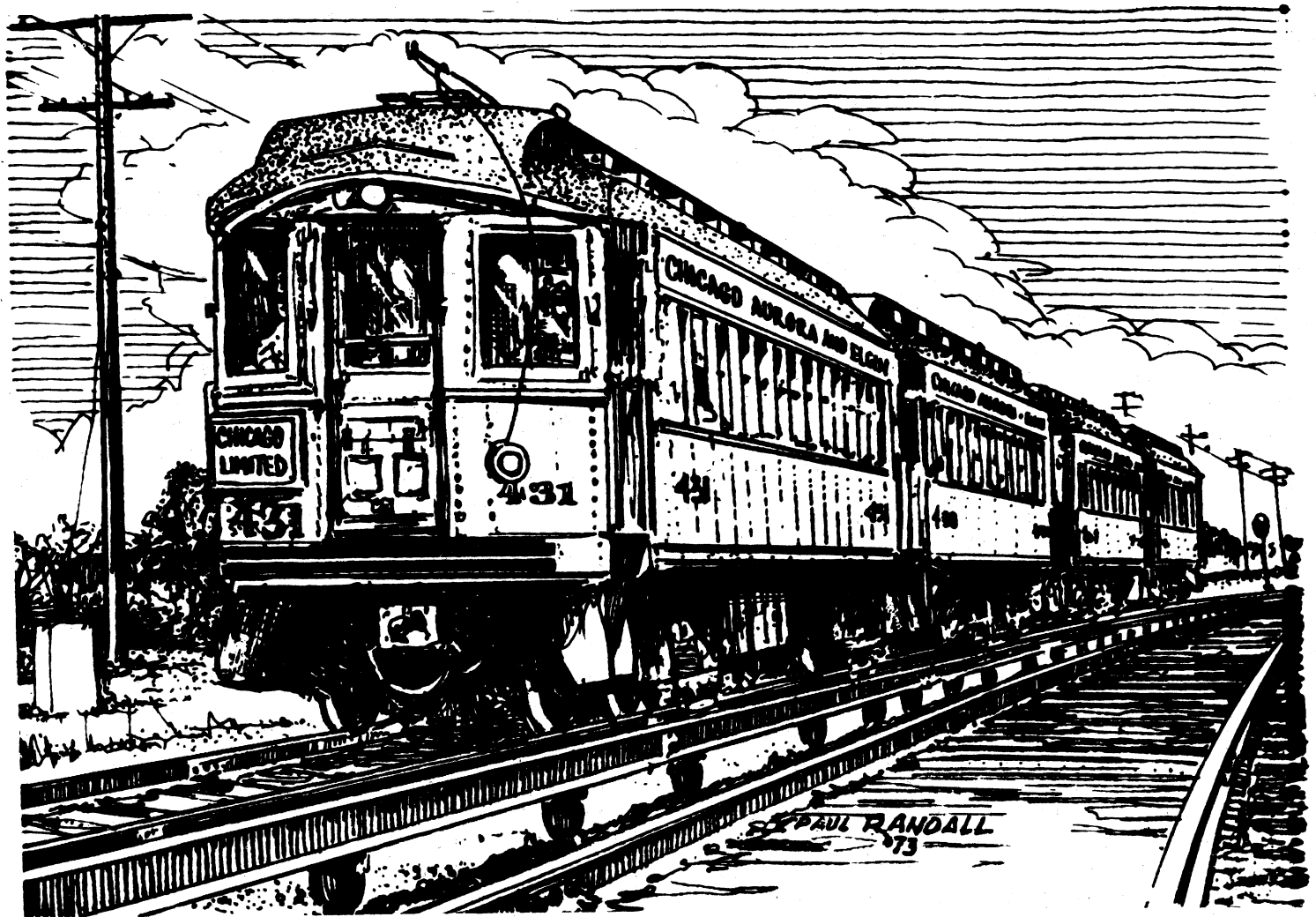


# The Wayfreight

No. 24

June 1983



# wheel report

WELCOME NEW MEMBERS!!!!!!

comments: Gerry Dobey, editor

In this issue you will have all the details on our summer convention this year. With all the members we have in the Chicago area it should be a great time with heavy turnout. I hope to see a good many people here, especially those new members who we haven't met before. If any of our region members living outside of Illinois can make it, we'd certainly be glad to see ya, and we can assure you that we have a good line up of things to do.

