



September - December

YEAR END DOUBLE ISSUE SPECIAL

Number 26 and 27

The Wayfreight



WheelReport

comments:

Gerry Dobey, editor

SEASON'S GREETINGS!!!! Obvious to many of you by now is the fact that we are calling this our year end double issue. Instead of falling to far behind in production, or cheating you out of an issue, we decided to play 'Rolling Stone' and bring out this year end double special. You'll find a good amount of just about everything to keep you going through the holiday season, and then come February we'll be back into the regular grind.

In our continuing attempt to bring you more we are introducing our new Midwest Shortline Guide in this issue. We will take a different state from within the region each issue (we hope!) and give you an up-to-date listing of all known shortline operations within that state.

We start it off with a look at Iowa. If any of you know of any lines we miss then please write in so we can update

what we've printed. Many will note that we did not include the Waterloo RR in Iowa's listing as that railroad was recently brought back under parent ICG's wing and at last report all the motive power was either sold off or repainted into ICG colors.

Another new addition is the Hoosier Connection written by Pat Limbach, our Southern Indiana Div. leader. Pat will bring us reports on Indianas railroads and also division news. To accomplish the latter we need to get some new members in the state. Which brings us to our Directory which we have put in this issue. I hope you will all take note of the states in which no members are listed. This is where we need your help. We need you guys to promote us there if you can, or write to our Region Rep. and see if he has a list of people residing in a particular state that have recently written to us for information on joining, but who never have. You can then write to them and encourage them to join. We will provide free WF samples if you want, and also application forms, in addition to information on joining the TAMR. Another way you can help is to scan the recent TAMR Directory and pick out those people who live in our boundaries but who are not listed as being members in our directory. You can then write to them. And lastly, how about trying to build up the membership in your own state. Spread the word in your area about the TAMR and the Central Region. Put up posters (available from the TAMR Promotional Dept), booklets and signs at school, hobby shops, libraries, local train station, or at railroad shows and swap meets. The more people we have the more we can bring to you. So lets all work on this together.

Gerry



MERRY



CHRISTMAS

by Greg Dahl

Mention prototype railroading and some guys will tell you everything that the ABC railroad has done in the last forty years.

There are some good reasons to follow a prototype. For example, having the correct balance of cars to locomotives, or following correct prototype operating procedures. All in all, it simplifies your modeling job a lot. All you have to do is follow what someone else has done and maybe modify it slightly to fit in with model standards.

Take the Santa Fe as an example; some companies have everything from A to Z lettered for it. All you have to do is modify it a bit (decals, extra details) to actually match the real thing.

If your favorite prototype, or the one you're modeling uses only Alco motive power, or all the cars have been equipped with link-and-pin couplers, or maybe the cabooses are all painted purple with a black and white stripe. It may not be beautiful, but at least you've got a guide to go with.

But for the modeler who says heck with following prototypes and decides he's going to run the railroad his way, well the challenges are multiplied greatly. He's got to make a lot of decisions, such as what kind of motive power to use, if he'll be using passenger service, and he's even got to come up with a name for the system along with a color scheme. For many people this is half the fun of being in model railroading. In addition there is another benefit of an imaginary railroad, and that is you can justify having anything on your layout.

If you love steam engines this doesn't mean you've got to give up your fleet of Railbox cars. Freelancing can mean some very enjoyable hours and can be quite a fun experience. And of course no one can pester you to move that rivet over 2 scale inches!

So perhaps a system of your own is what you need--just think--steam and diesel units lashed up hauling freight and passengers, maybe with an electric pushing!!!

The possibilities are endless!! Try it, you may get more pleasure out of your modeling.

////////////////////

Pecatonica & Pontoonuc

"Route of the Tolling Bell"

N
Scale



Passes
Traded

Charter Member of the MESS

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

REMEMBER THE BI-CENTENNIAL?????

Remember all the locomotives painted up to help with celebration of our nations 200th birthday? Well here's your chance to get 50 (fifty) different roads locos in the popular red-white-blue scheme. This 50 slide set features locomotives from main line and short line operations as well as industrials. You can get yours for \$36.25 post paid from AL CHIONE, PO BOX 1655, DURANGO, CO 81301. Last day to order this limited edition set is DECEMBER 31, 1983.



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

A CLOSE CALL

A Christmas epic by Dan Carroll

It all started
At a quarter to eight
When Gerry, Mark, Tom and Dan
Climbed aboard the manifest freight

Gerry and Mark
Built up the steam
While Tom and Dan
Got on caboose 118

Since Dan was conductor
He gave Gerry the sign
The train started rolling
Train Number 109

At this time
Near the town of Clay
On the track was stuck
A red man and his sleigh

Ahead of the sleigh
Were eight tiny reindeer
For this man was Santa Claus
Who brings joy and cheer

The track gang was called out
To get the sleigh off the line
So it wouldn't derail
The 109

The station agent at Clay
Was tapping away
Trying to warn off the train
Which was getting near Clay

Since the agent recieved no answer
And the sleigh was still stuck on the line
He got out torpedoes and flags
To try and stop the 109

As Santa was warming himself
By the pot-bellied stove
The station agent went in his car
And away he drove

As the track gang was hurrying
To get the sleigh off the line
Two miles away
You could hear the 109

Santa was getting worried
And restless were the reindeer
From a mile away
The 109 was getting near

The 109 then ran over
The torpedoes placed near Clay
Gerry quickly threw on the brakes
As he saw the stuck sleigh

The sleigh became unstuck
And Santa began to fly
Then where the sleigh had been
The 109 went by

Santa Claus said
As he flew away
"Merry Christmas to all
and thanks to the DA&NC Railway!"

The track gang went back
Home in their jeeps
While the station agent
Went back to get some sleep

The 109 continued its journey
With no trouble at all
For on Christmas Eve
Santa's sleigh had a close call.

////////////////////////////////////

MODELING HINT: Dave Chapman

Want some "junk" for your railroad to haul in gondolas, or just have some laying around trackside? Well then try this out. Look around your scrap box for various metal parts, or go out along a road and find small pieces of steel. Place the metal in a can filled with water (I use dog food or cat food cans) and let it sit in a safe place for a month or so. Once or twice a week stir the water. Soon you'll begin to notice quite a bit of rust forming on the items. This is what you want. Simply dump the can and spread the metal objects around your tracks (near a local junk dealer perhaps), or in gondolas. You can also try with Matchbox trucks that have some of the paint taken off them. This can represent an old car or truck that someone decided to abandon in a field long ago.

Station Stops . . .

by Mark Kaszniak

Whenever I travel--whether I'm railfanning or not--I usually make a point of stopping by the railroad station in the town I'm visiting. Sometimes they are difficult to find, especially if the town has no Amtrak service. However, if Amtrak stops there, you can be sure that the station is listed in the current system timetable. To me, this has become a valuable reference tool on several occasions. Once I know where the station is, all I have to do is find it. This can be an easy or difficult process depending on the town. In smaller towns, a few minutes drive along the railroad will often locate the station. In larger towns, directions, maps or the local telephone directory often aid me in finding the station.

The reason I'm bringing all this up, is that I was looking for the location of an Amtrak station recently and noticed that some stations are located in some mighty strange places. Oh sure, a good deal of them are located on Railroad Aves or streets named after the prominent RR in town, but some are at more interesting locations. For example:

WILLSBORO, NY - Route 22, $\frac{1}{2}$ mile north of town.

WEST QUINCY, MO - Amtrak station at 10 BN Ave., across Mississippi River from Quincy, IL

WESTPORT, NY - Intersection of Route 9N and D&H RR tracks.

THURMOND, VA - C&O depot

STRATHROY, ONTARIO - Downtown

SPARKS, NV - SP railroad yard

SHELBY, MT - 198 $\frac{1}{2}$ GN right-of-way

SAN CLEMENTE, CA - Municipal Pier

RYE, NY - Depot Plaza

QUINCY, IL - Intersection of 24th street and RR tracks

PORT KENT, NY - Center of town on Route 373

PLANO, IL - Downtown Plano

MINOT, ND - 3 blocks off Main & First Ave.

MARYSVILLE, CA - 6th Street and RR crossing

LORDSBURG, NM - East RR Ave & SP tracks

INDIANA HARBOR, IN - Inland Steel visitors parking lot off Michigan Blvd

HINKLE, OR - 3 miles south of Hermiston, left off Hwy. 207, $\frac{3}{4}$ of a mile.

FORT TICONDEROGA, NY* - Flag stop made along lakeside at station sign opposite route 22.

ELKO, NV - Eastward trains stop at 3rd and Silver Streets.

Westward trains stop at 684 RR street

CASCADE LOCKS, OR - Port of Cascade Locks parking lot

CAIRO, IL - East of Rte. 3 and Hwy. 127 (uphill from Mainliner Lounge)

If anyone thinks I'm making these locations up, a check of the station listings in an Amtrak system timetable will prove most informative.

* I've actually seen this station and the station sign is longer than the station it is attached to!

Midwest shortline guide

«iowa»

CEDAR RAPIDS & IOWA CITY RAILWAY

Cedar Rapids to Iowa City--24.71 miles

also operating short ex-RI line running south of Iowa City.

roster

90-93	EMD	SW8
94	EMD	SW900
95	EMD	SW9
96	EMD	SW8

recently bought ex-SCL #197 SW9

DAVENPORT, ROCK ISLAND & NORTH WESTERN RAILWAY

Davenport to Bettendorf--48 miles. Units vary, some are painted in the roads white and black scheme, others are from parent roads MILW RD and BN.

D&I RAILROAD (L.G. EVERIST CO.)

Sioux City, IA to Dell Rapids, SD. Officially listed as D&I RR, unofficially stands as Dakota and Iowa.

roster: 1-2 EMD GP-9 (ex-UP)
3 EMD GP-20 (ex-BN, GN)

IOWA NORTHERN RAILROAD

Cedar Rapids to Manly, ex-RI trackage.

Recently aquired: GP35's 307, 312, 316

GP40 361 all are ex-RI

all are repainted

<u>roster:</u>	609	EMD	GP7
	610	EMD	GP7
	932	EMD	SW1200*

*still wears full RI colors

units stored at Vinton & Greene when not in use

IOWA RAILROAD

Council Bluffs, IA to Bureau, IL ex-RI mainline

Motive power varies quite a bit, everything from U-boats to Geeps to SW units to Alcos. Look for updates in our RAIL NOTES column.

IOWA TERMINAL RAILROAD

Operates two divisions, each seperate from the other.

CHARLES CITY DIV.--Waller to Marble Rock 15.7 miles

MASON CITY DIV.--Mason City to Clear Lake 10.4 miles (Electric operation)

<u>roster:</u>	50-51	Baldwin-Westinghouse	50 ton electric	#20	GE	25 ton diesel
	53	Texas Electric RR	50 ton electric	65	GE	65 ton diesel
	54	Baldwin-Westinghouse	50 ton electric	75	GE	70 ton diesel
	60	Baldwin-Westinghouse	60 ton electric	76	GE	70 ton diesel

KEOKUK JUNCTION RAILWAY

4 miles of ex-RI trackage in and around Keokuk.

roster: 1064 Alco S-2

KEOTA-WASHINGTON TRANSPORTATION

Iowa Falls to Grundy Center, ex-RI trackage

TRACKIN' THE TRUNK

Ian Smith



CHICAGO'S ELSDON YARD CLOSING Elsdon yard, which GT trains have been calling home since the 1870's will soon be closed. All GTW freights (except Railport piggyback trains and run-thrus) will now have a new home at the Belt Railway of Chicago's Clearing Yard, which is south-west of Elsdon. The first week of October saw all remaining Elsdon assignments abolished. As this is written (early November) it is expected that full use of the BRC will have begun. Plans are to have the roundhouse completely shut down by the middle of November, and it should be torn down by years end. The old car shop area will also come down. GTW's long range plan calls for only two major yards for most traffic, Battle Creek and Flat Rock. Next target for elimination is Milwaukee Jct.

DT&I GP40 #400 (now #6400) was sent to GTW's Battle Creek shops in 6-83 to be repainted into the now standard GT colors and 12' 11" long DT&I letters on the long hood. Well, it emerged with the standard GT 12' 11" logo. Quite a few executives were upset at this (another "battle Creek Boo-Boo") and it has been said that #6400 will soon receive its proper DT&I markings.

Other DT&I news: DT&I units in orange/black have started to receive their renumbering ---after 3½ years. DT&I 413 (now 6413) was seen with its "compass" logo on the cab painted out, and replaced with the standard 15" trunk style "6413" below the cab window, and re-lettered number boards. DT&I (6)223 is now in GTW colors with DT&I markings.

Co-operation between Grand Trunk and Milwaukee Road forces continues and the two are now moving poles from western Canada to Springfield, OH via CN, DW&P, MILW, GTW and DT&I. The SP, MILW, GTW and CN now have a contract rate move on California grapes going to Toronto. Sometimes the GTW receives three trains in the morning at Blue Island from the Milwaukee due to this grape move and increasing perishable and general freight traffic from the Milwaukee.

NOTES REGARDING THE ROSTER:

- All DT&I GP38AC's/-2's run system wide except: (6)200 - (6)206 which are stored at Battle Creek or on DT&I.
(6)221-(6)228 which are on the DT&I
- All DT&I GP40/-2's run system wide except: (6)401-(6)405 which are stored at Flat Rock or on DT&I and (6)420-(6)425 also either stored at Flat Rock or on DT&I

Want to give railfans a better name? Well each of us who railfan the GTW can do our part by keeping an eye open for any suspicious looking people, vehicles or activities on GTW property. If you see something and would like to report it the GTW has set up an 800 number to handle such reports. The number is: 1-800-572-0784---carry it with you and use it should you feel it necessary to.

To be found elsewhere in this issue: the GTW schedule on the Flint Subdivision.

Questions or comments should be directed to me at: 3100 N. Cambridge Rd.
Lansing, MI 48910

- 1) On Father's Day do you give your dad a:
 - a. Tie
 - b. Railroad tie clip
 - c. A SD40-2 painted for Dad's favorite road, which just happens to fit your pool power scheme.
- 2) When you see a train approaching a grade crossing, do you:
 - a. Race over the tracks to beat the train
 - b. Stop to watch it go by
 - c. Leap out of the car, hauling \$3000.00 worth of camera equipment to get a picture of a BN SD40-2.
- 3) Does your album collection consist of:
 - a. Mostly rock n roll
 - b. all Steve Dahl
 - c. Exclusively Steam sounds of the '50s.
- 4) Is the floor of your bedroom covered with:
 - a. A rug
 - b. Girlie posters
 - c. Model railroad magazines
- 5) Is the largest piece of furniture in the house a:
 - a. Master bed
 - b. Table shaped like a DD40AX
 - c. A one inch to the foot scale model of a typical C&NW Falcon.
- 6) Do most of your finances get spent on:
 - a. Your girlfriend
 - b. Yourself
 - c. McKean coal hoppers painted for the Union Pacific
- 7) Do most of your conversations end up in:
 - a. Fargo, N.D.
 - b. A slap in the face
 - c. Talking about the B.N.
- 8) Most of the T-shirts you have are decorated with:
 - a. University of Oregon emblems
 - b. Opus the penguin
 - c. U.P. SD40-2's
- 9) Do you lift weights to:
 - a. Impress the girls at the beach
 - b. To lift wood for your benchwork
 - c. To lift your brass O scale Challenger out of its box
- 10) Does most of your mail consist of:
 - a. Bills
 - b. Threats
 - c. MP15AC pictures



HOOSIER CONNECTION



Hello, my name is Pat Limbach and I head up the Southern Indiana Division. I think the best way for the rest of you folks to learn about us "hoosiers" is to hear about some of our rail lines. So for as long as I have ideas and time you all will be getting articles about our great state and its railroads. There's no better place to start than at the beginning, so I'M going to tell you of Indiana's first steam railroad, the Madison & Indianapolis Railroad.

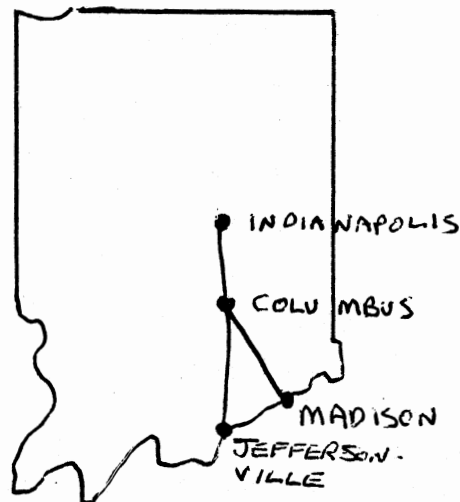
This first installment will deal with the railroad from its beginning to its leasing by the Pennsylvania Railroad.

The line was built in 1838 from Madison, IN to North Graham. The line was opened to the public in 1839. By 1844 the railroad had reached its westernmost direction, Columbus, and from there it was to head north to Indianapolis, the capital city. It reached Indianapolis in 1847.

At this time, another railroad was being built from Jeffersonville to Indianapolis. This line, the Jeffersonville Railroad, reached Columbus in 1852. The M&I RR fearing competition, wouldn't allow the Jeffersonville RR to use it's tracks to Indianapolis, thus the good folks at the Jeffersonville RR built a parallel line to Indy. The two roads, finally coming to their senses, resolved their differences and consolidated in 1866. The new system was called the Jeffersonville, Madison & Indianapolis Railroad.

One of the unique features of this line was the steep grade from Madison to North Madison. Here trains were pulled by horses until 1847, when brakes and a special engine with gears and ratched rack was used. This was one of the first "cog" engines. For those of you wondering, yes, the grade is still there for viewing, and I invite you down to come and look at it--it's quite unbelievable! Back to the story.

At this time the Pennsylvania Railroad was moving into the state, so the Jeffersonville, Madison & Indianapolis was leased to them effective January 1, 1880. The next part will deal with the railroad from 1880 to its demise.



MODEL RAILROADERS SANITY TEST continued

Score one point for each "A" answer, two points for each "B" answer and three points for each "C" answer.

0-9 YOU CHEATED

10-19 YOU NEED PSYCHIATRIC HELP

20-25 YOU HAD BETTER STOP READING THE WAYFREIGHT

26-30 TO PUT IT SIMPLY, YOU'RE BEYOND HOPE.



MESS MEMO

By Greg Dahl MESS CO-ORDINATOR

The MESS map progresses. I've already mapped out the lines in Minnesota, Iowa and Illinois--these being the states with the greatest concentration of railroads. However, it's not too late to be included. I am setting a deadline of January 1, 1984 for all system maps to be submitted to me if you want to be put on the map. All maps recieved after that date will have to wait until we come out with supplements.

The following people have to write to me before the deadline because I can't use your map for one reason or another. If you write me, I will know you are still interested, and we will work out the problems.

These people write me please:

DWAINE ARMENTROUT

JOHN HUSEBY III

TIM EKREN

BARRY BURNS

TOM BOYLE

GREG RUPPEL

JOHN DENNIS

DAVE CHAPMAN

DEE GILBERT

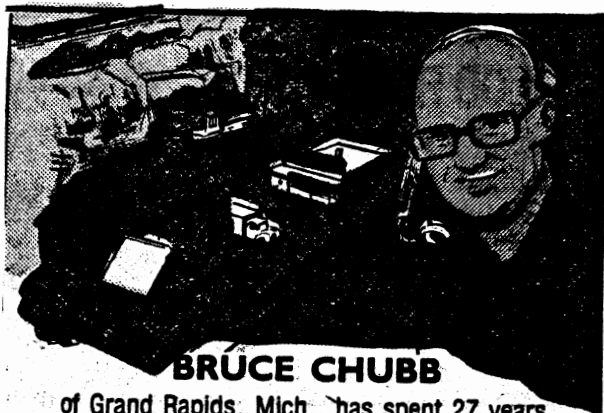
After we complete the MESS maps state by state, we will then offer a complete system map.

We will also be working on a new MESS GUIDE.

Thus you can look for the first MESS map installment in the Jan-Feb 1984 issue of the WAYFREIGHT. For those of you still wishing to be included in our regions modeling group, then please write me before the Jan. 1st deadline. I will send you a MESS application to complete and send back to me. For an application, write me at:

1649 EUCLID STREET
ST. PAUL, MN 55106

REMEMBER: JANUARY 1st IS THE DEADLINE!!!!!!!!!!



BRUCE CHUBB

of Grand Rapids, Mich., has spent 27 years constructing his model railroad that fills a 13 x 28 ft. room in his home, using 1,400 ft. of track, 68,000 ties, 68,000 spikes, 69,000 ft. of wire, 40,000 soldered circuit joints and a **COMPUTER TO COORDINATE THE TRAINS AND SIGNALS!**

Many of you may have saw the above in November 20th's edition of RIPLEY'S BELIEVE IT OR NOT in the Sunday papers. This started us thinking about what might be in the column a few years from now.

TOM GASIOR has spent 38 years serving Uncle Sam as one of the few, the proud... just to save up enough money to purchase 2001 brass DDA40X's...this also gave him time to build up the muscles to lift the units. If they were put end to end, the models would stretch a distance of 28 miles!

MARK KASZNIAK of Chicago, IL has devoted his entire life to editing the TAMR HOTBOX, a model railroad magazine aimed at teen model railroaders....and Mark is already 87 YEARS YOUNG!!!!

TIM VERMANDE of South Bend, IN, an ACE railfan, now needs a 200 acre mansion just to house his collection of rail slides and photos!!! Another 100 acres is devoted to fire engine shots.

GREG DAHL, now 75 years old, has spent a lifetime trying to out do our feature in 1983 on Bruce Chubb, a model railroader who had a 13x28ft railroad. Greg spent over \$2 million to build a scale model of both the Union Pacific and the Southern Pacific railroads. Greg hasn't had time to measure the exact amount of space he needed to do such a project, but was just mumbling "It's very, very, very large."

SEND YOUR CONTRIBUTIONS TO THE WAYFREIGHTS "DOBEY'S DON'T BET YOUR LIFE ON IT" to the editor.

ia

BARRY BURNS
925 RAINBOW DR
CEDAR FALLS, IA 50613

PAUL MICHELSON
201 S. 8th ST
MANCHESTER, IA 52057

JEFF MEYER
RR#1 MUD LAKE RD
DUBUQUE, IA 52001

MARK SIMS
2717 CORNELL
DES MOINES, IA 50313

il

WADE ALLEMAN
105 EARL ST
LOCKPORT, IL 60441

SCOTT BRAND
790 W. BROOKFIELD CT
LAKE ZURICH, IL 60047

DAVE CHAPMAN
BOX 265
GRANT PARK, IL 60940

STEVE CRAIG
RR#1 BOX 811
HERRIN, IL 62948

JOHN DENNIS
Box 265
708 S. CENTER
ONEIDA, IL 61467

JIM FRENCH
1022 S. PEORIA
DIXON, IL 61021

RICH HOKER
1908 HENLEY ST
GLENVIEW, IL 60025

JOHN M. HUSEBY III
311 LUNAR DR
ROUND LAKE, IL 60073

MARK KASZNIAK
4818 W. GEORGE ST
CHICAGO, IL 60641

JIM KOBRINETZ
4952 N. NOTTINGHAM
CHICAGO, IL 60656

FRED LASAGE
RT. 2 BOX 120B
MANTENO, IL 60950

JOHN MAYER
816 GREGORY AVE
WILMETTE, IL 60091

RON MICAL
~~4635 LAKE TRAIL DR~~
~~#1-B see address change~~
~~LISLE, IL 60532~~

ED MORAN
8105 W. ADDISON
CHICAGO, IL 60634

KEVIN OATESS
1008 OAKWOOD
WILMETTE, IL 60091

MARK RIOLA
22720 COTTAGE GROVE
CHICAGO HEIGHTS, IL 60411

SCOTT SACKETT
708 PARK BLVD
STREAMWOOD, IL 60103

STAN UJKA
4N414 3RD AVE
ADDISON, IL 60101

JOHN VENICE
220 N. ASHLAND
PARK RIDGE, IL 60068

RICHARD WAWRZYNIALE
6142 S. TROY
CHICAGO, IL 60629

in

DOUG JOHNSON
356 S. GARFIELD #1
VALPARAISO, IN 46383

PAT LIMBACH
3045 S. PISGAH WAY
COLUMBUS, IN 47201

TIMOTHY VERMANDE
51528 POND ST
SOUTH BEND, IN 46637

ks

BRIAN FOOTE
205 N. EDGEWOOD
COFFEYVILLE, KS 67337

KIP LOWE
2407 16TH
GREAT BEND, KS 67530

ky

JAMES WOODS BALL
101 STANF ST
LANCASTER, KY 40444

mi

PETER ANDERSON
433 LELAND ST
FLUSHING, MI 48433

JIM GOEBEL
12725-M-50
BROOKLYN, MI 49230

KEN KEELS
624 BIRCH TREE CT
ROCHESTER, MI 48063

IAN SMITH
3100 N. CAMBRIDGE
LANSING, MI 48910

mn

TOM BOYLE
10 E. 107TH ST CIRCLE
BLOOMINGTON, MN 55420

GREG DAHL
1649 EUCLID ST
ST. PAUL, MN 55106

TIM EKREN
267 WEGENER DR
BRECKENRIDGE, MN 56520

mn

TOM GASIOR
11800 PHEASANT LN
HOPKINS, MN 55343

STEVE KAHL
4171 160TH ST EAST
ROSEMOUNT, MN 55068

ERIK KASKE
5308 VINCENT AVE S
MINNEAPOLIS, MN 55410

STEVE MASI
1525 9TH AVE SE
ST. CLOUD, MN 56301

DAVE SCHAUER
1828 E. 6TH ST
DULUTH, MN 55812

JEFF SCHOLLER
1747 SELBY AVE
ST. PAUL, MN 55104

JOHN VINCENT
102 W. LEMON ST
DULUTH, MN 55811

JAY WOLF
1056 CHESTER PK DR
DULUTH, MN 55812

mo

RAYMOND WELLS
RT. 3 BOX 138B
STRAFFORD, MO 65757

nb

NONE -

nd

NONE

oh

DWAINE ARMENTROUT
439 ELECTRIC AVE
WESTERVILLE, OH 43081

MARY ANN KINDEL
3903* HEMPHILL WAY

BRIAN KNOUFF
5951 SCHLONEGER DR
LOUISVILLE, OH 44641

TREVOR McCONNELL
52713 C.R. 16
WEST LAFAYETTE, OH 43845

ROBBIE McLEAN
115 E. RAVENWOOD
YOUNGSTOWN, OH 44507

DAVE OTTOGALLI
8340 PINEHURST DR
PARMA, OH 44129

LONE EAGLE PAYNE
1028 WHALEY RD RD#4
NEW CARLISLE, OH 45344

sd

NONE -

wi

CORBY ANDERSON
1209 97th AVE
KENOSHA, WI 53142

GREG RUPPEL
5030 TRAFALGER PL
MADISON, WI 53414

address change:

RON MICAL
24900 LINDA LANE W.
PLAINFIELD, IL 60544

other

DAN CARROLL
11034 W. 78TH ST
ARVADA, CO 80005

GARY GARDNER
2365 CAMPUS DRIVE
SALT LAKE CITY, UT
84121

DEE GILBERT
BOX 132
HARRISON, AR 72601

DON LEITCH
1840 FOREST DR
SARNIA, ONTARIO
CANADA N7T 7H6

CLAUDE MORELLI
2236 DIETZ PL NW
ALBUQUERQUE, NM 87107

DAVID YOUNG
3010 SOLANO DR NE
ALBUQUERQUE, NM 87110

NEW MEMBERS:

BRETT SPARKS
741 WELLINGTON WAY
LEXINGTON, KY 40503

JEFF VANDENBERG
122 W. FIRST ST
KIMBERLY, WI 54136

BRYAN DEBSHAW
540 CARNATION SE
DEMOTTE, IN 46310

SOO LINE has had a traffic increase which has brought many stored units back to life. This includes the GP30 fleet. The MN&S SD39's are being used system wide. One even showed up in Chicago in August.

CONRAIL business is booming. Latest figures for the third quarter show that piggyback service led the way with a 23.3% increase over the same period in 1982. Also up were autos and auto parts at 21.5%, lumber up 11.5%.

MAN JAILED FOR STEALING CP RAIL TRAIN

A man charged with stealing a CP Rail train worth \$9.75 million has been sentenced to 30 days in jail and put on three years probation. George James, 32, boarded an eastbound freight after it was left unattended in a Chapleau rail yard, about 80 miles northeast of Sudbury. James started the engines moving the 81 car 3 engine train and went about a mile before an employee jumped on board and pulled the emergency brake. Another employee subdued James until police arrived.

UNION PACIFIC/CHICAGO & NORTH WESTERN lost their 7 year hold on the Chicago-Oakland rail contract on August 1st. Picking up 70% of the business (40,000 trailers a year) was Burlington Northern/Rio Grande/SP.

TOLEDO, PEORIA & WESTERN UPDATE:

With the upcoming merger into the Santa Fe on January 1, 1984, here's what's up on the TP&W:

All Alcos are for sale. Rumored price is \$25,000 for any two units.

Most cabooses are also for sale.

RS3 #207, a caboose, a Jordan spreader and two box cars are in I. Bork & Sons scrap yard in Peoria.

The Santa Fe plans to have most TP&W equipment re-painted by June 1, 1984.

Rail Notes

13

SEND IN RAIL NEWS FROM YOUR AREA FOR PUBLICATION IN OUR RAIL NOTES COLUMN. WE NEED ANY ITEMS THAT YOU FEEL WOULD BE OF INTEREST TO FELLOW MEMBERS. NEWS PHOTOS ARE ALSO WELCOMED. SEND ALL ITEMS TO THE WAYFREIGHT EDITOR.

E/C...

Some forms of travel are growing safer. Like for example, in parts of the country it is almost impossible to be hit by a passenger train.

A man who was bound for Pittsburg sat in the station waiting room and waited anxiously for the announcement of his train. Eventually the announcer came along and shouted "Train on track five leaving for Cashla, Mardraw and Pashma, board now, leaving in ten minutes." The fellow continued sitting there. Ten minutes passed--half an hour passed--an hour. He decided to ask the information desk.

"When will you announce the train leaving for Pittsburgh?"

He was told they had already announced the train for Pittsburgh.

"You mean to say that Cashla was Pittsburgh?"

"Certainly not, Cashla was Chicago, Pashma was Pittsburgh."

A young telegraph operator, new on the job, was working at a small station, and observing a fast freight passing, when his eye caught a loose brake beam dragging and bumping along the roadbed kicking up a cloud of dust.

He knew that the loose beam might cause a derailment at any moment. Rushing back into his office, he grabbed the telegraph key and pounded out this message to the next station: "Stop No. 99. She has had a nervous brake down!"

One night the absent minded professor left his berth for a drink of water, on his return he found that he was lost. He appealed to the porter for help.

"Don't you remember the number of your berth?" asked the porter.

"I'm afraid not," replied the professor in a hopeless whisper.

"Haven't you any idea where it was?" asked the perplexed porter.

"Why yes," the professor brightened, "to be sure. I did notice one time this afternoon that the berth looked out on a large lake."

Don't Let A Train Hurt... YOU!

By Michael E. McGinley

Practical advice on keeping oneself whole is the objective of this article. I am responsible for the safety of engineering department employees on a region of a major railroad. This brings me into detailed contact with injuries experienced by employees and friends, and it gives me access to Government reports on these problems. Insight into these conditions should clarify why railroad management discourages trespassing or other activities which expose anyone to hazard of personal injury. The danger situations and the precautions described here are all based on accidents involving employees or trespassers. This should be heeded by experienced fans also; many of our accidents involve "old heads" doing routine jobs.

Good footwear should be chosen, both to support your ankle and to have a separate heel—a flat sole can let your foot slip through a sill step or ladder.

The fundamental rule is to expect moving equipment on any track, at any time, in either direction. Keep in mind that you are protecting yourself against uncontrolled movements, work equipment, and inspection vehicles as well as engines and trains. Use all the resources at your disposal such as signals, smoke, sound, or radio, and beware of distractions such as highway noise. When a train approaches, pick a place to watch or photograph that will be clear of any falling or dragging items and which will allow you to escape to a further distance if things start going bad. It is a relief to the engineer if he knows that you know he is coming. If he sees you wave and step off the track well in advance, he will not be reaching for the brake valve. Otherwise, he has no way of knowing whether you are deaf, drunk, or playing chicken. Things to watch for as the train passes are steel bands (which often stick out without dragging); projecting plug doors or handles; shifting loads of pipe, lumber, or loose scrap; spilling loose rocks, coal, or other bulk; and dust stirred up by the train.

Double or multiple track offers special hazards. Remember the words in the rule about "any track" and "either direction"? Many published photos have been taken from an adjoining track. If this is necessary, step completely clear of all tracks just as soon as you have tripped the shutter. If you stand there admiring the first train, you may not hear or see the one approaching on the track you are standing on. Remember that there are occasions for trains to run "against the current of traffic" and that many locations which look like one-direction double track are really multiple-main (signaled for both directions on either track).

Around turnouts: First, keep well clear of the switchstand so the train crew knows you are not about to throw the switch; and second, remember that if the train is dragging a derailed car, the turnout is where it will pile up. Our rulebook requires that persons are not permitted to stand from 150 feet ahead of the turnout to the clearance point behind the switch. If switches are too close together, position yourself on the side opposite from the switchstand. Power operated switches or derails may operate at any time.

Rolling stock standing still has some traps, basically because it may suddenly move. When walking around the end of any equipment, allow 25 feet. When necessary to walk between standing cars, engines, or between them and a baricade, allow 50 feet. If this distance is not available, cross over the equipment using a flat car or a car with an end walkway. Never put your foot on the coupler or draft gear. Cushion devices can stick and suddenly release, or the equipment can be coupled into from the other end.

Choose your footing carefully. Step over rails, not on them; they are slippery. There are many other tripping, sliding, and falling hazards in the railroad environment. Walk. If you have to run to get a cherished photo, think again and walk. And cut out the horseplay. Being in the railroad environment requires responsibility.

Think of hazards unique to your area. Are there light helper engines drifting downgrade? Are there overhead or third-rail electrical hazards? If you are riding, including passenger vestibules, there are hazards you should guard against. Watch for brush close to the track, and for rock-throwers. Get on or off railroad equipment facing the ladder, one step at a time, using both hands. Bridges and tunnels offer no escape path; they have close clearances and should be avoided as footpaths or photo sites.

A summary of these safety considerations reduces to common sense and staying alert. Remember where you are. Look for movements at all times. And once you are conducting yourself safely, enjoy the confidence and security of a professional.

Copyright Kalmbach Publishing Co., 1983. Reprinted from the February 1983 Trains Magazine with permission. Michael E. McGinley is a Regional Engineer for the Southern Pacific at San Antonio, Texas. Lets always remember to take time to be safe around the railroad!

GRAND TRUNK WESTERN FLINT SUBDIVISION SCHEDULE 10/20/83

<u>Train no.</u>	<u>time (mid-michigan)</u>	<u>notes</u>
500	1:00 - 3:00pm	Battle Creek-Port Huron (local)
501	2:00 - 4:00pm	Port Huron-Battle Creek (local)
		often with train 385
384	2:00 - 4:30pm	Bensenville-Port Huron MILW train
365	2:40 - 3:00pm	Westbound International Ltd Amtrak
364	3:10 - 3:50pm	Eastbound International Ltd Amtrak
393	4:30 - 7:00pm	Portland - Chicago hotshot (CN)
392	4:30 - 7:00pm	Chicago - Montreal hotshot (CN)
436	6:00 - 10:00pm	Estbd Nighthawk Chicago-Cinn. hotshot
367	7:25 - 9:00pm	Westbound International Ltd (Sundays)
387	9:30-11:00 pm	Port Huron - Bensenville (MILW)
388	7:30p- 1:00am	Battle Creek-Port Huron auto parts
389*	11:30a- 1:00p	Fort Erie, ONT - Battle Creek auto parts
385*	1:00 - 3:30pm	Port Huron,- Chicago
434	1:00 am - 3:00a	Chicago - Detroit hotshot
435	11:00 pm - 2:00am	Detroit - Chicago hotshot
437	3:00 - 6:00am	Wstbd Cinn-Chicago Nighthawk hotshot
371	12:30 - 3:30am	Wstbd Port Huron-Chicago (CNW)
390*	5:00 - 8:00am	Chicago-New London, CT hotshot
386*	10:00a- 12:30p	Battle Creek - Port Huron auto parts
Zug Island Coke	12:00am - 5:00am	

(* these trains are often run as extras on an as needed basis)



*Best Wishes for the Holidays
and Happiness throughout the New Year*

VICKERS CROSSING : Northwood (toledo), OHRoads: TT, CR

Just south of Toledo, off of I-280, you'll find Vickers, where the Toledo Terminal and Conrail cross. Conrail freights, as well as Amtrak's Lakeshore pass through here on the main. Toledo Terminal provides the most action though, especially between 2:30pm and 7:40 pm, when there are often "pullers" (Toledo Terminal yard to yard trains) stacked up on both tracks, often within inches of each other. TT freights run with the power from whatever road the train originates from or ends up at. Power seen: Chessie (mostly GP40's), N&W, CR, GTW/DTI/DTS and occasional Southern units. All of Chessie's Eastern Michigan traffic ends up thru here, as well as most of CR's and D&TS bridge traffic. One can easily see 50 or so TT/Chessie hotshot or puller transfer trains a day here. Plus 20-30 Conrail trains use their main per day. In all seasons except winter, ore and coal trains (usually 110+ cars) travel between the Toledo docks and Stanley/Walbridge yards. The best time of the year here is summer, when you can lay back on the hood of your car (or better yet, a lawn chair) have a Coke, play your favorite tunes and watch the trains go by.

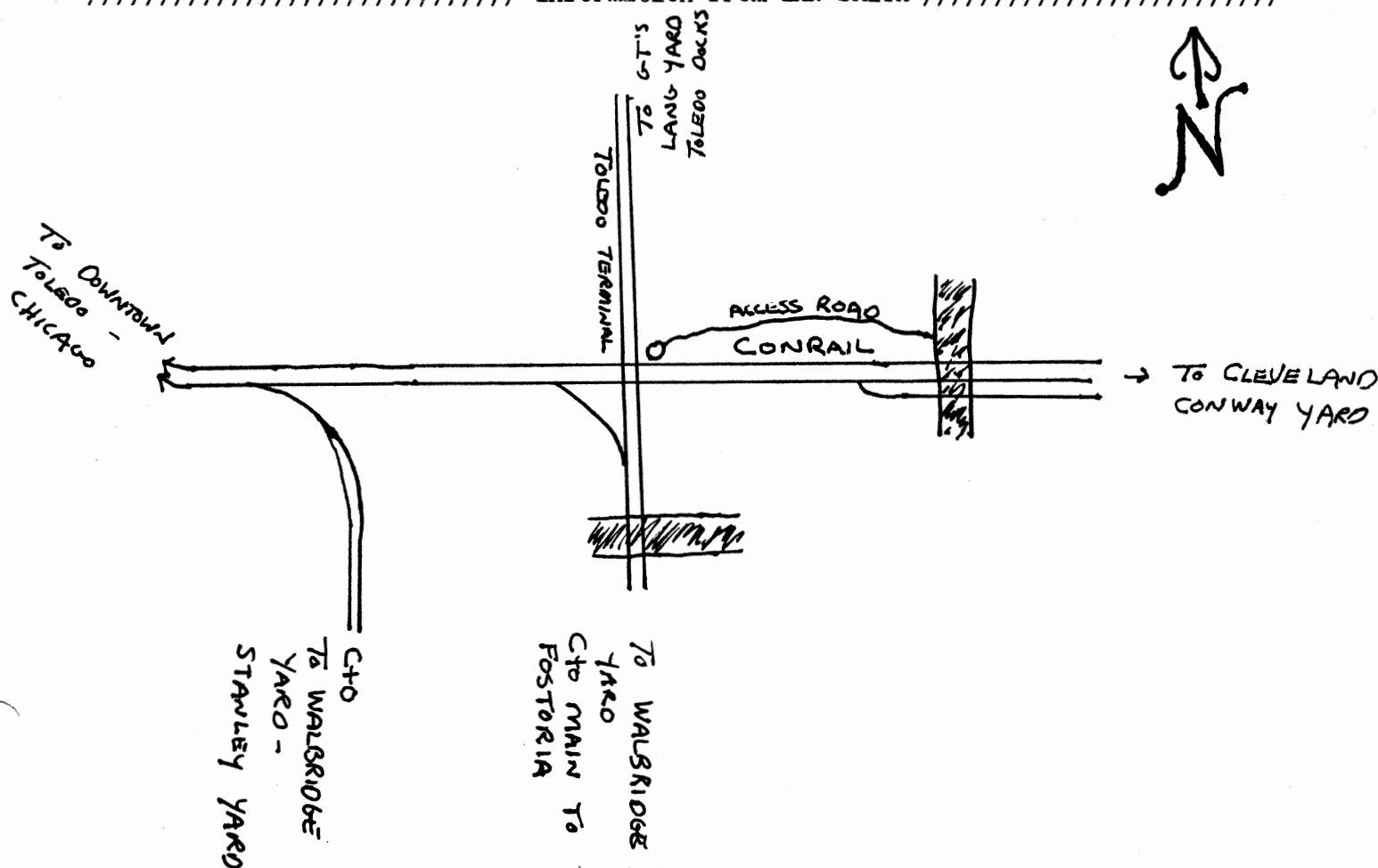
SPECIALTIES: Transfer runs, Hotshots, DEEX and CPOX unit coal, Dock trains.

NEARBY ATTRACTIONS: (within 10 miles)

CR - STANLEY YARD
B&O - ROSSFORD YARD
GTW - Lang YARD
C&O - WALBRIDGE YARD

CR - FRONT ST. TERMINAL
CR - AIR LINE JUNCTION
PORT AUTHORITY OF TOLEDO DOCKS

//////////////////////////////////// information from IAN SMITH //////////////////////////////////////



THE WAYFREIGHT is published six times per year. A years subscription is \$3. All material is submitted gratis. Please send all material to the WF editor, except where noted. PHOTOS: black and white is better for reproduction, but color shots (no slides) can be used. Please put all information on the back of the photo, and indicate if you wished it returned.

////////////////////////////////////

WAYFREIGHT EDITOR:

Gerry Dobey
145 E. Kenilworth
Villa Park, IL 60181

REGIONAL REPRESENTATIVE:

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

COMING NEXT ISSUE: More new columns to welcome in the new year, Midwest Railfans Guide, Shortline Guide to Illinois, and in keeping with years gone by, a new edition of the Editors New Years Gifts. So stay tuned, same station, same time.

CENTRAL REGION WAYFREIGHT
145 E. Kenilworth
Villa Park, IL 60181

FRONT COVER: Soo Line SD40 747 and a sister unit lead 133 empty grain cars on 1/2/83 at Dewey, WI photo by John Vincent

INSIDE PHOTO: N&W units speeding through Valparaiso, IN with holiday greetings. Photo by Timothy Vermande

MESS CO-ORDINATOR:

Greg Dahl
1649 Euclid
St. Paul, MN 55106

TRACKIN' THE TRUNK

Ian Smith
3100 N. Cambridge
Lansing, MI 48910

MILWAUKEE MEMOS

Ed Moran
8105 W. Addison
Chicago, IL 60634

NORTH WESTERN NOTES

c/o the editor

HOOSIER CONNECTION

c/o Pat Limbach
S. Indiana Div

DIVISION HEADS:

Precision Wide Vision Div
(Minnesota)
Tom Gasior
11800 Pheasant Ln
Hopkins, MN 55343

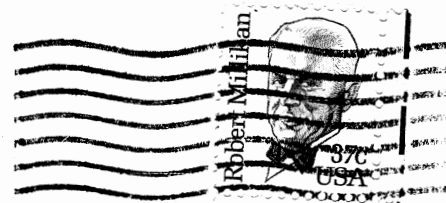
Great Lakes Div
(Michigan)

Ken Keels
624 Birch Tree Ct
Rochester, MI 48063

Southern Illinois Div
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

Southern Indiana Div
Pat Limbach
3045 S. Pisgah Way
Columbus, IN 47201



FIRST CLASS MAIL

