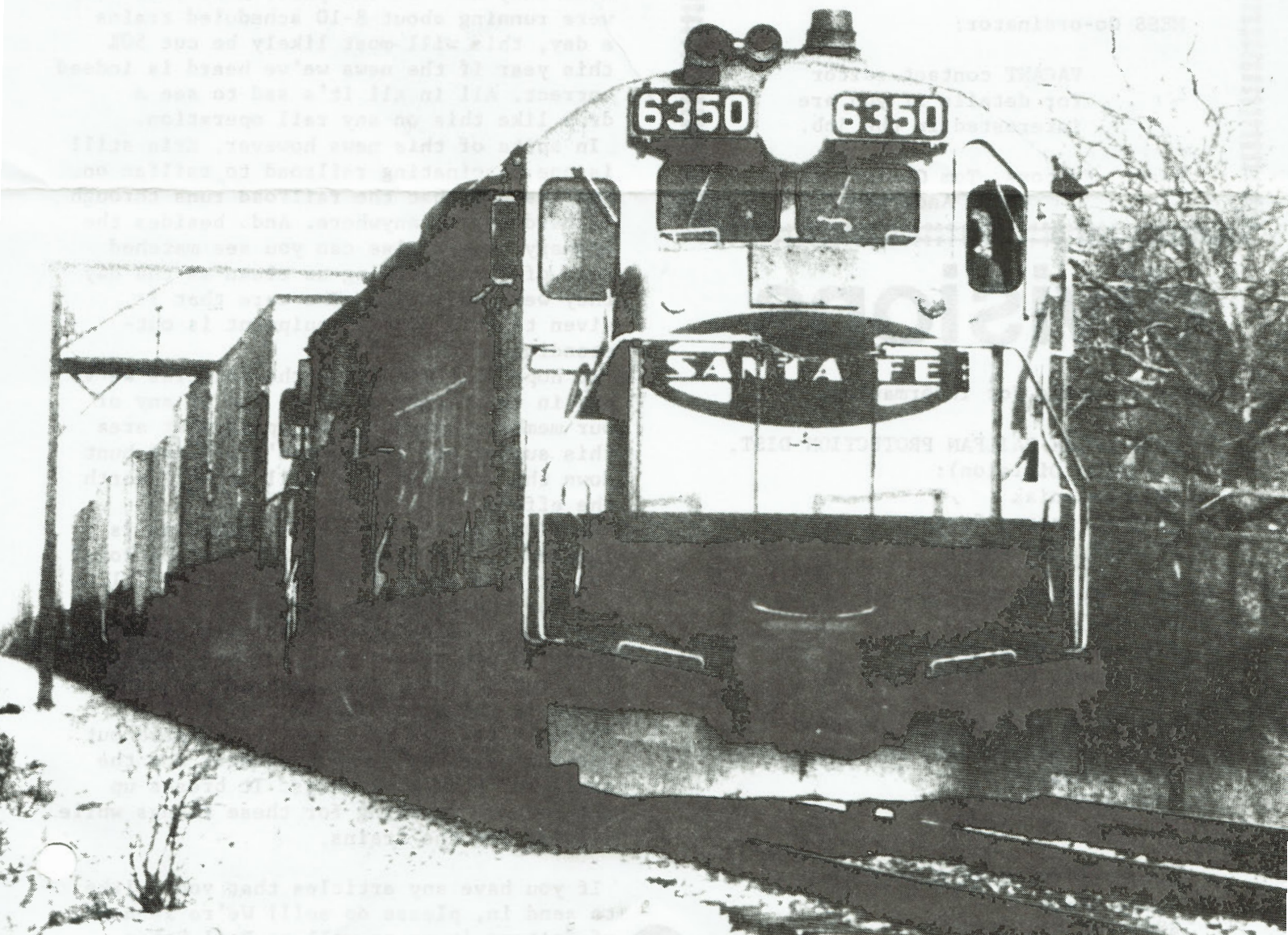


The Wayfreight

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1982



THE WAYFREIGHT

Is the official publication of the Central Region of the TAMR. Central Region dues are \$3 per year. A years membership includes six (6) issues of the WAYFREIGHT. All material is submitted gratis. All articles should be submitted to the WF editor.

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wheel report

comments: Gerry Dobey, editor

The poor state of the economy can be reflected in the operations this year at Erie Mining. We've heard that Erie plans to start running its seasonal ore shipments this coming AUGUST! Erie normally begins its railroad operations when the Lake Superior shipping season begins. We've heard that the first ship to be loaded by Erie will arrive about that last week in July. With this information we can guess that Erie's rail operations will not be what they have in the past. Last year they were running about 8-10 scheduled trains a day, this will most likely be cut 50% this year if the news we've heard is indeed correct. All in all it's sad to see a drop like this on any rail operation.

In spite of this news however, Erie still is one fascinating railroad to railfan on. The scenery that the railroad runs through is hard to top anywhere. And, besides the scenery, where else can you see matched sets of F-9's looking as clean as the day they were delivered. The care that is given to Erie's rail equipment is outstanding.

We hope that you enjoy the articles we've put in this issue on Erie, and if any of our members happen to be up in that area this summer see if you can't try and hunt down the Erie line. It will be well worth the effort.

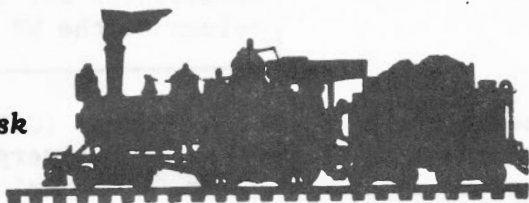
CAUTION: Much of the Erie main line is located in the middle of Superior National Forest. The roads leading to the rail line are for the most part unpaved and littered with large rocks waiting to wreck your car. Also, if you ~~hear~~ a growling and know that it's not a train, beware! Bears are known to be in the area, and may not be too friendly towards railfans. Also watch out for the usual assortment of deer and the small but cute groundhogs. It breaks up the boredom watching for these things while waiting for the trains.

If you have any articles that you'd like to send in, please do so!!! We're in need of feature items as well as Rail Notes.

Enjoy the issue!

region news

From the
Dispatcher's Desk



by Paul Michelson, Regional Representative

HELLO CENTRAL REGION, I'm your new Representative! First I will tell you a little about myself. I am a 19 year old native Iowan, and a born railfan. My favorite roads include the Illinois Central Gulf, Chicago & North Western, with my no. 1 favorite road being the Milwaukee Road. I'm an active model railroader and I am modeling the imaginary Iowa Central Rlwy. More about that in later installments. I am also a pass collector and will gladly swap passes with anyone, just drop me a line. I also enjoy taking slides and railfanning the prototype. There are various other railroad aspects I'm involved with such as timetables, books and other odds and ends.

Well enough about me. As for getting down to business, how about some pleasure? I'm extending a personal invitation to you to attend a Central Region meet at LaCrosse, Wisconsin on August 14. Please plan to attend. I would like to meet a lot of you who have written me in the past. If you have any questions, problems, or just feel like saying hello, I'm only a letter away. Until next time, keep the rails shiny.

Paul.

319-927-
2736

misc.

Two drunken bums were crawling along the railroad tracks:

Bum No. 1 - "Sure is a long ladder."

Bum No. 2 - "Yes and they put the rungs too close together and the hand rails too far apart."

a meet

AUGUST 14!!!!!!

Yes you heard correct! The Central Region is back in action and to celebrate this great news we are sponsoring a late summer meet, the first in a long time, but also the first of many to come. Railfanning in the area will begin in the morning with a trip to the BN's yard. Meet fellow members and have a great time shooting the bull. In the evening a slide show is planned, so bring all your best shots! For more details on this event write to Paul Michelson. Do it today so you have plenty of time to plan and prepare for this spectacular event. Who knows, your editor might even show up, which will indeed be a special event in itself! So plan now to attend. Write Paul today for all the details.

MESSy NEWS

The position for MESS Co-ordinator is still wide open for anyone of you out there who want to take the job. I would like to find someone soon so we can get the MESS back on track and active once again. If you're interested in the job just drop me a line and tell why you want the job and what you could do to get the MESS back in action. We'll then inform you if you got the job.

The initial part of the MESS MAP was put out in the form of the MESS GUIDE. A few copies are still around so if you want one we'll get ya one. After a co-ordinator is located we can get to work on updating listings, getting the map out and other projects.

For those new members who don't know about our loose-knit modeling association (MESS stands for Mid-Eastern Shortline System) drop me a note telling me that you'd like information on it and we'll send you some. Until next issue

Gerry

rail notes

compiled by the WAYFREIGHT staff

please send all news
submissions for this
column to the WF editor.

The magic number for railroads and EMD appears to be 50. First Chessie (CSX Corp.) ordered 50 units from EMD, now we have MoPac ordering 50 new units. Delivery of 30 GP15-1's and 20 MP15DC's from EMD is expected later this year. Also coming in with a 50 unit order is CP RAIL who will receive 30 SD40-2's and 20 GP38-2's. The units will be built by the Diesel Division of General Motors Limited of London, ONT. Total price tag for the CP RAIL units is \$70 million.

Michigan's HILLSDALE COUNTY RLY is likely to become the states first ex-PC line to show a profit due to the fact that it has now started hauling coal trains for a new Michigan South Central Power Agency power plant at Litchfield. The coal trains originate on the N&W.

The GREEN BAY & WESTERN now has a firm policy that will not allow any railfans on GB&W property. They also will not issue any liability releases.

Renumbering of DT&I units into the Grand Trunk Western system will be as follows:

<u>DT&I</u>	<u>GTW</u>
200 - 228	6200 - 6228
350 - 357	6350 - 6357
400 - 425	6400 - 6425
250 - 254	6250 - 6254

We hear from Mark Sims that the San Francisco Zephyr may be changing Iowa routes within the next 6 months. The CNW and Amtrak have been running inspection trains over the old Overland Route in early June. The new route would put the SFZ near or through major towns in Iowa, going through Ames, Marshalltown, Boone and Carroll. It would also be close to Des Moines and Iowa City. CNW says a decision will be made after a committee looks into the factors involved with rerouting the train.

Also from Mark is news that the Iowa Railroad has started operations on the old RI main with hopes of running all the way to Bureau, IL from Council Bluffs, IA. Present power is ex-RI SW1200 #10 painted in University of Iowa colors of gold and black.

The CHESSIE SYSTEM has felt the hard blow of the economy. In mid-March the Chessie had 559 units in storage (more units than some class 1 railroads have!). Another 172 units were in the shops for heavy repairs. By May the Chessie still had over 500 units stored.

Almost 100 units are stored on the Chessie at Grand Rapids, MI. A mixture of Geeps and switchers.

Over 50% of Chessies 2078 unit locomotive fleet is now in Chessie colors. (since it took about 10 years to get this far does that mean that the last blue unit will be around in 1992?)

For those of you wondering about the fate of the Ludington & Northern. Well the L&N didn't operate at all during 1981, and now the Ann Arbor has leased L&N #16 for an indefinite period. The unit works the yard at Owosso and also the ex-PC branch from Owosso towards Saginaw.



ERIE MINING

by Gerry Dobey

For all of you who like railroads with F units, Alcos, and Baldwins, plus beautiful scenery, then this railroad is for you!

This railroad, whose average train has four units, 100 cars and is 8200 long tons, is the property of Erie Mining Company, a large taconite operation managed by Pickands Mather & Co. and owned jointly by Bethlehem Steel Corp., Youngstown Sheet & Tube Co., Interlake Inc., and the Steel Company of Canada Ltd. (Stelco). Erie's taconite plant is located in the small town of Hoyt Lakes, MN, approx. 70 miles north of Duluth. Erie shares with Reserve Mining Co. the extensive bodies of taconite ore located on the eastern end of the Mesabi Range. Erie's railroad, like Reserve's, does not report to the ICC, or the Department of Transportation, nor does it follow all the usual Association of American Railroads operating procedures.

Erie produces its taconite pellets inland at Hoyt Lakes and then moves the finished pellets to the dock area. Erie has an average tonnage of about 10 million tons that it hauls annually to the dock area. Erie can dump 100 car trains dockside in less than seven minutes at speeds up to 10 mph, and the dock facilities can dump up to 27,000 tons of pellets per hour into ore boats thus making it the only line to claim such feats.

Erie's well maintained rail line extends a total of 73.84 miles from the pellet plant at Hoyt Lakes to the dock at Taconite Harbor. The mainline consists of 140 pound rail, with 140 pound welded rail going in at certain locations, with more to follow. Grades vary from 0.33% to a 2 per cent grade near the docks.

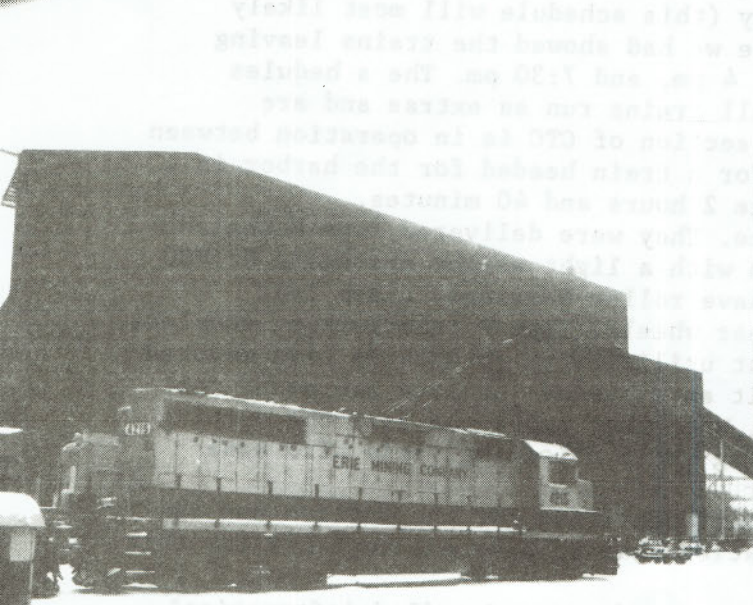
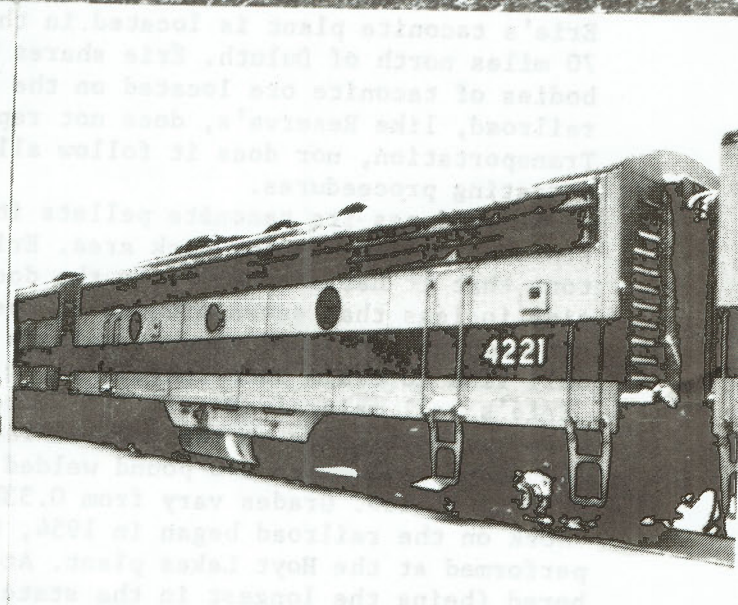
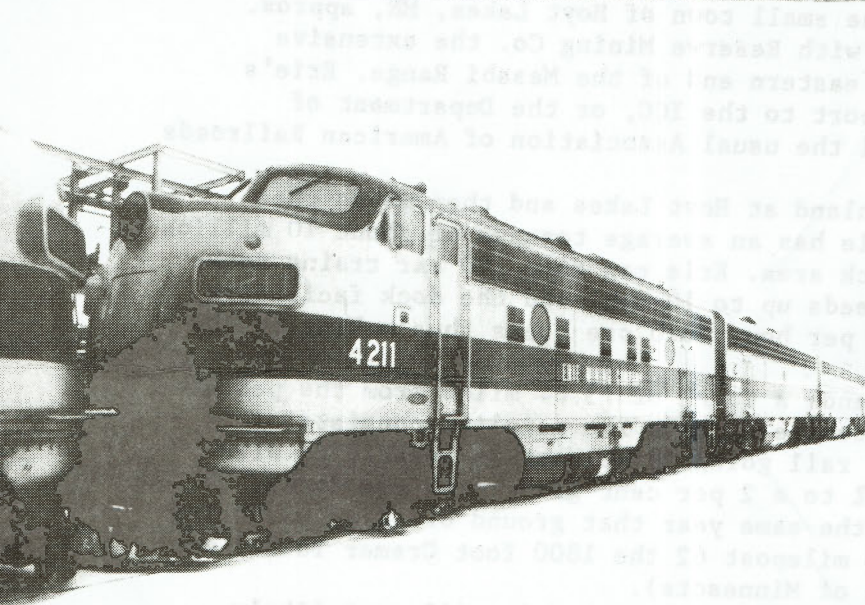
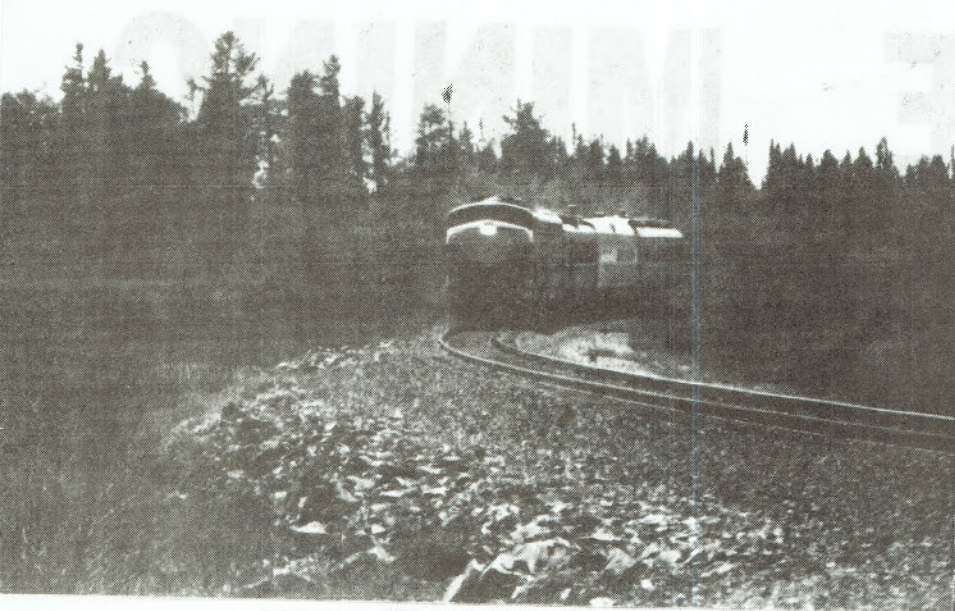
Work on the railroad began in 1954, the same year that ground breaking was being performed at the Hoyt Lakes plant. At milepost 62 the 1800 foot Cramer Tunnel was bored (being the longest in the state of Minnesota).

At present six trains leave Hoyt Lakes daily (this schedule will most likely change due to the economy). The last schedule we had showed the trains leaving Hoyt Lakes at 11pm, 2:30 am, 6 am, 12:30 pm, 4 pm, and 7:30 pm. The schedules change if a boat is coming in for loading. All trains run as extras and are operated by timetable and train orders. One section of CTC is in operation between Balsam and Dunka Jct. Average running time for a train headed for the harbor is about 3 hours and 10 minutes, returns average 2 hours and 40 minutes.

Erie has 389 pellet cars in mainline service. They were delivered from Bethlehem Steel in 1956. The cars are bottom dump type with a light weight averaging 61,800 pounds and a capacity of 85 long tons. All have roller bearings, clasp type composition brake shoes, 36 inch multiple wear wheels, Type F interlocking couplers, and a unique automatic dumping apparatus that utilizes an automobile tire mounted on each side of the car. When these tires hit an elevated inverted 140 pound rail at the dock, they open the cars bottom dump. When they leave the rail the dumping closes thus allowing the trains to keep moving while unloading. Erie also owns 280 air dump cars, 19 flat cars and 1 boxcar.

All in all Erie Mining is one interesting rail operation for the railfan and the modeler alike. We hope you enjoy the information that we have put together for this issue.

P.S. Who says we don't give detailed information?



Who else has F9's, C-420's,
C-424's, RS-11's, S-12's,
and GP-38's?!

equip.

by Tom Gasior

Erie Mining is currently using seven types of locomotives, one type of ore car and one type of caboose. Locomotive types are F9-A's, F9-B's, GP38's, C-420's, C-424's, RS-11's, and S-12's. Model wise in HO scale you can purchase most of these commercially. The Baldwin S-12's are made by Athearn, C-424's are marketed by AHM, GP38's (low nose) are made by Atlas and RS-11's are made by Model Power. Tyco makes an F-9 and I believe Bachman does too. To make your own F-9's from an Athearn F-7 A&B send 50¢ for the April-June 1981 issue of the Western Region-TAMR DAYLIGHT which outlines all the things you need to know on constructing this unit. For copies write me at 11800 Pheasant Lane, Hopkins, MN 55343. That leaves us with the C-420. There is only one drawback to the MODEL POWER version of this unit, and that is that it has moving pilots. Oh well.

Painting of the locomotives is done with three colors. I use Scalecoat and the colors match Trailer Train yellow, ELmaroon, and basic black. If you are going to use Floquil use Tuscan and Reefer Yellow. See diagram for paint scheme details.