One thing that has been brought to my attention has to do with our relation with the national TAMR. In our original constitution, it was stated that every Central Region member must first be a member of the TAMR. We set this up so that our members could benefit from belonging to both groups, and also because of the fact that if it weren't for the national TAMR being around, there wouldn't be any region to belong to. Well, it is hard to police such a rule, and now it has been pointed out to us that there are a good number of Central Region members who do not belong to the national TAMR.

Many have joined us thinking that we were in fact all there was to the TAMR, not even knowing of the national association. We cannot make you join the national TAMR, but we thought we'd point it out and encourage you to do so, and perhaps those who don't know that there is a national TAMR will now want to join it and receive a whole list of benefits designed just for the teen rail enthusiast. Thus we hope you will all give the TAMR a try and perhaps we can boast once again of having a 100% TAMR membership.

As for the WAYFREIGHT, we hope you enjoy the items we've been printing and we hope to hear from you soon. We need articles and prototype news for our rail notes column. Also remember that we have a slide, car and pass trade column--if you'd like to be listed send us a note telling us. We also offer free ads for your model railroads providing that you have all the artwork ready.

Enjoy the issue and see you in Chicago!

Brian Foote  
205 N. Edgewood  
Coffeyville, KS 67337

Barry Burns  
925 Rainbow Drive  
Cedar Falls, IA 50613

Dave Ottogalli  
8340 Pinehurst Dr  
Parma, OH 44129

Trevor McConnell  
52713 C.R. 16  
West Lafayette, OH 43845

## THE BATTLE OF THE MODEL MANUFACTURERS

And now heres the latest rundown to keep all of our present day modellers up to date on the battle for sales of the HO SD40-2...

If you remember last issue, we brought you the news that GSB had finally, after a two year wait, released their version of the SD40-2. It was also stated that Athearn had at the same time, released their version. Now, if that isn't enough, we forgot to mention that North American Diesel Works has their model out, along with an SD40T-2 that is similar in price to the above two models (latest check revealed that you can pick up Athearn's for \$17.99, GSB's for \$19.99 and North American's for \$20.00). Well now comes yet another model manufacturer introducing their version of the SD40-2. Bachman will be making one (complete with flashing rotary beacon) that will go for about \$16.99. Confused? Don't know which to choose from? Well, after you decide that, you might want to take into consideration that GSB's comes with lots of details you can add, but Athearn makes it so you can take off the dynamic brakes, but then North American says theirs is perfectly to scale. Thus we'll leave it up to you to read all the reviews and make the choice.

So far we've heard the most favorable news on the Athearn unit.

ON THE COVER: A drawing by Paul Randall of C&AE steel coaches.

June 1983

# CHICAGO

## july MEET 9&10

YES! You heard correct! The first major Central Region meet in over two years!!!!

Why should you come to CHICAGO????? First off it's a great chance to meet fellow TAMR members from all over the Central Region. Talk with the editor of the HOTBOX and give him your first hand view of how he's doing. Here's your chance to yell at the WAYFREIGHT editor about always getting your WF late. And if that doesn't interest you then how about this:

RIDE BEHIND STEAM!!!! Chicago & North Western 4-6-0 #1385 will be in Chicago on July 9th and you have a chance to ride behind it. An advance fee of \$3 is required if you plan to ride this train.

RAILFANNING!!!! Chicago is the nation's rail capital. See the trains of the BN, ICG, C&NW, MILW RD, SOUTH SHORE ELECTRICS, SOO LINE, CONRAIL, N&W, GTW, CHESSIE, plus shortlines and industrilas!!!! Here's your chance to get those great shots that you've only heard about or saw in the magazines.

IRM!!!! What is IRM??? It stands for Illinois Railway Museum and we'll be going there too. See and ride behind steam. See the GG-1, the Little Joe, ride the Electroliner and munch on Electroburgers, see the vast collection of steam, diesel and electric equipment on display and being restored.

SLIDES & MOVIES!!!! Bring your own or watch ours. We have lined up a slide show to outdo all others. See what Chicago used to be like with E and F units on commuter trains, the Rock Island, Penn Central, Amtrak E units, pre-Amtrak trains, and more. Rare movie footage provided by Mark Kaszniak. We will have slide and movie projectors available for your use. Pizza will also be served throughout the slide show. And Rail Baron will be played if the slides run out.

TIM VERMANDE LOOK-A-LIKE CONTEST!!!! We'll have the finals of this historic contest.

PAY YOUR OWN WAY. To make things easier it will be a pay as you go meet. The only money we will need is the \$3 if you plan on riding the 1385 as tickets must be purchased in advance.

ALL you have to do is fill out the enclosed sheet telling us if you are coming. This way we will have some ideas on the number of people to expect so we can plan transportation and activities better. If you are coming from out of town or far away, housing will be provided at the editors humble home (better known as Ma Dobey's No Tell Motel). So fill out the form and mail it today.

**WANTED:** Model Power C-420's and RS11's (two of each) plus two ATLAS SD-35's. Write me with prices.

**FOR SALE:** Two Athearn GP-35's and one Athearn SW1500 \$7 each.

Gerry Dobey, 145 E. Kenilworth Av., Villa Park, IL 60181

**WANTED:** Atlas HO scale GP-40's. Write me with prices.

Greg Dahl, 1649 Euclid St., St. Paul, MN 55106

### TRAIN WATCHERS SIG

Our goal is to create a network of train watchers and railfans. Our publication, TRACKSIDE, is published quarterly and each issue spotlights train watching locations with complete accurate maps, directions, scanner frequencies, plus steam excursions and shortlines. In addition photography techniques are reviewed to benefit all railfans. Dues are \$5 per year. To join, or for more information, contact Mark Kaszniak, 4818 W. George Chicago, IL 60641.

**TEEN-AGERS**

The Teen Association of Model Railroading is dedicated to helping teens with the hobby. For information write:

**TAMR,**

c/o Lone Eagle Payne,

1028 Whaley Rd., R. 4, New Carlisle, Ohio 45344



### FREIGHT SCHEDULES

**From Minneapolis and St. Paul**  
To Bellwood and Chicago

	72-58		74-52		76-54	
	TIME	DAY	TIME	DAY	TIME	DAY
Lv Minneapolis	*		*		*	
Lv St. Paul	7:30AM	0	5:30PM	0	11:45PM	0
Lv Randolph	9:20AM	0	7:40PM	0	2:05AM	1
Arr Bellwood	2:30AM	1	12:30PM	1	10:45PM	1
Arr Chicago	3:00AM	1	1:00PM	1	11:00PM	1

## NORTH WESTERN PACIFIC RAILWAY

**Write:**  
Tom Gasior  
11800 Pheasant Ln.  
Hopkins, MN 55343  
for ticket info.

Route  
of the  
Vista-Domed  
Rocky Mountain  
Express



HO Scale

NMRA - TAMR - MESS - WARS

## Southold Electric

"Rock River Valley Route"

HO Scale

Tim Vermande  
51528 Pond Street  
South Bend, IN 46637

## Pecatonica & Pontoonac

"Route of the Tolling Bell"

N  
Scale



Passes  
Traded

Charter Member of the MESS

Mark Kaszniak, President  
4818 W. George Street  
Chicago, IL 60641

conducted by Tom Gasior

the Rip Track offers modeling ideas and projects. All questions or contributions should be sent to Tom at 11800 Pheasant Ln., Hopkins, MN 55343.

# The Rip Track

Have you ever wondered what a real railroads schedule for their "hot" trains looks like? Well, I happened to pick up a copy of a Union Pacific Manifest Train Schedule at a local hobby shop. By looking through this, it can give you ideas for working out schedules on your layout.

First off, the book gives a list of abbreviations. These include the following: AR = Arrival, DP = Departures, BY = Passing, CO = Cut Off, AV = Availability, ID = Interchange Delivered, IR = Interchange Recieved, also the time zones where E, C, M, P stand for Eastern, Central, Mountain and Pacific time zones. The next bit of information tells us that all the trains are blocked from the caboose to the head end. Next in the listings is where to find specific trains in the index which is alphabetical. Also listed is all of the Amtrak trains on the system. And, of course, the blocking codes are listed.

In the index we find first the westbound trains, then the eastbound. It looks something like this:

<u>SYMBOL</u>	<u>WESTBOUND</u>	<u>PAGE</u>
ABNF	ADVANCE BURLINGTON NORTHERN FORWARDER	
	Chicago to North Platte.....	2
ACK	ADVANCE COUNCIL BLUFFS-KANSAS CITY	
	Council Bluffs to Kansas City.....	3

Etc., etc., all the way through the alphabet until the trains are exhausted. Then comes the eastbound trains in a similar manner.

Now if we turn to page two we would find this. Our ABNF schedule and power guide along with the blocking data.

## ABNF

## ABNF

CONNECTIONS: BN #65

<u>SCHEDULE</u>			
DP Chicago	BN	11:30p	C Ø #65
AR Grand Island	BN	8:30p	C 1 #65
DP Grand Island		8:35p	C 1
AR North Platte		11:30p	C 1

## POWER GUIDE

HP/TON: 2.0

TONNAGE  
Operating  
Option

## BLOCKS

1. North Platte & Beyond

## ELAPSED TIME

Grand Island--North Platte 2'55"  
Chicago--North Platte 24'00"

RIP TRACK CONT'D  
RIP TRACK CONT'D  
RIP TRACK CONT'D  
RIP TRACK CONT'D

Then it would have the date that it was issued underneath all of this. The time is in hours and minutes. The C stands for Central time, and the 1 stands for the day of operation that the train is in. A longer run would maybe go up to 3 or even 5 if it is a connection from the East coast, like Conway yard on Conrail. Other examples of blocking patterns might look like this:

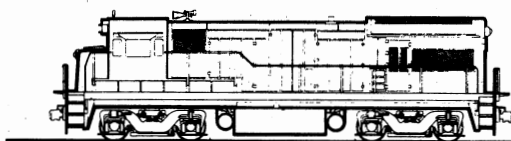
#### BLOCKS

1. SP3
2. SP2
3. SP1, 4Ø
4. 4S
5. 7L

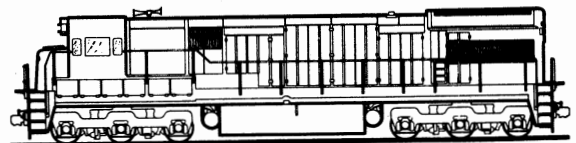
These stand for the following: (this is the DAS train, Denver Area Special, Denver-Salt Lake) SP3 - goes to the Southern Pacific and is bound for Roseville yard. SP2 also goes to the SP and is bound for their Reno/Sparks yard. SP1 goes to the SP and is empty equipment and shorts. The 4Ø means that this equipment should go to Ogden proper too. The 4S isn't in the block codes, but 4SS is and that says that these cars go to Salt Lake South yard. And the 7L is cars bound for Los Angeles. The whole blocking code occupies six separate pages in the index. This lists all major connection interchanges before it gets to its own yards which are usually a number and letter. 7Y is Yermo and 6L is LaGrande. Other things mentioned is if the train is "hot" or a top priority freight. 6HH stands for Hinkle 'Hot' traffic (includes merchandise and autos). Usually a T after another initial stands for TOFC (piggyback) and its corresponding yard.

This would be an easy way to use simulated interchange traffic on your layout. You could whip up an easy blocking code and interchange symbols so you could represent transcontinental routing over your basement central. Don't get too loaded down with paper work, but if you made a large poster size code that anybody working on your layout can read without thumbing through 500 pages, then it would be much easier and welcomed. Remember, a train can have more than one connection. The MKTP (Missouri-Kansas-Texas Perishable & Manifest) has 23 different connections. You can also have blocks for different yards. The train mentioned above has separate blocking codes for both North Platte and Topeka.

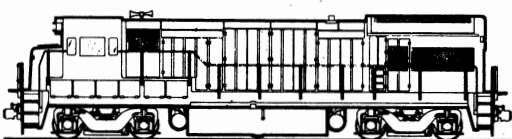
The whole idea of this is to simulate some real blocking and scheduling on your pike. Instead of running that boxcar and gondola from smalltown to the yard, it will be blocked in the MMW3 grouping to be delivered to the Minneapolis Mid-Western and on to their Twin Cities yard. Or to C4 which is your railroads Chicago yard that deals with all the scrap yards (hence the gondolas mission). I hope that this has been helpful and will begin to open your eyes on the true fun of model railroad operation. With this system you can expand from simply using your yards to store cars into utilizing interchange tracks at towns where cars will be set out for a continued journey.



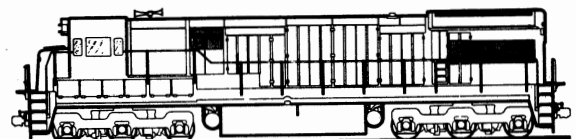
B18-7



C23-7



B23-7



C30-7 C33-7 C36-7

# TRACKIN' THE TRUNK

Ian Smith



- There are now four ex-Rock Island GP38-2's in GTW paint: 5853 and 5854 both recieved their new colors in early spring. More are scheduled for the paint shop.
- Various GTW GP38-2's are stored systemwide. At least six of DT&I's eight GP-35's are stored at Flat Rock yard.
- GTW has changed the time of the Milwaukee run-thru train (westbound). Train 387, which used to run through in the late afternoon, now makes its way thru mid-Michigan between 9:30pm and 12:00am.
- On the weekend of April 29, Conrail derailed a dozen or so cars in Leslie, MI on the main from Jackson to Lansing. For five days CR routed their two daily freights INGT (Toledo, OH - Lansing, MI) and LATO (Lansing-Toledo) via GTW at Battle Creek.
- The INTERNATIONAL LIMITED (VIA train 88 Amtrak 364/VIA 83, Amtrak 365 and on Sunday VIA 85 Amtrak 367) ran heavy on April 11 with seven VIA cars and LRC #6901 on train 364 (VIA 88). This has been the longest consist since the trains inception last fall.
- GTW #5804 hasn't recieved it's expected red/white/black paint scheme yet as stated in last months issue.
- As for the D&TS scene, they are no more. On the Toledo Terminal, an old mainstay of the D&TS 'puller' trains, their freights can now be seen with GTW GP-9's, GP-38's, DT&I units, D&TS units and now all GTW cabooses.
- It seems as if Amtrak and VIA have worked out their problems with the International with things running smoothly since about March. The northbound train often runs late on account of being held up for U.S. Customs at Port Huron.
- On April 30th GTW and SEMTA (South Eastern Michigan Transportation Authority) along with the Bluewater Chapter of the NRHS ran a long excursion from Detroit to Bay City, MI and return. It ran heavy with all 17 of SEMTA's ex-PRR and UP coaches and three ex-GTW GP-9's and GP-18's (SEMTA 904, ex-GTW 4952; SEMTA 902, ex-GTW 4915; SEMTA 901, ex-GTW 4908). They carried at least 1800 people over GTW track from Durand to Bay City that hasn't witnessed a regularly scheduled passenger run in almost 30 years.
- Now that GTW's sister road DW&P has dumped it's remaining RS11's on the Central Vermont, GTW's parent Canadien National has put the CV up for sale. Asking price: \$6 million.

Coming next issue: The complete GTW roster.

For any questions, comments or contributions, write me at: 3100 N. Cambridge Rd.,  
Lansing, MI 48910

June 1983

page 7

# schedules

For those planning on doing some railfanning this summer, here's a run down on some of the more interesting things within the region.

NORFOLK & WESTERN streamlined steam Class J 4-8-4 #611 will be making Chicago to Ft. Wayne round trips on July 30 and 31. Sponsored by 20th Century RR Club.

#611 will also make a run from Chicago to Nelson, IL on C&NW rails the first weekend in August.

MICHIGAN NORTHERN is operating a summer of diesel powered passenger runs. The Northern Arrow will run Cadillac-Mackinaw City on June 25, 27, July 9, 11, 16, 18, 23, 25, August 13, 15, 27, 29 and Sept. 3 and 5. The Bay Express will run Cadillac-Charlevoix on Sept. 19, 21, 24, 26, 28, Oct. 1, 3, 5, 8, 10, 12, and 15. Cherry Blossom Special will operate Williamsburg-Traverse City on July 1-10.

CHICAGO & NORTH WESTERN tentative schedule for operation of C&NW 4-6-0 #1385.

June 22 Marshalltown-Waterloo-Oelwein;  
June 23 Oelwein-Waverly-Hampton-Sheffield-Mason City; June 24-26 Mason City RR Days;  
June 27 Mason City to Marshalltown via Marshalltown Subdivision; July 9-10 West Chicago, IL; Sept 10-11 Boone, IA; Sept. 24-25 Duluth, MN to Spooner and back.

SOUTH ELGIN, IL June 25 "Electric Railroad Fair '83" at Fox River Trolley Museum. Non-stop operation utilizing all equipment.

CHERRY FESTIVAL SPECIAL June 25-26 Akron-Bellevue, OH via AC&Y/N&W with NKP #765.

JULY 9-10 (and 16-17) NKP #765 Ft. Wayne, IN to Muncie and back.

JUNE 25 (also JULY 23) Wisconsin Dells Hiawatha, Chicago to Wisconsin Dells.

AUGUST 13 State Fair Flyer, Chicago to Springfield for Illinois State Fair.

SEPT 24 Mississippi Zephyr Chicago to Dubuque Iowa via the BN, bus connections to Galena available.

AKRON, OH June 4-July 3 "Night Tricks" exhibition of O. Winston Link photographs of the 1950's at Akron Art Museum. No admission charge.

JULY 15, 16, 17 Iron Horse Festival Logansport, IN Steam Train excursions, model railroad exhibits, parade, fireworks, and booths relating to railroad theme.



Rich Hoker, who is active in the North Shore & Western Division of the Midwest Region of the NMRA reports to us that their fall convention will be open to TAMR members at special prices. The NMRA bash will be held at the O'Hare Hilton (Chicago) on October 21-23. Teen entrants must present a school ID or drivers ID. TAMR Members must present a TAMR membership card as well. A reduced entrant must be 19 years old or younger.

NA=Not Applicable

## Full Convention

NMRA \$30 / TEEN NA / TAMR NA /

## Convention Only

NMRA NA / TEEN \$10 / TAMR \$7.50

## Banquet

NMRA \$15 / TEEN \$15 / TAMR \$15

TAMR members who do not wish to register in advance but would rather pay at the door will have the same rate for the convention only, but will have to pay \$17 for the banquet -- this is only for those who do not pre register.

For more information on activities, or if you have any questions, please get in contact with Rich Hoker at 1908 Henley St., Glenview, IL 60025.

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### THE GREAT TRAIN BUST

Elmhurst (IL) policeman Daniel Buenz recently arrested a train for loitering. An ordinance in that Chicago suburb provides that a train can block a railroad crossing for no more than 10 minutes. During one busy rush-hour, though, a freight train slowed to a stop, blocking seven crossings for more than 15 minutes.

That's when Patrolman Buenz moved in, citing the crew and ordering one trainman to accompany him to the police station. The crewman refused, and the train began moving, carrying the arresting officer along. So the policeman pulled the emergency cord, preventing the train's escape. A second officer then arrived on the scene, and the trainman was escorted to police headquarters.

--Crain's Illinois Business

The Chicago Regional Transportation Authority will keep the following E units in service: 510-522, except for 512. These units are the Detroit equipped head-end power units. In serviceable standby are 5021A, 5025B, 5027A and F7 414. Most likely all will be repainted into RTA colors.

The 62 SD45's CNW purchased from Conrail for rebuilding and use on coal trains will be renumbered as follows:

Conrail  
6170  
6172-6178  
6180-6183  
6196-6198  
6200-6206  
6208-6209

C&NW  
6500  
6501-6507  
6512-6521  
6522-6524  
6525-6531  
6532-6533

# rail notes

Conrail

6100-6101  
6103-6104

C&NW

6558-6559  
6560-6561

The first unit is due out of Oelwein in late June or early July.

IOWA RAILROAD has acquired four GP28's from the ICG. The February arrivals were no. 9430 (in orange), 9431, 9432, and 9437 (all black). In late March four ICG GP18's were received at Council Bluffs; 9417, 9419, 9422 and 9426. These ex-IC units have the name and numbers painted out. The IRRC continues to use ex-MILW RD GP9's painted in Milwaukee orange and black. The ex-L&N C-420's were returned to Chrome Crankshaft. The only U30B left running is #25.

An amended plan for the Milwaukee Road together with the Grand Trunk's plan to acquire the bankrupt railroad were filed with the Federal Court of Northern Illinois and the ICC in Washington.

Under the amended plan, the reorganized Milwaukee would operate a 3,100 mile mid-west system as a subsidiary of the Grand Trunk. The combined Milwaukee and Grand Trunk would operate 5,200 miles of mainline in 11 states.

The reorganized Milwaukee would own assets related only to the operation of the railroad. Remaining assets would be used to satisfy claims of creditors.

Just after the last issue was mailed out, we confirmed that the Duluth Winnipeg & Pacific had indeed parted with their Alco RS11's. They were shipped out via the Milwaukee Road to the Central Vermont. In return, DW&P sister road the GTW replaced the units with ex-Rock Island GP38-2's No.'s 5850-5853.

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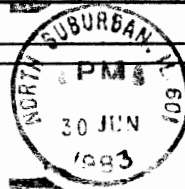
Do you have any interesting prototype news from your area to share with fellow Central R. Region members? If so send in news, facts, sightings, articles, etc. to Rail Notes.



WHO'S THE REAL TIM VERMANDE??????? FIND OUT AT THE CHICAGO MEET!!!!!!

THE WAYFREIGHT

145 E. Kenilworth  
Villa Park, IL 60181



FIRST CLASS MAIL

To:

