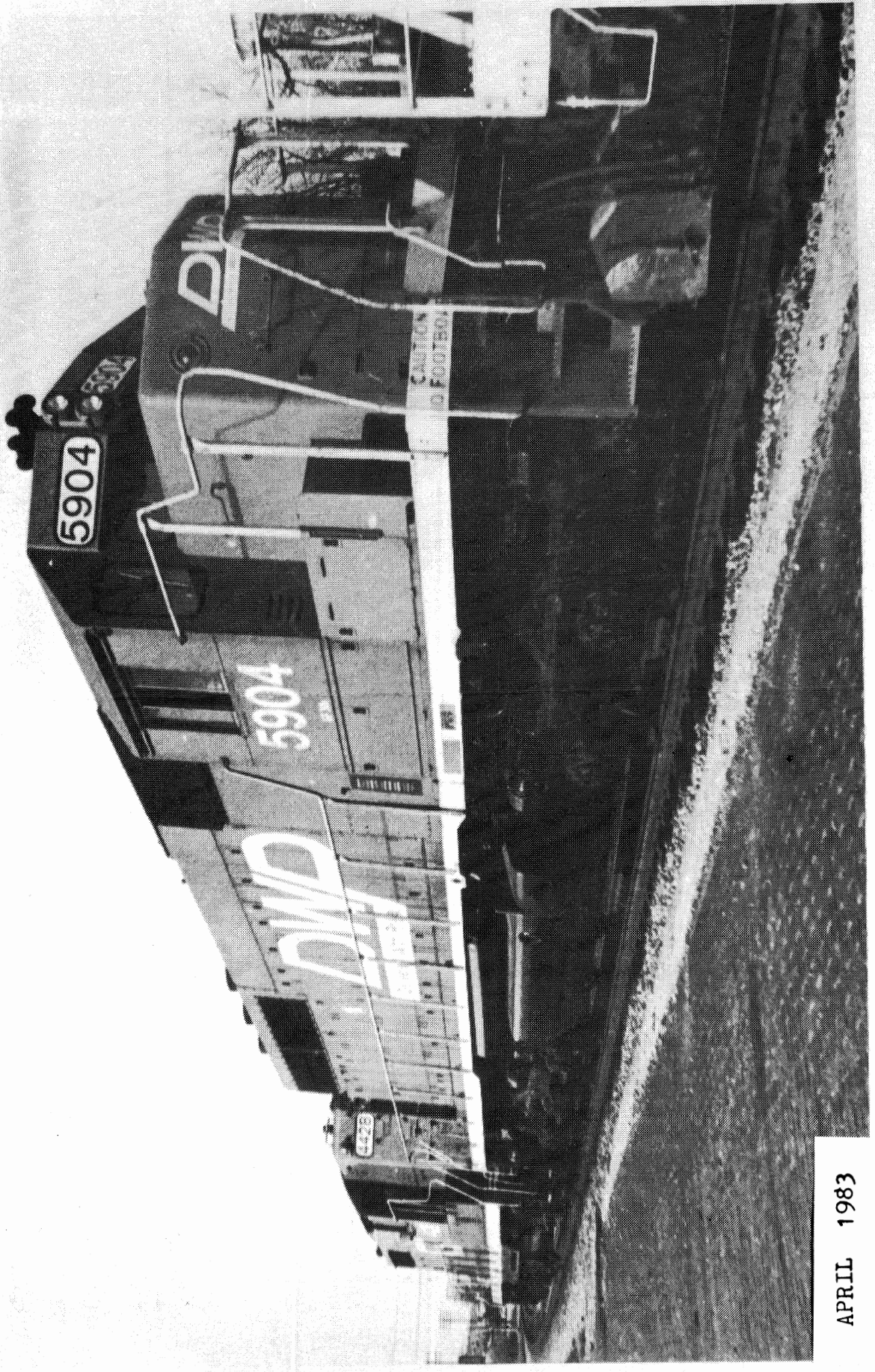


The Wayfreight



APRIL 1983

wheel report

comments: Gerry Dobej, editor

A new column appears with this issue of the Wayfreight--'Trackin' the Trunk' is the name of it, and it will be in the hands of IanSmith of Lansing, MI. Ian will be bringing us news on the Grand Trunk, plus the DT&I, the DTSL and we will also have updates on the GT's merging with the Milwaukee Road. Ian will also be providing info on railfanning spots in Michigan from time to time.