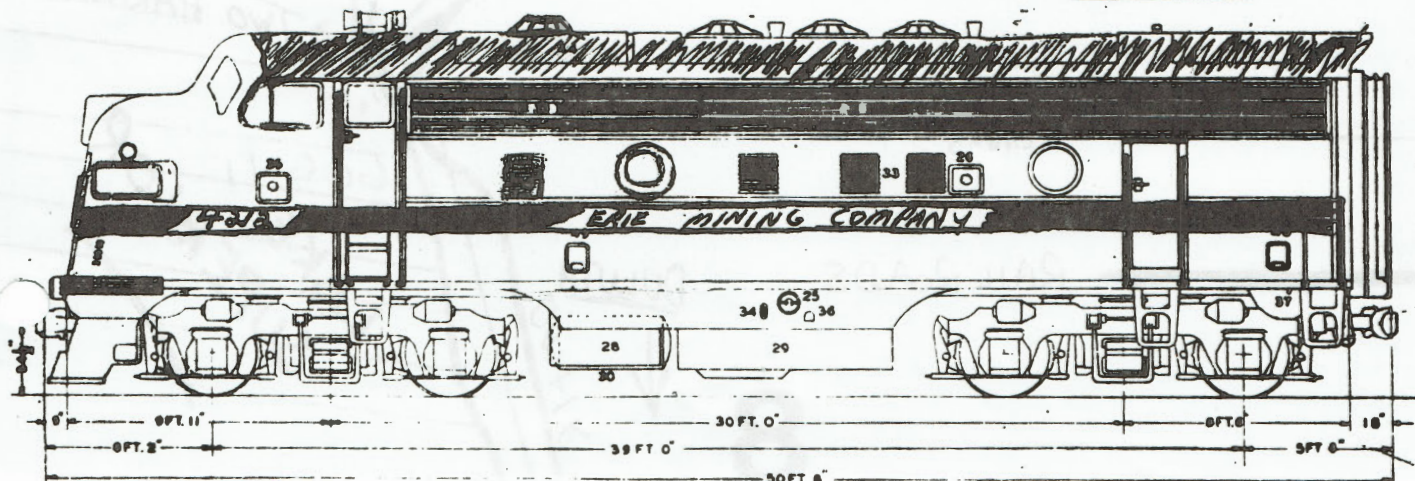
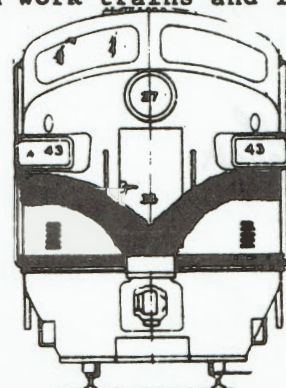
The caboose are standard wide-vision and are marketed by almost every model manufacturer. They are numbered 1-4 in white lettering on a solid maroon body with a small ERIE MINING CO. lettered on the sides in white.

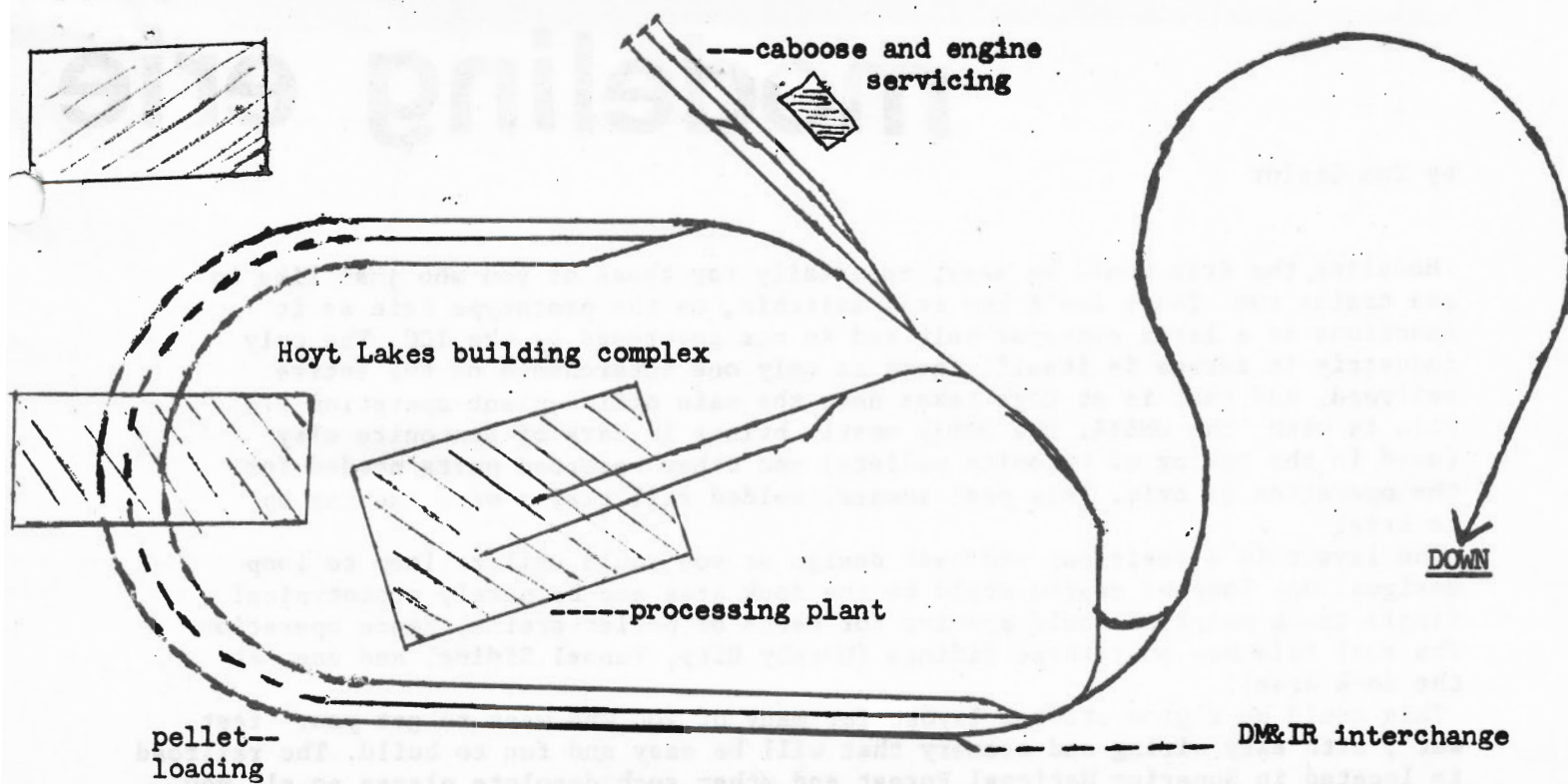
Erie's ore cars are unique and are of the 86 ton version. They resemble a small open hopper car. They are painted maroon with white numbers on the sides (starting at 000 and working up...045, 098, 121, etc.) Utilizing any short hopper car will suffice with modifications to the ends and bottoms. There are no bays on the bottoms of the cars.

Micro-Scale decal sheet #87-147 has all the decals you need except the white ERIE MINING COMPANY lettering for the sides of the F units. You can get the correct decals for the F units from me for 50¢ for four, enough for two F9-A's (B units do not require lettering).

Erie is also utilizing a group of Difco air dump cars in work trains and in the mine areas. They are also painted a solid maroon.

stripe on body and nose is maroon
lettering is white on maroon stripe background
roof is black
body of unit is yellow



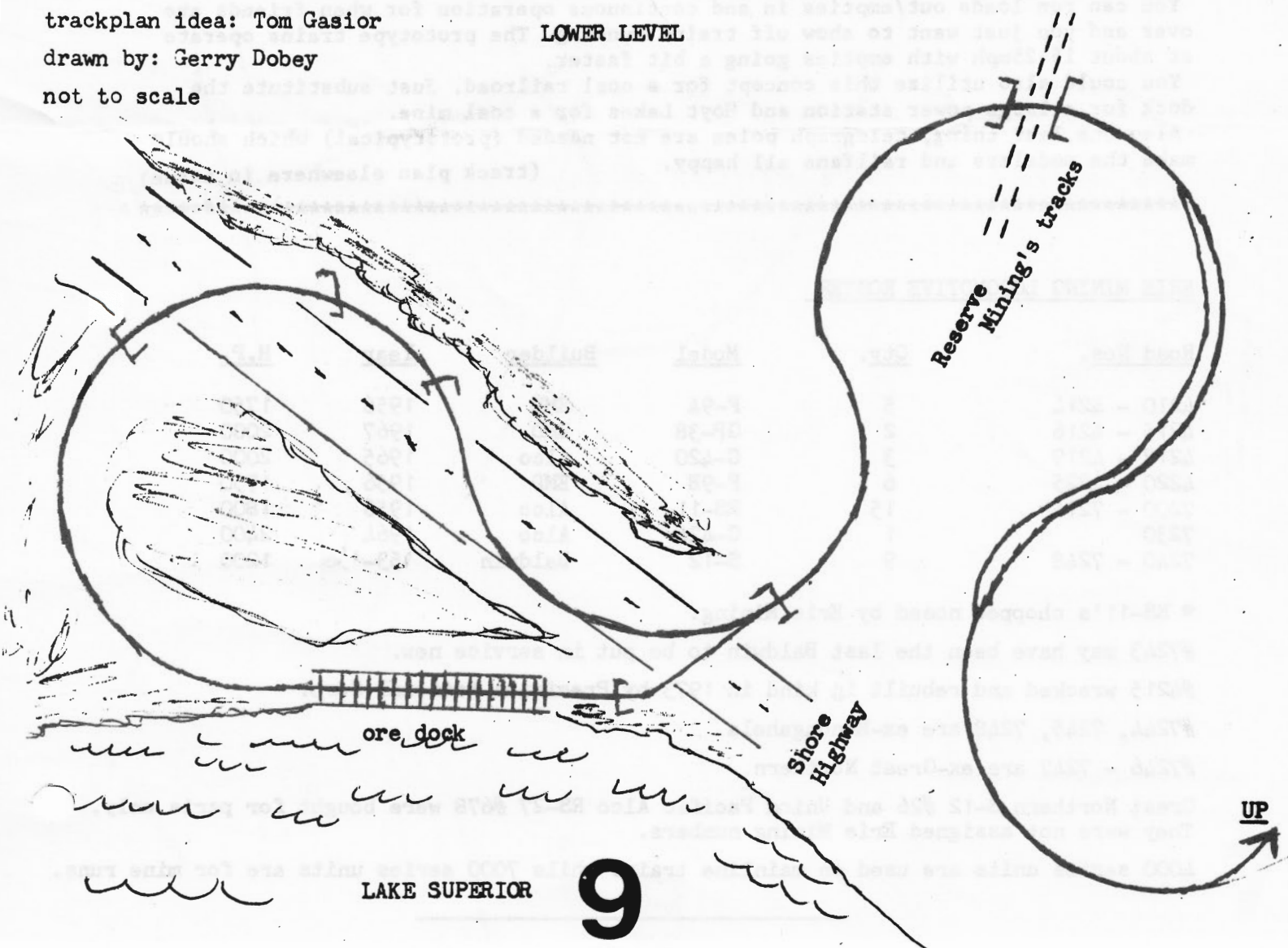


trackplan idea: Tom Gasior

drawn by: Gerry Dobey

not to scale

LOWER LEVEL



LAKE SUPERIOR

9

modeling erie

by Tom Gasior

Modeling the Erie would be easy, especially for those of you who just like to see trains run. There isn't any real switching on the prototype Erie as it functions as a large conveyor belt and is not governed by the ICC. The only industry it serves is itself. There is only one interchange on the entire railroad, and that is at Hoyt Lakes near the main office-plant-operation h.q. This is with the DM&IR. The DM&IR mostly brings in cars of bentonite clay (used in the making of taconite pellets) and other assorted parts needed for the operation of Erie. This past summer, welded rail trains were running up to Erie.

The layout is a basic out and back design or you could utilize loop to loop designs. One loop of course would be the dock area and be purely prototypical. Single track mainline would provide for meets of pellet trains, hence operation. The real Erie has only three sidings (Murphy City, Tunnel Siding, and one at the dock area).

This could be a good starter layout for many of you who want to get your 'feet-wet', with easy wiring and scenery that will be easy and fun to build. The railroad is located in Superior National Forest and other such desolate places so all you need are massive quantities of pine trees!

You can run loads out/empties in and continuous operation for when friends are over and you just want to show off trains running. The prototype trains operate at about 15-25mph with empties going a bit faster.

You could also utilize this concept for a coal railroad. Just substitute the dock for a large power station and Hoyt Lakes for a coal mine.

Also one last thing, telegraph poles are not needed (prototypical) which should make the modelers and railfans all happy.

(track plan elsewhere in issue)

ERIE MINING LOCOMOTIVE ROSTER

<u>Road Nos.</u>	<u>Qty.</u>	<u>Model</u>	<u>Builder</u>	<u>Year</u>	<u>H.P.</u>
4210 - 4214	5	F-9A	EMD	1956	1750
4215 - 4216	2	GP-38	EMD	1967	2000
4217 - 4219	3	C-420	Alco	1965	2000
4220 - 4225	6	F-9B	EMD	1956	1750
7200 - 7214*	15	RS-11	Alco	1956	1800
7230	1	C-424	Alco	1964	2400
7240 - 7248	9	S-12	Baldwin	'53-'56	1200

* RS-11's chopped nosed by Erie Mining.

#7243 may have been the last Baldwin to be put in service new.

#4215 wrecked and rebuilt in kind in 1973 by Precision National Corp.

#7244, 7245, 7248 are ex-Monongahela.

#7246 - 7247 are ex-Great Northern.

Great Northern S-12 #26 and Union Pacific Alco RS-27 #678 were bought for parts only. They were not assigned Erie Mining numbers.

4000 series units are used on mainline trains while 7000 series units are for mine runs.

As a final tribute to a great regional rep and associate editor, we present this final regular column from Corby. We can credit Corby with making the WF an outstanding newsletter for the Central Region, along with also providing excellent leadership to the region. I'd personally like to thank Corby for all the extra hard work he has devoted to us and the sometimes agonizing efforts we both went through to get issues of the WF out. Without this work the region would not be where it is today. But with Corby's exit we welcome in Paul who will bring some fresh blood and new ideas to our region and publication. So without further delay we present Corby, with his off-beat but still great personality! Take it away Corby....

P.S. In our great wisdom, we've kept Corby as an Associate Editor.

Folks, have I got an extravaganza for you today.

Now I know it's been a while since I last wrote, but I want to assure you the CR hasn't heard the last of me!!! This will be my last regular (!???) column for this fine publication, but I hope to continue to write for the WF on a more-less informal basis. If my solar powered Southfork & Black River RR ever sees its completed state...well, just look out for some of the greatest literary work to spring forth from one of my many typewriters.

For those of you who never knew what makes me tick, here are a few vital statistics combined in this award-winning essay:

I'm a neat little naturalist who has a charter membership with the Sierra Club. I love the great outdoors, especially when I'm on a bike tour in an area of abandoned mining railroads. My parents, Corby and Carol, and my cocker spaniel, Duffy, live in a little country house. I'm an avid cyclist, political activist, environmentalist, Roman Catholic, and (hopefully) a future sociology professor. I dabble in freelance writing and think the Amish way of life and David Letterman are...well, okay.

When I get married, my wife and I are going to live in either California or Maine, and I hope to convince her that we should have two kids, live in a self-sufficient log cabin, and drive nothing but TREK bicycles. (Not necessarily in that order.)

Right now, I'm a senior at Saint Joes, a school twenty miles in the city. I work at the Chiwaukee Prairie Natural Food Co-op in Racine, and I am the only kid in town who would rather ride my twelve speed than take Dad's car.

Well, that's about it. Oh yeah...my favorite food is maple nut granola with wheat germ sprinkled on it- not bad for a kid who's a vegetarian.

Take it easy folks. If any of you relate to the aforementioned idiosyncrasies, write me. I know a good psychotherapist...

Corby

PS/ I've really enjoyed working with everyone in the CR and the TAMR. I've learned a lot and have had the opportunity to acquire a unique experience by working with a great bunch of people. Thank you.

CHICAGO, IL

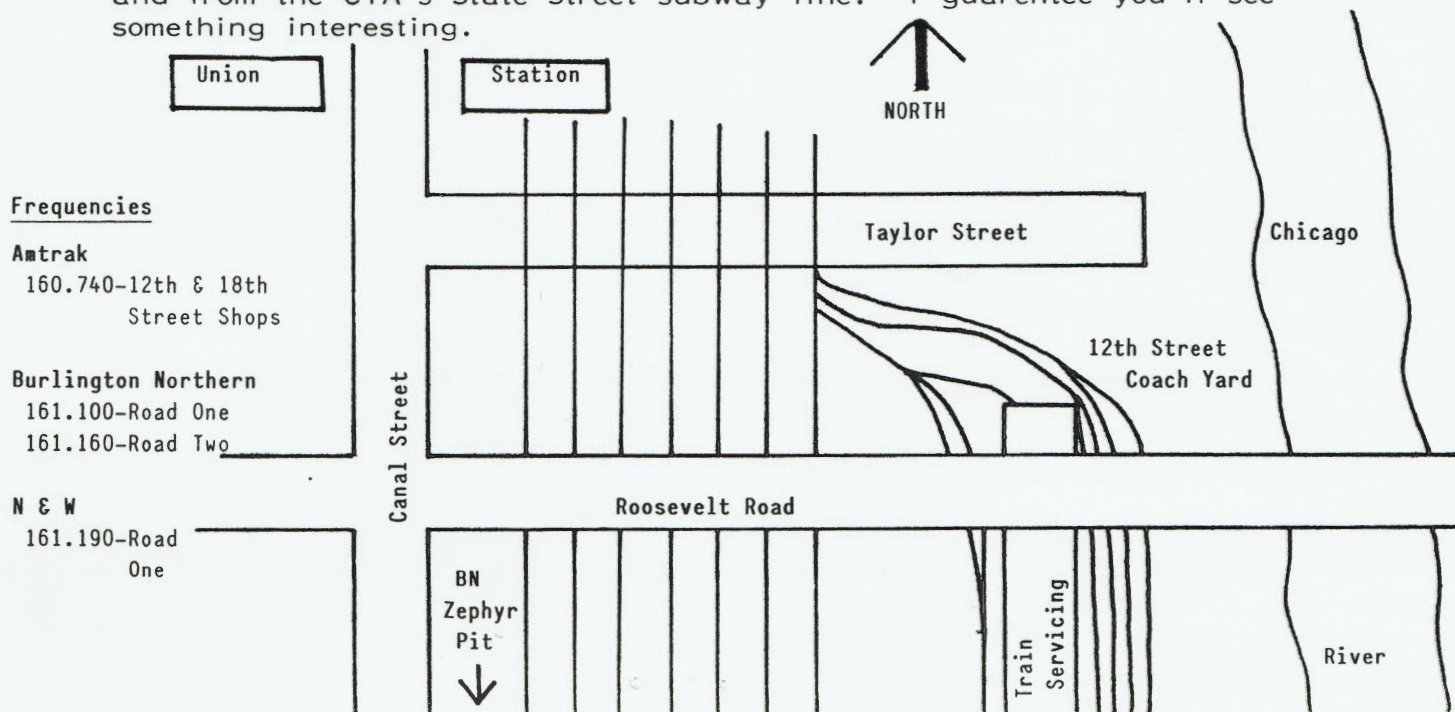
by Mark Kaszniak

ROOSEVELT ROAD BRIDGE--ALWAYS SOMETHING INTERESTING

Where do you go in Chicago if you want to check up on America's passenger scene in general and Amtrak in particular? There's only one place I know of that will let you see first hand what's going on and that's Roosevelt Road bridge. This spot is so popular with Chicago and visiting railfans that it has probably been mentioned in every article or book you've read about railfanning in Chicago. Because the place is so popular, you'll usually run into another railfan if you spend any amount of time on the bridge. Don't be afraid to go up and say 'Hi!' as most railfans are interested in comparing notes or shooting the bull. This social contact has its added benefits when you consider that the other railfan may now say something that you don't (or the other way around).

What makes Roosevelt Road bridge so interesting? Well, for one thing, it passes over the entire south throat of Chicago's Union Station, plus Amtrak's 12th Street coach yards, and the BN's Zephyr pit. Thus, all Amtrak trains departing southbound (and there are some twenty trains daily) plus all the switching activities needed to put these trains together can be viewed from the Roosevelt Road bridge. In addition, there is also the BN's commuter service. Thus, as you can imagine, every week day between four and six PM, Roosevelt Road gets mighty busy. Couple this with the fact that you'll never know (even in this day of Amtrak standardization) just what might show up on an Amtrak train or in the coach yard, and you can readily see why Roosevelt Road is hard to beat. This year alone, Alaska Railroad coaches on their way out east have been spotted at Roosevelt Road. Then there was that NYC round end observation departing on the Hooiser State.

So, if you're in Chicago and have a chance, investigate Roosevelt Road. It's accesible to private auto (parking is permitted on the bridge) and from the CTA's State Street subway line. I guarentee you'll see something interesting.



ERIE MINING PAGE:

Photos: Top Row

Left: Erie ran a directors special on the Dunka River Branch last Aug. 27th and used F9-A #4212 and F9-B #4223 with three cars which included ex-BN diner LAKE OF THE ISLES, and DM&IR baggage and observation cars. Photo by Dave Schauer.

Right: C-420 #4218 hauling a ballast work train. Tracked down and photographed by Greg Dahl.

Middle Row Left: F9-A #4211 resting for the winter at Hoyt Lakes. photo by Gerry Dobey.

Right: In line with 4211 was F9-B 4221 also resting for the long cold and snowy winter.

Bottom Row: GP-38 #4215 at Hoyt Lakes with the massive processing plant in the background. This unit was wrecked but rebuilt by Precision National Corp.

Right: A string of Erie cabooses by the engine servicing tracks at Hoyt Lakes.
Three photos by G. Dobey/

COVER PHOTO: Santa Fe #6350 highballing a hotshot piggyback through the south suburbs of Chicago. Picture by your infamous non-rail oriented editor. Our thanks go to Ed Moran for making this picture possible. We will credit him now for discovering this railfan location.

And finally, for those of you wondering if this is just a lucky fluke, well we'll state right here and now that we will publish yet another issue, this one hopefully ON TIME!! But don't count on it. You know how we try to keep on schedule. But it will be out hopefully by late September, so send in contributions today!!!!

G. DOBEY
145 E. KENILWORTH
VILLA PARK, ILL.
60181

8-9-82

FIRST CLASS-MAIL

TO:

