

The Wayfreight

number twenty-one

Fall 1982



WHEEL REPORT

by Gerry Dobey

Why beat around the bush? Let's get right down to the heart of matters. The current state of both the TAMR and the Central Region is not good, and the August issue of the HOTBOX listed some of the reasons why. The video generation is here, money is scarce, unemployment and inflation are high, and most of us are feeling the effects of hard times. This leaves today's teenager without much of a choice as to what he or she should do with his or her money (what little there is of it). Shelling out ten dollars a year to the TAMR and another three to the region doesn't seem to be too popular at the moment. It's not too popular to fork over \$1.50 to \$2.75 for a single model railroading magazine either. As a result, we're feeling the losses of members and money. How do we solve this problem? Current members must become active!

We are going to have to stop toying around with the idea of promoting the TAMR. We must actually start doing it. Every TAMR member should make it his or her goal to sign up at least one new member by the end of this year. It can't be that hard, can it? When you go to the hobby shop you must at sometime or another run into someone who would like to join our group.

Why do we need more members? First of all, there is strength in numbers - the more members, the more the TAMR can do as a group. Secondly, you'll have someone in your area with whom you can share your ideas with. Teen Trak modules can be built by a group of members rather than by yourself. You can attend meets and conventions together rather than alone or not at all.

It doesn't matter where you live. It can be a large city or a small town of only a few hundred people. There will always be either a teen modeler or someone of that persuasion.

With an increase in membership, the Central Region will organize more divisions to bring members and potential members together.

We are also going to appoint someone from the region to be an assistant promotional manager for the entire region. This person will be working closely with the TAMR's national promotional manager, Chris Brindamour. This assistant will work with regional members and officials

to coordinate promotion within the region and promote activities. With the added divisions and promotional system, we will be able to schedule more localized meets and regional conventions. If enough people can be concentrated in one area perhaps they could arrange weekly meetings. These groups could work on modules, hold bull sessions, and organize slide shows.

This, however, is not a project that can be worked on by only four or five members. This must be an encompassing project utilizing all fifty or so people residing within the boundaries of the region. It will involve active participation in the areas of putting up posters, distributing booklets, and talking to fellow teens. And since there is an epidemic of Pac-Manitis (to quote Mark Kaszniak), why not combat it and place some booklets and posters in the local game arcade?!!! Our members know that the TAMR is worth the price, and with more members, think of the added benefits - more information to share with one another, more services, and more fellowship among us. Think about it. Don't just sit back and watch things go on around you, get out there and help! Your efforts will be appreciated. See just how many members you can actually get to join the TAMR and the region.

This issue of the WF is being sent to all Central Region TAMR members. Whether or not they are regional members, they will receive this issue in the hopes that there are people out there willing to take the steps needed to get things going. I hope all of you will take note of these ideas and help out. We will all benefit from what you can accomplish.

RECRUIT NEW MEMBERS TODAY!!!

Gerry

PS/ If you are interested in the job of our regional assistant promotional manager, contact either Paul or myself, and either one of us will relay your interest to Chris Brindamour. Thanks for reading this, and I hope you get involved.

Equipment stored at Oelwein, IA as of 17 July 1982

SD40s: 868, 869, 881, 882, 883, 888, 890, 892, and 929; 878 was in service
SD40-2s: 6839, 6866, 6803, 6868, 6918, 6872, 6821, 6909, 6858, 6819, 6867, 6859, 6891, and 6933; 6934 was in service
GP30s: 803, 808, and 817
SD9s: 6608, 6621
SD45s: 976, 903, 919, 972, 916, 943, 960, 946, 963, 918, 945, 912, 968, 970, and 956
GP40s: 5500, 5522, 5515, 5506, 5520, 5523, 5503, 5512, 5514, 5508, 5505, 5513, and 5525
GP7s: 4139, 1638, 4163, 1641, 1642, 1655, 1645, 1640, 1657, 1644, 1635, 1648, 1636, 1646, and 1634; 4354 was in service
Fs: 313B, 304B, 305B, and 213A
GP35s: 860, 844, and 839
GP15: 4411
C-628: 6703
GP9s: 1754, 1752, 1757, 1756, 1778, 1779, and 1762
SD10s: 6644, 6645, 6625, 6641, 6639, 6635, 6626, 6637, 6622, 6623, 6638, 6628, 6642, 6633, 6624, 6646, 6629, 6634, 6632, 6630, 6636, 6631, 6627, and 6640
GP35s (Rock Island): 936, 935, 921, 933, 929, 925, 930, 926, 934, 928, 924, and 920
Ex-Auto Train U-Boats: 4002, 4007, 4012, 4003, and 4009

ADDITIONAL REPORTS
FROM YOURS TRULY ET AL

CNW units spotted by your editor on a recent railfanning trip...

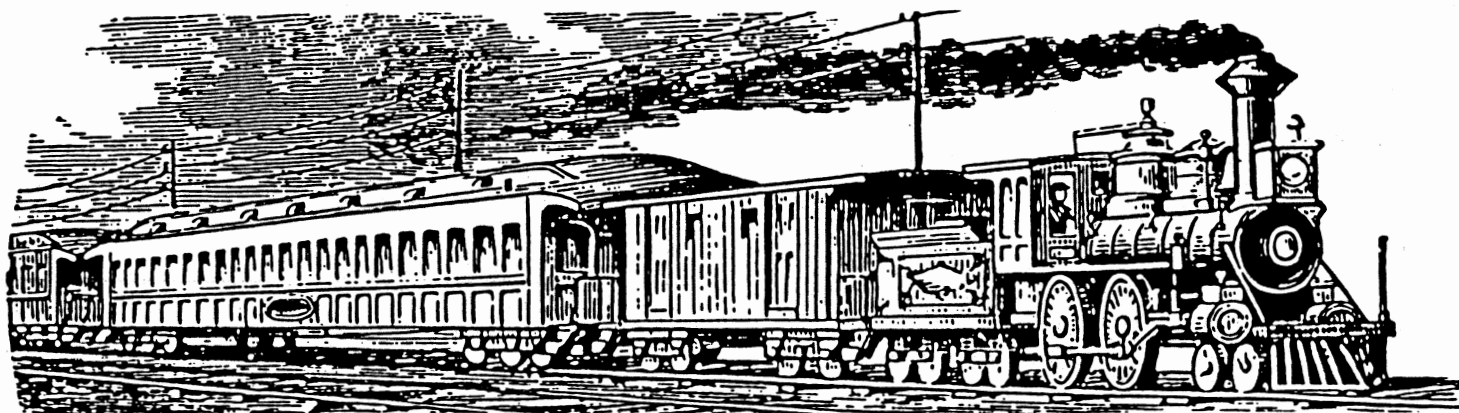
GP15-1 #4414 switching at Kohler, WI.

Stored at the Green Bay depot were the following GP30s and GP35s:

840, 837, 809, 806, 826, 819, 828, 823, 811, 802, 816, 815, 830, and 831; plus the following Geeps and one RS32: 4241, 4361, 4370, 4362, 4366, 4365, and 4376; resting in the Green Bay yard was private car #3222 "Palm Beach"; outside of the Green Bay roundhouse were C-628s: 6718, 6719, 4257, 4252, 4469, 4249, and 4240; all stalls in the roundhouse were filled with various Alcos and Geeps.

At Escanaba, MI the following units were all dead: 4255, 6704, 6723, 4257, 6709, 6706, 6701, 6719, 6713, 6711, 6714, 4251, 6727, 6725, 4378, 6708, and 6724; only unit running at Escanaba was RS32 #4259; roundhouse had many Alcos in it.

At Marinette a freight was headed for Green Bay with C-628s: 6728, 6710, and 6716.



division news

FROM UP NORTH:

First off, John Vincent has taken over as editor of the Precision Wide-Vision Division newsletter, THE INTERCHANGE. The third issue is off the press and a good one it is. If you reside in Minnesota and would like more information on THE INTERCHANGE, write to John at 102 W Lemon Street, Duluth, MN 55811.

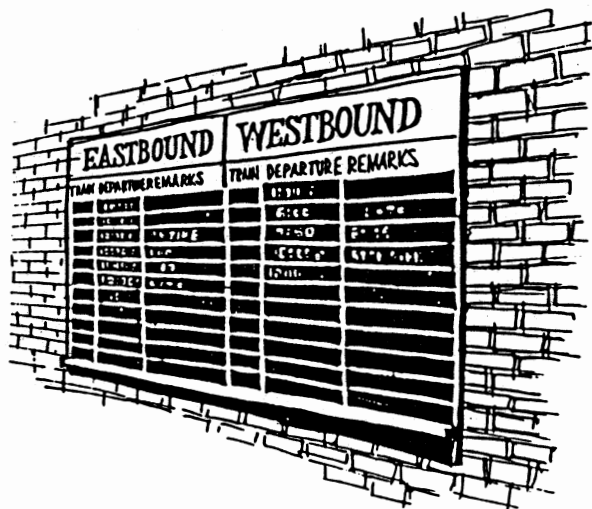
The PWVD is also starting a slide trading service which John will be handling.

Additional activity going on in the division includes a module system operated by Jeff Scholler. Jeff states that modules have been built, but what is needed now is a place where members can get together to operate the modules and hold informal get togethers. Anyone who can help Jeff should contact him at 1747 Selby Avenue, Saint Paul, MN 55104.

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Any division leaders wishing to have announcements published on division doings is asked to submit them to the editor. (Who?)

Also, anyone residing in an area that does not have a division and feels that one should be started and is willing to do so should write to our representative Paul Michelson. Hopefully our members can recruit enough people to get more activities started on the divisional level.



WAYFREIGHT NEWS

A few changes have occurred beginning with this issue of the WF. First of all, Corby Anderson has been chosen as the WF's new publisher. He will be handling most of the type, halftone, and graphic work for each issue. Judging from past issues that he has worked on, we feel his addition will indeed be a good one.

Also, starting next year, the WF will be changing its production schedule to make things a little easier and a bit more organized. We will be printing on the following schedule:

Issues will be dated: Jan/Feb, Mar/Apr, May/Jun, Jul/Aug, Sep/Oct, and Nov/Dec. This means we will still produce six issues a year, but we will no longer be coming out with an odd (date wise that is) issue, namely the Dec/Jan issue. This also reflects the change from the TAMR's HOTBOX bi-monthly schedule to its new monthly one. Our old schedule was set up to compliment the release of a HOTBOX (ex: the Jan/Feb HOTBOX was mailed in February so our Feb/Mar issue came out in March), thus assuring a TAMR publication every month.

Also, we will be striving for a twelve page format (with the exception of the May/Jun and Jul/Aug issues, which will be limited to ten pages). We will include a nice supply of photos with every issue. To maintain this schedule, we will need good articles from all of you. We are willing to publish larger issues, but we need the material to fill them.

Two additional notes: Greg Dahl has assumed the position of MESS coordinator and we will try to get things going again. Our associate editor Tom Gasior has returned from Uncle Sam's muscle building/weight loss clinic with the added knowledge of knowing how to fire a MX missile and spot Russians, so we'll be having more input from him also.

LATE BREAKING PROTOTYPE NEWS
(plagerized from PWVD INTERCHANGE)

The Burlington Northern bought the Soo Line last week after the line went bankrupt in attempting to purchase the MN&S.

Jeff Scholler is pushing his custom decal service again, so if you like high prices and low quality, contact: Jeff's Decal Company, 1747 Selby Avenue, Saint Paul, MN 55104

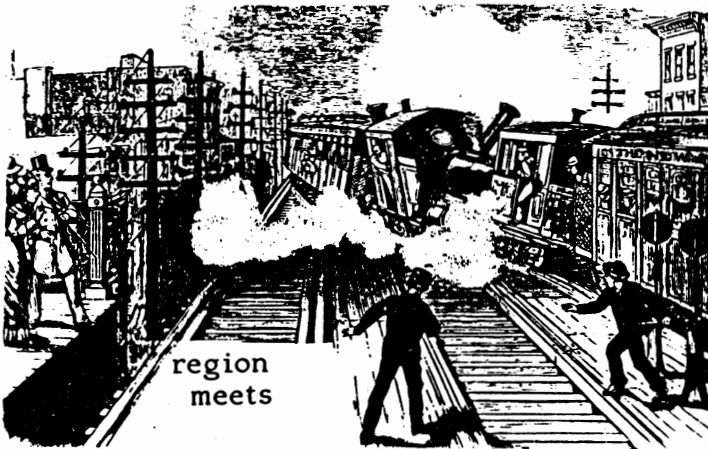
We are looking for someone to take over the old RIP TRACK column. The column deals with painting and lettering model equipment along with kitbashing ideas and detailing projects. If you are an interested skilled modeler, contact the editor-in-chief.

JUST IN FROM MICHELSON...

The idea for a Central Region meet to be held in Chicago has been brought up by your representative. The good points of having a meet in this area is the high concentration of members in the area, good available transportation, and a wide variety of both model and prototype action. If you have any input to put in on this, please write to me soon. We need to set up dates and activities.

MISCELLANEOUS

Although, like hogs, passengers can now cross the country without changing cars at Chicago, there is still one point disciples of Robert R Young have overlooked: hogs and other freight have better frequency of service throughout the country than do passengers. Every 3.6 seconds, day and night, a freight train in the US starts a run. Passengers must wait 4.9 seconds between the trains. These figures are based on operations in 1943, when, according to estimates, 17,500 passenger trains and 24,000 freight trains were run daily.



The above logo will be featured on all items pertaining to region and division meets and/or conventions. Send notices of meets or conventions to the editor for publication.

COVER PHOTO

Seriously, would you rather see this running today instead of SD40-2s? If you said 'no,' then you obviously are in need of help. Great Northern F #315-C is rolling through Cloquet, MN. (Date unknown, but check out that steam engine shuffling cars in the background [toward the right].)

photo by Alan Anway via John Vincent's collection

There have been quite a few good books released recently that are of special interest to Midwestern railfans. Below is a list of some of the better ones we thought you might enjoy.

Minnesota Logging Railroads by Frank King, published by Golden West Books.
206 pages covering logging lines from the 1900's. \$34.95

Rail City: Chicago, USA by George Douglas, published by Howell-North Books.
338 pages capsule Chicago rails from the beginning. \$27.50

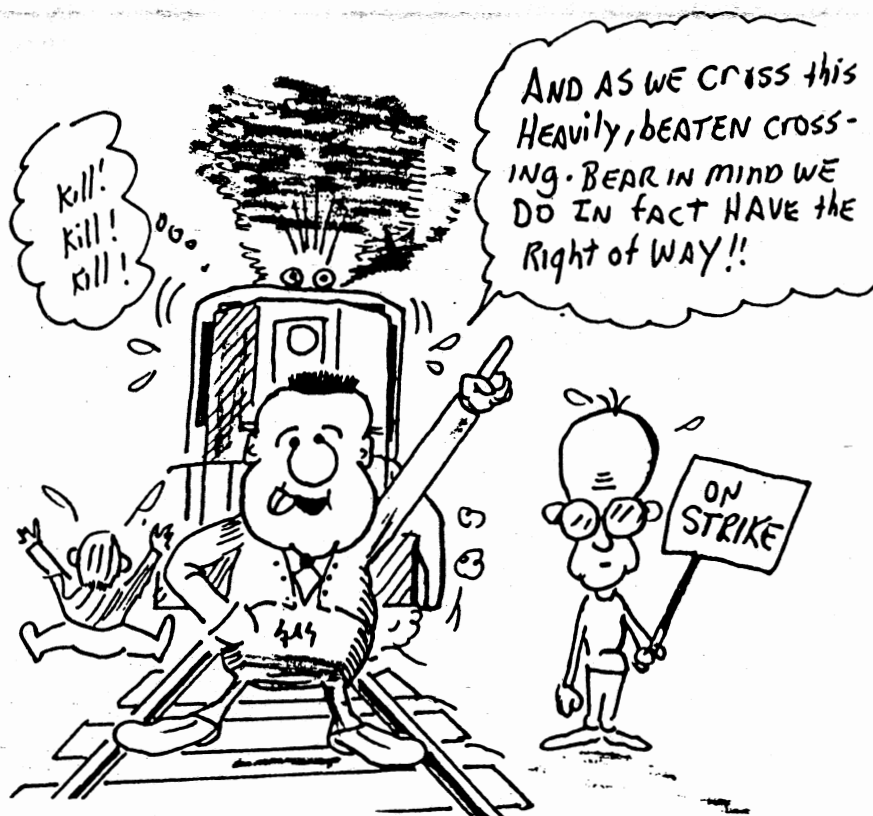
The 400 Story by Jim Scribbins, published by PTJ Publishing. 228 pages cover the C&NW passenger trains from 1935. \$35.00

Rock Island Diesel Locomotives by Louis A Marre, published by Railfax, INC.
148 pages, history, roster, system map, 300 b/w pictures, and 39 color.
\$14.75 (introductory price)

Six Units to Sycamore by Robert Olmsted, published by McMillian Publishing.
Thirty-two page reprint from 1968 pictorial of CGW in Illinois. \$5.95

Rock Island Recollections by Robert Olmsted, published by McMillian Publishing.
112 pages and 160 photos of 4-84s, FTs, F2s, FAs, RSs, GPs, et cetera.
\$21.95

C&O Diesel Review by Carl Shaver, published by C&O Historical Society. Outstanding book covering all C&O models, U25 spotlight, all-time roster, modeling notes, and excellent photos.



ON THE READY TRACK...

Headed your way in the next issue (yes, there will be yet another!): ...our jam-packed year-end issue featuring an exciting new column designed to get your dandruff up, amuse you and deceive you, humor you and puzzle you...look for the Skibo Skuttlebuts to premier in the next issue...and, of course, our usual columns along with the long awaited for annual New Year gifts to be handed out to some of our more deserving members...we'll also be back with the Mid-West Railfans' Guide...so look out -- we're big, we're bad...we're still late...and we're back!!!

CAPTION FOR PHOTOGRAPH OCCUPYING SPACE BELOW...

Primo railfan John Vincent caught this rare one. Looks like we have a couple of Milwaukee Road GP40s pulling (in this order) one GT business car, a Milwaukee Road business car, and another GT business car passing a big nothing SD9 (#6100) in the Twin Ports area (that's Duluth, MN and Superior, WI for those who don't know better). Another in our continuing series of rarities...



MID-WEST RAILFAN'S GUIDE

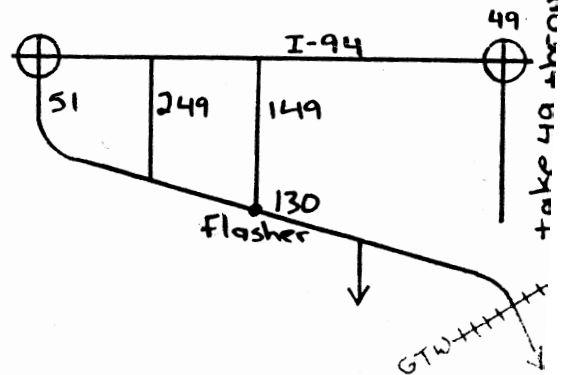
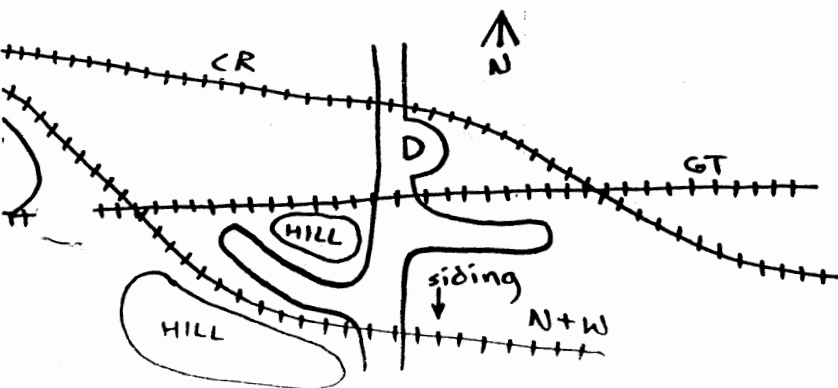
INDIANA

The Fort Wayne Crossing (which just happens to be in Valparaiso)

In this overgrown farm town situated in the middle of nowhere lies one of the more scenic crossings of the area. It is also one of the most spread out crossings I have been to. The Conrail line (formerly Penn Central, formerly Pennsylvania, formerly Fort Wayne & Indiana [which is why this place, ninety miles from Fort Wayne, is called Fort Wayne]) is seldom used. The attraction is the Grand Trunk and N&W. At this point, the GT is single track, causing somewhat of a bottleneck, so trains appear with some regularity. The N&W is the old Nickel Plate line, with lots of fast (and not so fast) trains, including UP power, to and from Chicago. With the siding here, it is not unusual to see a coal drag sit here for four hours waiting to head for Chicago. GT trains use their own power, along with the ex-RI and DT&I units. The N&W has a number of UP and P&LE run-throughs. On the east side of this crossing CR and GT meet, and on the west side GT and N&W meet. Both can be reached by MOW roads and, unless a track crew is working, no one really cares if you use them. The crossing is operated by remote control. It is also a popular outdoor spot, so all of its visitors will not be railfans. I have a preference for the west side myself, since it offers the most coverage. You can cover the diamond of the busiest roads and get a CR panorama. The catch to all this is that you can't see what is coming. GT air horns are different from all others, which does help a little. A scanner also helps. GT road frequency is 160.590, but channel two, 160.530, might be of more help, since line-ups are given to MOW crews. Trains call the dispatcher on this channel, also. CR uses 160.800, which is fine. Just remember that Porter is ten miles to the north and a lot busier. N&W should use 161.250.

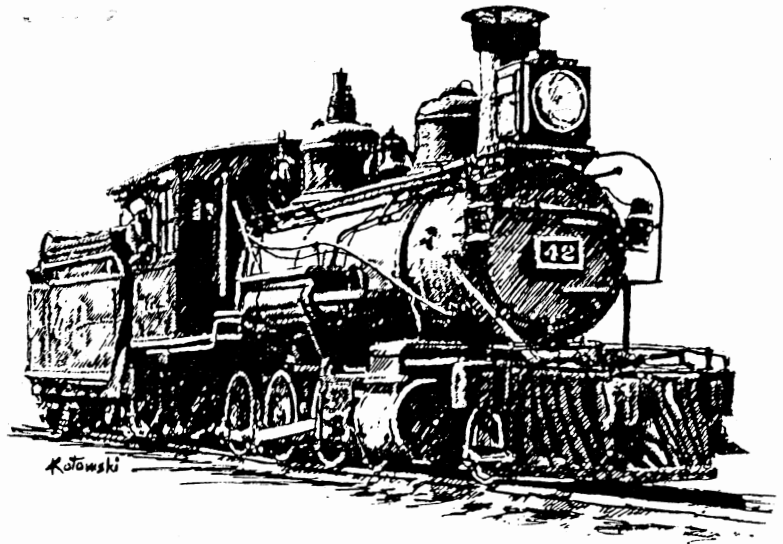
Photographically, this line will challenge you. Although normal lenses can be used, you'll want to climb the hill and explore the possibilities of wide angle and telephoto lenses or hit the east side with a tele again. The crossing is, for the most part, laid out in an east-west pattern, so the light is generally good. **WARNING:** Trains do zip through here, so caution and high shutter speeds are advised.

--Tim Vermande & Company



THE WAYFREIGHT

...is the official publication of the Central Region of the Teen Association of Model Railroading. Central Region dues are three dollars per year. A year's membership includes six issues of the WAYFREIGHT. All material is submitted gratis. Unless specifically indicated, material in this publication may be used without permission by publications of a kindred genre, provided that credit is given to the respective author and the WAYFREIGHT.



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