Tom Gasior has accepted the position of manager of the RIP TRACK column. We will try and feature at least one modeling feature in each issue. Tom will also be helping out Greg Dahl with the MESS (Mid-Eastern Shortline System, our regional modeling group). If you are interested in joining the MESS, fill out the application that we have included with this issue.

Other items of interest: It is with great regret that I announce that our publisher, Corby Anderson, has been forced to resign. Corby has been elected president of a local Nuclear Weapons Freeze Campaign and will be in Washington D.C. by the time you read this. Corby tells us that he hopes to return sometime in the future and help out with production once again.

The Wayfreight is rolling on to a great year in '83. We have a good many things still being planned, so if you are up for renewal may I stress that you do so as soon as you can so you won't miss out on anything, plus it helps keep our records in order (sort of!). The region as a whole still needs input from the membership. The Wayfreight is not here just to entertain you. The WF is designed to inform you on region doings, and should be used as a sounding point for all members to express their opinions. Promotion and recruitment of new members are still two of our main concerns. Forming a region module group still needs to be heard about.

A slide, car and pass trade column will now be featured in the WF, but we need to hear from you if there are to be any listings in each category.

We also need news items and articles, although we have recieved a good amount from you since our last request.

Enjoy the issue and write in!!!

April 1983

NEW MEMBERS.....WELCOME!!!!

David Young
3010 Solano Dr. NE
Albuquerque, NM 87110

Jim Goebel
12725-M-50
Brooklyn, MI 49230

Richard Wawrzyniale
6142 S. Troy
Chicago, IL 60629

Dave Chapman
Box 265
Grant Park, IL 60940

Robbie McLean
115 E. Ravenwood
Youngstown, OH 44507

Stan Ujka
4N414 3rd Ave
Addison, IL 60101

John M. Huseby III
311 Lunar Dr
Round Lake, IL 60073

Kevin Oatess
1008 Oakwood
Wilmette, IL 60091

Dwaine Armentrout
439 Electric Ave
Westerville, OH 43081

Wade Alleman
105 Earl St.
Lockport, IL 60441

CHANGE OF ADDRESS:

Scott Brand
790 W. Brookfield Ct
Lake Zurich, IL 60047

Ron Mical
4635 Lake Trail Dr
#1 B
Lisle, IL 60532



The Lake Superior Transportation Museum ran an excursion train from Duluth to Virginia, MN on the DW&P Ry. to help raise money for museum projects, one of which is acquiring NP round end car Ranier Club. The train included equipment from the museum, the BN, the DM&IR and the Twin Cities Div. business car from the C&NW. The trip was a great success, but private contributions are still needed. If you'd like to help out in getting the rare old NP car, then send your tax deductable contributions to:

Ranier Club Fund
c/o/ Lake Superior Trans. Mus
506 W. Michigan St.
Duluth, MN 55802

Contributers names will be posted in a plaque inside the car.



*From the
Dispatcher's Desk*



Time. Does time really heal old wounds? Most people believe it does. I think it does too, but I also believe that time is a cause of many of a railroads wounds. For a case in point, look at the once proud and mighty Chicago, Rock Island & Pacific. Now reduced to nothing but a trustee. To me, a fan with a deep devotion and great love for the once great road, the demise of the Rock weighs as heavily on me as the loss of the steam locomotive to many an old drover. You may say that mans blundering is what killed the Rock, and that is true, but time was the vital thing. Time took its toll on the track, the buildings, the rolling stock, and the Rock just didn't have the money to reverse what time was doing to it. It didn't have the money to replace the ties that were rotting away, or the money to put a few new parts into that locomotive or freight car that time and use had worn away. And time is still and always will be inflicting new wounds. I'm sure there are examples of times continuation near you, such as a branch line being torn up, or a depot being torn down, the phase out of a certain model of locomotive on your local road, just to name a few. I guess what I'm trying to say is that you should not take anything for granted. Time likes little surprises. That depot, or roundhouse, or piggyback ramp and the thousand other details associated with railroading deserve your notice NOW! Go out and get a few shots of that old tool house, it might not be there tomorrow. Thirty years down the road you'll probably be darn glad you did. I'm not suggesting that you go out and shoot a picture of everything that has some paint peeling off of it, but that CB&Q box sitting in the yard deserves some attention because really how much longer do you think a Burlington box car is going to last? One thing deserving your attention is the caboose/ With railroads trying to get work rules changed the future of the caboose is not too promising. Maybe I'm just too sentimental, but time never stops, and my memory is not always that great, so 30 years down the road I'll be glad I took the little time and expense to get a shot of that which is now lost in the void of time.

Down to business. I'm looking for someone in Chicago or the area to assist me in planning a meet at Chicago for this summer. Anyone that can help in planning and knows of some events or places we could visit, please get in touch with me. I can't do it 300 miles from the Windy City. I would also like to hear from division heads, on the status of your division, how many are in your membership, future plans, etc. I would like to start a division here in Iowa but the membership in our state is rather low. Also, I hope you all sent your application in to Greg Dahl to join the MESS. It doesn't cost you anything but a stamp and thats a bargain in any book. What do you think of the region? Of the WAYFREIGHT? Or any other point? Gerry started a new colum called the Mail Bag and we need your letters and opinions to fill this colum. I personally would like to see your opinions of the region. Tell us what you like or don't like, along with your ideas on improving the region. And finally, heres a Christmas present (late) to our humble editor from the Central Region: An I hate Harley Davidsons bumper sticker as you're driving your car through a Hells Angels rally!!!!

Paul.

P.S. The region will not pay the doctor bill!

DONAT'S

RAIL NEWS FOR THE REAL
SWELL RAILFAN.

VOL. I NO. I April 1983

For all of our steam fans out there, we have some exciting news for you. C&NW R-1 #1385 will be in West Chicago, IL on July 8, 9, 10 for "Railroad Days" and also the C&NWS annual meeting.

Over on the Big Nothin' we see that they have aquired the two GE 144 ton center cabs that the C&NW had for a few years. BN has numbered them 1100 and 1101. They are working out of Northtown yard (Minneapolis). BN's SD7's and SD9's are now subject to retirement if damaged. NW5's #986 and 990, 992,994 were sold to the Colorado & Eastern.

Central Wisconsin/Wisconsin Western now have eight ex-MILW RD FM's, 706, 728, 735, 763, 782, 783, 1201 (ex 726), 1204 (ex 767); the 1200's are painted blue. They also have GE 70ton #210 in blue and ex-CM&N (ex-C&NW RSD-5 #1689) still in CM&N paint stored at Monrow.

On the Mildew Road we see that SDL39's 585-587 are currently operating on transfer runs out of Bensenville (IL).

We've heard rumors, but could not confirm at press time, that the DW&P's Alco RS11's are out and are replaced with Geeps from the MILW RD. We heard that the Alcos were being sent to the Central Vermont. Anyone care to confirm or deny this vicious, horrible, indecent and dispicable rumor?

Over on the Sue Line, they have retired U30C's 800, 805 and 806 and have sent them to LaGrange (IL) along with the hulks from damaged GP38-2's 4408, 4430, and SD40-2 6600. U30C's 802 and 809 stored unserviceable at Shoreham and will likely be traded in on new SD40-2's along with retired SD40-2's 782 and 6605. The remaining U30C's(801, 803, 804, 807, 808) remained stored at Fon Du Lac, WI. F7A 2225A and GP9 2400 remained stored unservicable at Shoreham for almost 18 months now. All GP40's are stored throughout the system. Intentions are to have the MN&S units repainted as soon as possible.

Illinois Railway Museum has purchased the last Baldwin Center Cab DT-6-6-2000 which was Minneapolis Northfield & Southern #21 from MN&S parent Soo Line.

Can't & Never Will has bought 62 Conrail SD45's for overhaul. C&NW also appears to have won the bidding on the ex-RI Twin Cities-Kansas City main line, thus bumping the Soo out of the competition.

And, as a final note, it was learned today that the nations railroads are gearing up for the countries tri-centennial celebration. The committee heading up the project had found that railfans were tired of taking pictures of red-white-blue units, so they have appointed the paint shop crews from the N&W and SR (Norfolk Southern) to come up with a new paint scheme. It is rumored that it will be a very colorful black and white scheme. Railfans start stocking up on that color film!

PEOPLE:

Dave Schauer has once again made the pages of TRAINS mag., which will inflate his ego so much that it will finally be listed in the World Book of Records (along with a guest appearance on That's Incredible). Dave had two pictures in this time, one of the BN's Arrowhead Civic Club trip and the other was a shot of DW&P's/LSTM excursion. All were shot with a 800mm tele-photo. The excursion was made to raise funds for the purchase of NP sleeper car #390 built in 1947. Seems to us that they could have saved all the trouble of arranging an excursion by simply buying the old wooden Soo Line combine X723. Seeing as how this was a SOO LINE car, we are quite surprised Dave didn't try to obtain it, since the Soo claims that it tried to GIVE it away to a museum, but couldn't find anyone interested, so in their great wisdom, they set it on fire for the Fon du Lack (WI) fire dept. to practice on. Oh well!!! One more note: Notice how Dave Schauer turns into David C. Schauer in TRAINS?

Predictions for 1983

by Greg "Xerox" Dahl

Dateline: April 1, 1983

The other day I noticed that trashy...er...fine magazines and newspapers have people predicting the future for them. Since no one else could be forced to, I mean found, I am going to make a few right here in the WAYFREIGHT.

DAN CARROLL will name one of his railroads the "Wynot, Therefore, Howcome, Insignificant Track. Railfans will nickname it What The Hell Is This.

MARK KASZNIAK will be dropped on Moscow to end the 3rd World War. After schocks will be felt in Texas.

JEFF WILKE will be put in an institution after accepting a nomination to run again for TAMR president.

CORBY ANDERSON will become a well known publisher and take over Hugh Hefner's "job".

An inebriated GERRY DOBEY will fall on the C&NW's commuter line and cause the largest rail accident in modern history.

PAUL MICHELSON will die of a heart attack after witnessing the Central Region convention and the national TAMR convention take place on his front lawn.

TOM GASIOR will be sentenced to twenty years in a federal prison after firing back at a Reserve Mining train with a MX missile.

JEFF SCHOLLER will form yet another company that stamps a SD40-2 silhouette on male contraceptives so the choo-choo really does go into the tunnel.

DAVE SCHAUERS will be taken out and shot for not knowing the exact number of bolts on Soo Lines engine #223.

GREG DAHL will get his layout to work properly (a long shot if I ever saw one).

DAVE BRUNS will become independently wealthy by discovering a way to recreate steaming iron ore pellets in N and O scales. HO scale version will be produced by G.S.B. "within 30 days".

ED MORAN will be appointed new president of the GT after it merges with the MILW RD and will promptly repaint all GT units orange and black.

JIM KOBRINETZ will replace Mister Rogers and turn the trolley line in the Magic Kingdom to an O scale model of Horse-shoe Curve.

TIM VERMANDE will be shocked to find out that his van is made out of recycled Omni parts. New hair growth will be the result of the shock.

The TAMR will recieve a flood of new members. The end result will be that all the worlds teen model railroaders will be members. Even with the 10 million dollar surplus, Mark Kaszniak will keep the HOTBOX at 8 pages and Claude Morelli will suggest raising the dues to \$12 a year to help meet the 1999 budget.

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THE WAYFREIGHT is the official publication of the Central Region of the Teen Association of Model Railroading. Central Region dues are \$3.00 per year. A year's membership includes six issues of the WAYFREIGHT. All material is submitted gratis.

Editor: Gerry Dobe, 145 E. Kenilworth Ave., Villa Park, IL 60181
Regional Representative: Paul Michelson, 201 S. 8th St., Manchester, IA 52057

TRACKIN' THE TRUNK

Ian Smith



GRAND TRUNK NEWS:

TEN of GTW's twelve ex-Rock Island GP38-2's are still Rock blue and white. No. 5861 and 5859 were the unlucky two that recieved full GTW paint.

It is rumored that GTW, after experimenting with the ex-DTS units, may repaint their units in the old black/red/white scheme. The blue that they are currently using apparently fades too fast. Passenger GP9 #4910 and GP38AC #5804 are to recieve the black.

Milwaukee Road units often appear on the Michigan portion of the GTW, especially GP40's #2032 and 2028. MILW-GTW run through freights #384 and #387 usually do not contain Milwaukee units.

All GTW's GP38's are in service, but some of DT&I's are stored at Flat Rock and Battle Creek. Only one GP35 has been officially witnessed through here on the GT, DT&I #354.

C&NW SD40-2's appear often on the GT, but last summer SD45's and Falcon Service SD40's were spotted.

GTW has started to remove the snow shields from their GP38AC's. No. 5805 and 5809 were the first spotted with the modification.

GTW is upgrading its mainline to 90mph standards in the next year or so to accomodate the LRC's and faster running times.

GTW doesn't like it's SD40's. It's a proven fact. They rarely run them through here, and aren't on the Detroit division too much either. Rumor has it that General Motors "dumped" all 30 of those SD40's on the Trunk way back when (late sixties and early seventies). They needed a few to replace their aging fleet of F3A's, but 30 was too much. GM just said "order 'em or we don't ship our products via GTW". I wonder who GTW will unload them to--CV, DW&P or the D&H??

DT&I GP38-2 #6211 is now in GTW colors. At least four of the twenty nine GP38/-2's from the DT&I are now in GT colors.

The Milwaukee run through to Duluth comes through mid-Michigan:

#384 (from Bensenville): passes here about 2:30 - 5:30pm

#387 (to Bensenville): passes here about 3:45 - 6:30 pm.

THE INTERNATIONAL LIMITED:

Amtrak/VIA notes: or what railfans think is the greatest thing since sliced bread

Amtrak and VIA have been running their equipment daily on the GTW. VIA's Canadien LRC's #6900-6903 are the usual run thru power, running with VIA's ex-CN "Tempo" cars. Amtrak contributes its standard F40PH/Amfleet train sets. Whether it is VIA or Amtrak equipment, the consist is usually four to six cars.

Occasionally VIA Tempo cars have been mixed with Amtraks Amfleet plus their Heritage fleet making for some strange and unusual consists. Riders greatly prefer the Tempo equipment to that of Amfleet or Heritage fleet. Also it seems that the LRC can't quite "cut the mustard".. it's fine for corridor service, but Chicago-Toronto is quite a distance (on Friday, Dec. 17, I saw the westbound Int'l Limited with an Amtrak F4OPH and VIA LRC #6902, presumed dead, along with six Amfleet cars). Furthurmore, CN RS18's have been rumored to venture in on thr International!!! In November, the International ran eastbound with two F4OPH's and four cars. In Canada the International runs heavy with as many as nine cars, but these are added or taken off at Sarnia. Ex-SAL pullman "Venice" was on the rear of the Int'l on 12-17 and VIA observation "Bedford" was on the first westbound International.



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KODAK'S NEW INVENTION

by John Vincent

For those of you who use color print film, Kodak has announced a new film, new Kodacolor 1000. I'm sure that those of you who know the littlest things about photography are thinking "Great!! Grain the size of golf balls!!". Well, ordinarily that would be too true, but the boys in the lab have conqured the "film quality triangle". The Film Quality Triangle (FQT) consists of speed, grain and sharpness, traditionally changing one meant certain change in one or both of the remaining two. The new Kodak film uses a process called "T Tabletisation" which put the individual grains of silver salts closer together and with more sides facing directly into the light, the result is grain only slightly larger than Kodacolor 400, yet more visually satisfying because the uniformity of the grain pattern. The results are pleasing to say the least; the new film will allow better depth of field and/or faster shutter speeds in low light situations. The data sheets provided with the film, as compared to K-color 400, show that in situations where 400 speed film was shot at 1/60th at 2.8, 1000 speed film would use 1/250th at f4--thats a four stop difference!!! Consider the differences in a viable situation: You're out railfanning a rare occasion, you understand that a GSL train is headed your way, not just any GSL freight, but one that has travelled the entire line and stayed on the track!! But it is late and the sun is going down. Your partner is using 100 speed film, another 400, but you just happen to have a roll of new 1000 speed. If your friend with the 100 reports he can squeeze a sh shot out at 1/15th at f1.4, the other says he can shoot safely at 1/125th at f2.8, he's upset that he'll be losing important depth of field. You relax, you're shooting at 1/1000 at f22, truly a tad bit better than your companions situation. The new film also does not have 400's tendency to burn out highlights and other bright areas, nor does it cast 400's notorious red hue, it is in fact easier to attain proper color balance with its sister film. ASA 1000 will be available to the public in March and it is expected to cost 10-20% more per roll but developing will be the same.

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IN THE NEXT EDITION OF THE WAYFREIGHT: The return of the Rip Track column, plus another installment in the Midwest Railfans Guide, more rail news and region news.

If you have something to contribute, please send it in today!!!!

EVERYTHING YOU ALWAYS WANTED TO KNOW ABOUT TAKING TRAIN PICTURES BUT WISHED YOU'D NEVER ASKED.

(or, Trains magazine once knew railfans existed)

The Seven Natural Laws of Railfanning:

LAW I: It will rain (or snow, or sleet, or hail or fog).

II: "There won't be any tain by here for hours"

- a. The last train just passed
- b. As you drive away, another train will pass
 1. The tower operator dosen't know what he's talking about
 2. He lied.

III: (While driving to another location)

"Whoops! (and other such words) That one got by us!"

IV: (While waiting in the new location)

"I wonder if there's much traffic on this line?"

- a. There isn't.
- b. There is, but it comes after dark.
- c. There is, but there's been a derailment.

V: "Let's move to another spot."

- a. As you leave, you-know-what flies by.
- b. The other spot has been turned into a factory.

VI: Unusual movements, meets, or increases in traffic will occur not less than 15 minutes after the railfan has to leave for home, for an appointment, for film, or for the bathroom.

VII: When fans are visiting terminals, new, rare, or unusual equipment (or any equipment the railfan needs to photograph to complete his/her collection) will be:

- a. In the shop.
- b. Wedged behind other, less interesting equipment.
- c. Out on the road ("Too bad, it was in yesterday.").

And lastly, Wagner's Law of Railfanning: A watched train never comes.



divisions

Things are looking good as far as our divisions go. First off, SOUTHERN ILLINOIS DIVISION leader Steve Craig had a nice letter published in the Student Fare column of Model Railroader magazine. Steve told of the benefits of the TAMR and the region, plus he announced the formation of the S.I.D. What we need now is a good membership drive down in that area.

Meanwhile, the PRECISION WIDE-VISION DIVISION up in Minnesota is going great guns. Issue #4 of the INTERCHANGE is off the presses and clearly shows the progress that they are making. Perhaps all of our other divisions should take note of what they are doing, as they are clearly the most active group in the region. Aside from railfanning and attending swap meets, the group is trying to recruit more new members, plus they are making plans on attending the region meet this summer. The INTERCHANGE features prototype news on Minnesotas railroads, plus humor, photos, and news of upcoming events for all members. If you live in Minnesota get in touch with: Tom Gasior, Apt. F-103, Stadium Apts UMD, Duluth, MN 55812 for more information.

The LAKE SHORE RAILFAN PROTECTION DISTRICT (Chicago Division) still hosts weekend railfanning expeditions but could use a good shot of excitement along with new members wanting to be active. Furthur info can be had from: Mark Kaszniak, 4818 W. George St., Chicago, IL 60641.

The formation of a new division is in the process in Indiana, mainly the Southeastern section of the state. The boundaries will run from Indianapolis to Madison to Jeffersonville to Bedford on up to Indianapolis again. Pat Limbach is trying to get things started, you can write him at 3045 S. Pisgah Way, Columbus, IN 47201.

Are you interested in bring TAMR and Central Region activities to a local level? If so contact either Paul Michelson or Gerry Dobey about the possibilities of starting your division in your area.

DIVISION LISTING:

GREAT LAKES DIVISION
(Michigan)
Ken Keels
624 Birch Tree Ct
Rochester, MI 48063

PRECISION WIDE-VISION DIVISION
(Minnesota)
Tom Gasior
Apt. F-103
Stadium Apts. UMD
Duluth, MN 55812

SOUTHERN ILLINOIS DIVISION
Steve Craig
RR#1 Box 811
Herrin, IL 62948

LAKE SHORE RAILFAN PROTECTION DISTRICT
(Chicago area)
Mark Kaszniak
4818 W. George St
Chicago, IL 60641

SOUTH EASTERN INDIANA DIVISION
Pat Limbach
3045 S. Pisgah Way
Columbus, IN 47201

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For information on promoting the TAMR and/or the region, contact one of the following people:

Paul Michelson
201 S. 8th St
Manchester, IA 52057

Ken Keels
624 Birch Tree Ct
Rochester, MI 48063

Stephen Masih
1525 9th Ave SE
St. Cloud, MN 56301

Steve Craig
RR#1 Box 811
Herrin, IL 62948

or contact the national TAMR promotional department.

c/o Chris Brindamour
10 Meadowland Dr
N. Kingstown, RI 02852

A parting happy note for all of our modellers: GSB has promised delivery of their SD40-2's for early this year (after a two year delay). They should be at the hobby shops by the time you read this (nice timely arrival Skip!). We say this because it was also announced that Athearn has their SD40-2 available now also, and, to add insult to injury, Athearn's model will probably sell for at least \$15 less than the GSB model. Oh well! Now lets see who will be the first with the SD50.

On our cover: To kick off our new Grand Trunk column we thought we'd publish something GT related. We came up with this shot of GT #4428 and sister road DW&P and their SD40 #5904 highballing it through Valparaiso, IN. Common practice on the GT is to have some units running long hood forward as in this case with #4428 leading the train. We would have provided a better photo, but our ace cameraman and deadline keeper, Tim Vermande, didn't come up with the goods in time, thus you'll all have to suffer with this shot by your humble editor.

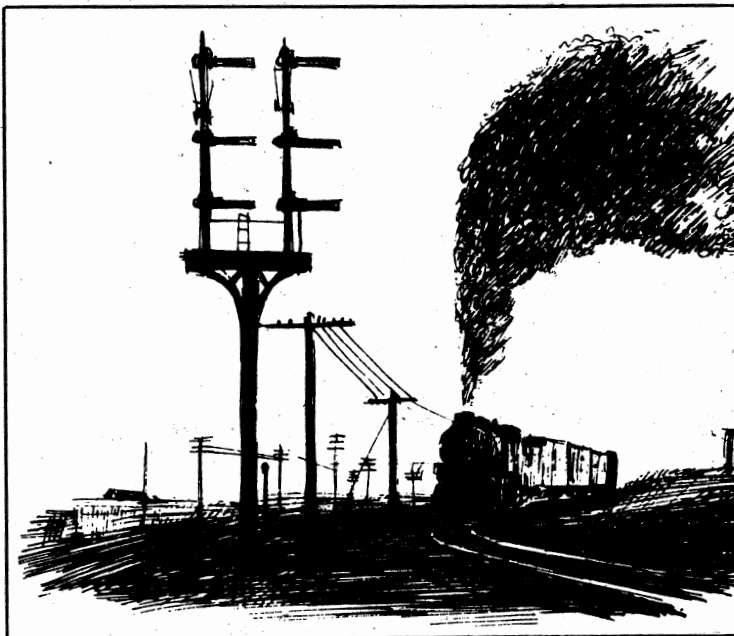
We are enclosing another MESS APPLICATION with this issue for all those who missed out last time. After this, copies of the application will be available from Greg Dahl, and new members joining the region will receive their copies upon joining. Please mail them in at the earliest possible moment as Greg has already started preparing the MESS MAP.

THE WAYFREIGHT

145 E. Kenilworth Ave
Villa Park, IL 60181



FIRST CLASS MAIL



TO: