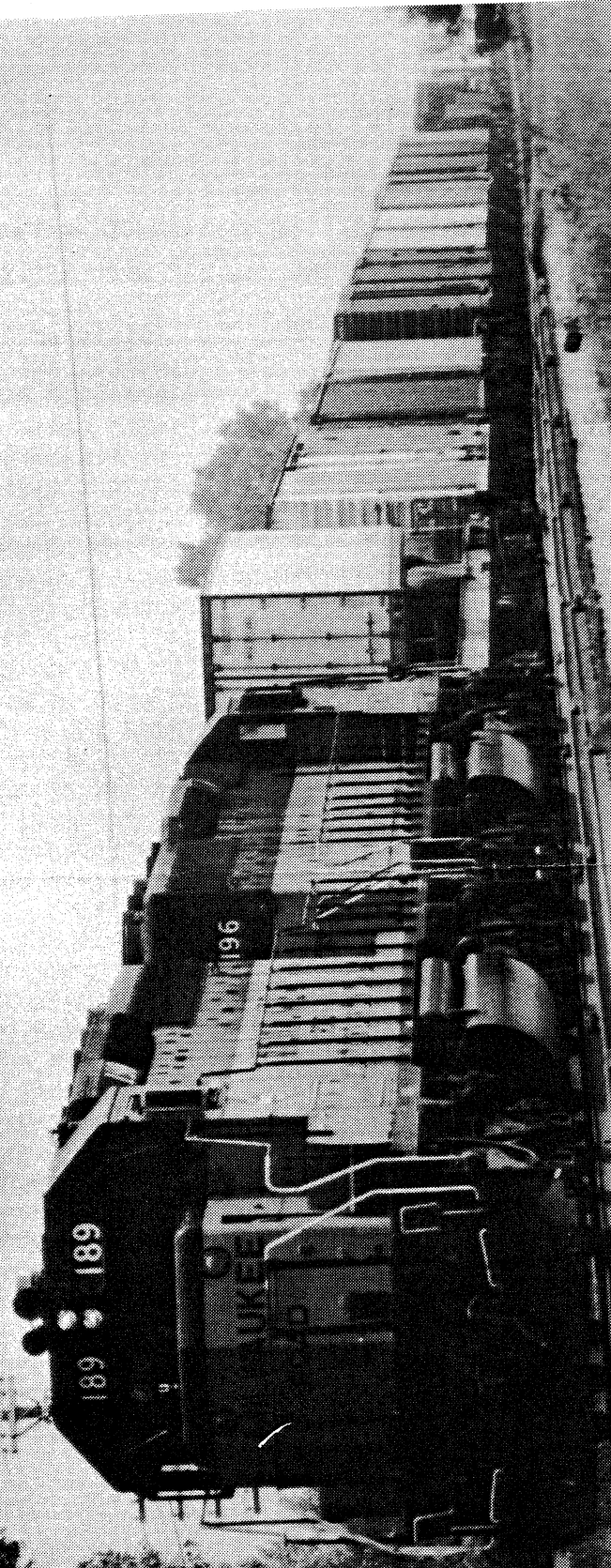


The Wayfreight



APRIL 1984
ISSUE #29

WHEEL REPORT

Hello. As has happened before, this issue is extremely late. The best I can do is say I'm sorry and will try to get back on schedule by coming out with the May - June issue by the last week in June. No easy task, but to restore some faith in me I will make all attempts possible.

The WAYFREIGHT's late schedule has fouled many things, including this years spring meet and last summer's meet. Both were put in the WF, the only problem being that the WF arrived just before the meet was to take place, thus ruining the chances of some of our members attending due to the fact that they only had a few days notice. I take the blame for this as the WF production depends upon me, not the region rep., so come down on me, not him.

We hope to announce all region meets in the future with seperate mailings that will allow all of you to make plans on attending. I will state here that we are trying to organize something in late August up in Minnesota. There is talk of a week long meet, that will be heavy on the prototype, but that will also feature modeling contests. The meet would start in the Twin Cities and then move up to the Duluth/Superior area. Then possibly up to Thunder Bay, ONT. Most lodging would be provided in fellow members homes, thus cutting expenses.

Also we need to spark up ideas and enthusiasm for the national TAMR meet to be held in Milwaukee next summer. We need YOU for Teem Trak modules, models for the contests, people to host clinics and man booths to pass out info on the TAMR. Interested in helping out??? Then please get in touch with Mark Kaszniak. We will print more details as we have them.

Missing from this issue but coming along in the June edition are North Western Notes, Trunk Talk, BN Bulletins, Rail Notes, Shortline Guide and a look at our spring meet with photos.

I would like to thank out going region rep. Paul Michelson for doing a great job with what little he had. Money has been tight and the WF has been late, but Paul kept steaming along trying to recruit new members and better the region. Although we both feel that we could have accomplished more, time and money were not in our favor. Thanks again Paul.

We welcome in new region rep. John Huseby III.

That's all for now, thanks for sticking with us.....

I reprint here portions of a letter that probably sum up what most of you feel about the WF coming out late. Thanks for letting me know about it Steve.

Dear Gerry:

Over the last year I have become aware of some actions that have upset me. The meets in July and April were fine ideas, but I did not find out about the July meet until 10 days before and just two weeks before the April. This is not enough notice time. I have to know how my work schedule is and general schedule is before I can plan to attend one of these. Please start informing us of meets at least one month in advance or do not even begin to think why the turnout at the past meets could have been higher.

Also, another thing that upset me was that no one attended the NMRA Chicago meet (where TAME members were welcome) except me and Rich Hoker. I spent a lot of money on a trip where I expected to meet more than 1 TAMR member. To top it off, John Huseby calls me before the NMRA meet and tells me you have a rail-fanning trip planned!! Rich went to great lengths to make sure the TAMR could go to the meet at half price. I would like to say that I enjoyed myself very much at the meet.

I was also thinking of organizing a meet down here in Urbana, possibly next spring? We have Conrail, IC and N&W, plus a local museum and I am president of the model railroad club here on campus. We have a 15 x 30 foot layout with a dispatchers panel, 4 main line cabs and 2 yard cabs. We would love to host an operating session for TAMR members. There are more clubs in the area also along with an Ntrak club that I could make arrangements with.

Let me know.

Sincerely,
STEVE CRAIG

Anyone else interested in Steve's idea for a meet write in so we can get something going----SOON!!!!

by Scott Sackett

Clyde Fliezopen sits adjusting his plump little rump, fitting it firmly into the ripped contour of the cloth seat. Taking an empty beer bottle, Clyde rolls it across the top of his roof. The bottle rolls halfway across the roof, turns, and then playfully tumbles down the back window, sliding easily off the trunk. Clyde smirks as he watches the cars in his rear view mirror swerve and veer comically in the street in an attempt to avoid the obstacle.

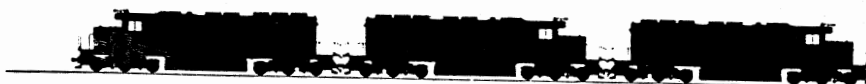
His self absorption is suddenly taken away as a familiar clanging is heard, like the sound a big skillet makes when you smash it against a small animal. Clyde peeps his head above the dashboard, spotting a railroad crossing dead ahead, the gates on the descent. Quick thinking, admittedly, is a virtue of our hero as he slams the brakes with both feet. One set of toes painfully overlaps the other. The car responds with a loud squeal, and a matched set of tires emit a bathing cascade of showering sparks (or a shower of bathing sparks?) as metal hits metal where once a fine set of coordinated brake pads used to perform their tireless labor laborlessly. Proper car care is, however, not a virtue of Clyde. But the grace of god is with him and Clyde comes to a complete halt--in the backend of a dumptruck.

Metal filings flited about the air, tickling Clydes delicate nose. It was then that he noticed an eye-sore of a station wagon cutting behind him and veering off the road. As it pulls up on the ballast roadway next to the track, out pop six awkward pubescent figures, armed with an arsenal of photo equipment.

"Cameras?" thought Clyde with a sudden flash that temporarily blurred his vision. A gurgle bubbled audibly through his stomach, and his hairline began to fidget and flicker like some mighty stalks of wheat in a Nebraska windstorm. Clydes curiosity was aroused. Clyde easily flipped the car in reverse, the car backed up--much to the dislike of a small fetal-like MG sports car that had the misfortune of being parked behind Clydes lumbering vehicle. He threw the car back into drive and he was off, the mighty bias plied tires (with the raised whitewalls) found ample traction on the hood of the squashed coupe.

Upon overtaking the parked station wagon, Clyde noticed that it was indeed quite empty. But wait, there was one, kneeling in some mud, camera poised menacingly at the approaching train. And there was another one, standing under a tree, camera mounted stereotypically on a tri-pod. But what's this? Three more lay prone to the ground, each one on top of each other, arms wound tightly, yet nevertheless, affectionately about each other in order to secure maximum camera stability. And a loner of a type takes the liberty of burying himself up to the neck in gravel. Unfortunately he has forgot to take out his camera from around his neck, and since he is completely immersed in rock, can expect to miss this shot. And the last lad, of not quite standard intelligence, takes shelter in between the tracks, strapping himself in, a Beta VCR lay next to him, the camera held tightly in his hand, the eyepiece looking as if it were fused to his eyeball. Smartly, Clyde stepped back as a giant diesel locomotive rips past him. The air is pushed rudely aside, creating a temporary train size void. The air returns back in force to fill the screaming pocket, sucking in Clydes hair, and pulling his trousers flattenly forward. Out of his pocket a Taco Bell coupon flies to its trackside doom. He strains to hear over the thunder of steel, with such super-human hearing capacity that it could only be done in a popular satirical literary work. Only then could Clyde hear the sudden flurry of five busy shutters clicking away, as well as a more audible scream, and the sickening crunch of a Betamax tape player clattering down the way.

continued next page



continued from last page

The freight cars blurr past in a strobical manner. A blur of roadnames throbbed past, and, for a brief moment all that could be heard was that of metal and wood. At long last the caboose zipped past and the deafening roar with it.

The crossing gates raised, like some great guardians, castrating some fool jogger who tried to hurdle it. The five people were now rolling about the ground, their pants completely wet. There they lay, all in a fetal posistion. Moans of utmost satisfaction pursed from their lips.

"Must be some kind of religion" Clyde uttered, shooting his lip out in a completely mocking fashion. He approached the closet one, who was also the quickest to recover.

"What are you doing?" Inquired Clyde.

"We're the persistent Rail Spikes, a group...you know...RAILFANS." said the young teen.

Railfan, ah yes, Clyde had heard of them. Those were the people that chased trains from one end of the country to the other. They shoot rolls and rolls and barrels of film on trains, cabooses, water pumps, old stations, light bulbs and anything else even remotely tied with a railroad. These were the people that would get together with a slide projector, and show off their boxes, and crates of slides, for hours on end. They will subscribe to publications like Choo-Choo quarterly, and eat out of boxcar shaped cereal bowls.

"Wanna see my socks? Look--Milwaukee Road." snorted a second most obnoxious kid through his nose.

"Hey Larry was that a C&NW SD45 or a Frisco GP38-2?" yelled yet another to his friend, who was also a fan of the railroad motives.

"Neither, it was a SP SD40-2 with a BN SD9!!!" Corrected the youth closest to Clyde. Clyde who was no stranger to motive rosters spoke up.

"I believe it was the 3:10 weekly out of Eola with a UP U-boat pool unit on the point of a BN trailer express." corrected he.

"Hey, you're right." snapped back the young one "What's your name."

"Clyde, Clyde Bowlface Fliezopen.." He said with his eyes half closed and his nose most skyward. But much to his dismay the fivesome just stood there shaking their heads. What the hell was this? What kind of people were these? Had not everyone that Clyde met in his adventures, drop to their knees in eternal thankfullness of even catching his scent.

"Well Clyde, it was good to meet you, but we must be going. We have to catch that freight in at least three more spots yet..." The las said.

Clyde just shook his head idly, and the five were off.

Clyde just stood there trying to decode the logic that held those mortals up at the mention of his name. Suddenly the sounds of a crossing gate filled the air, he turned but the gates were still, yet the sounds continued to come. Next he heard the distictive chugging of a steam engine. Clydes hair frizzled in confusion and his brain threatened to disengage at any moment. He turned and turned until his sharp eyes caught it. Out of the lowered windows of that battered wagon came the high shrill tones of a railroad noise effects cassette at a volume some rock bands can only dream about.

The car drove away, the false sounds with it. The rear of the car covered with a tasteless assortment of railroad bumper stickers was the last Clyde ever saw of it.

Getting back to his equally amazing vehicle, he hopped in his 'stallion' and started it up. With an oily backfire that discolored thevvery ground under it, he turned about and approached the street. A bottle suddenly cascaded off the roof crashing onto the ground, and he was off.



by John Vincent

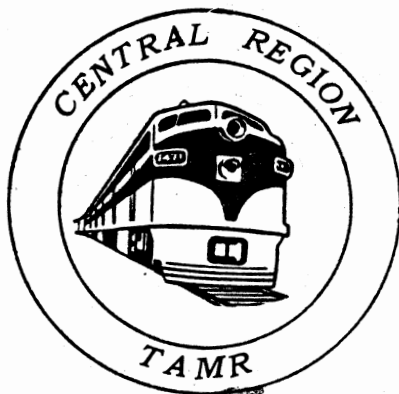
FROM THE DISPATCHER'S DESK...

This being my last Dispatcher's Desk, I would like to look back at the 2 years I served as Region Rep. Times were tough for the TAMR when I took office and tough they still are. I had big ideas for the region when I took office, some materialized and some didn't. I don't think I did a bad job while in office, but I can't help but feel I could have done better. I met a lot of great people through my region doings, most of them through the mail, but fortunately some face to face. I still want to keep all of my correspondances and I encourage more. To get back on track, I want all of you to stand up and vote in future elections. You paid to be in this organization, so I want you to put it to work for you. Only you the member can decide the outcome of the future of the Central Region and the TAMR. Your continued support and involvement in it can only make it better. So get involved the easiest way you can--vote. Voting is not the only way to get involved, writing articles for the WAYFREIGHT and HOTBOX is another way. And what better way to let people know you then to see your name next to the title of an article you wrote. But getting involved is really a whole lot more. Encourage your friends who also enjoy our hobby to join. We the TAMR derive our strength from the members. And like the saying says, There is strength in numbers. In closing, I would like to add that the future of model railroading is in our hands--30 years from now who will be keeping MODEL RAILROADER magazine, Walthers and the many other model railroading companies going?? We will, because the future is now.

Allow me to get off my soapbox.

Adieu.

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



On the weekend of april first several TAMR members met in LaCrosse wis. for a Central Region meet. As for me this was a first, I have never attended an official TAMR event before. I was really suprised at the amount of people who showed up. (I was particularly suprised at the fact that we made it, as we had had almost no sleep) Before leaving I wondered to myself if I would feel like an outsider amongst the likes of "The Chicago Four" But no, I didn't, I was welcomed as 'one of the gang'. I've been to a couple of meets in the WISE division of the NMRA and I was unimpressed by them (admittedly the CR could learn a thing or two from them about organisation, but the NMRA meets were more a chance for old farts to try to snow one another up. They were not there as freinds)

Most of the weekend was centered around chasing trains and getting to know each other. Several people had been to the river city before and knew where the action was. On Saturday night there was a endless slide show with shots from a couple dozen railroads. The only problem here was that some people never got to show tneir shots. The sugestion was made by a few oleary eyed and disagreeable people the next day that we try to limit the number of slides that each one of us bring. (perhaps to a mere 50-100 of the person's best (no ducks please))

Gerry asked me to write this as a reveiw, well, it was a great meet, I met people I liked, and the whole weekend gave me new faith in the TAMR, I went home resolved to rejoin (something I had no intention of doing in the first place) I really incourage anyone who hasn't been to one of these gala weekendas to give one a whirl. They are fun, low in calories and rich in Vitamins.

This isn't just flag waving it's what I think of the meet. Have run!!



MILWAUKEE MEMOS



Ed Moran

The following is a schedule of the Milwaukee Roads Chicago-St. Paul TOFC/COFC SPRINT TRAINS:

	<u>Bensenville</u>	<u>St. Paul</u>
209 (Tues - Sat)	8:30 am	6:30 pm
211 (Mon - Fri)	1:00 pm	11:00 pm
213 (Daily)	8:00 pm	6:00 am
	<u>St. Paul</u>	<u>Bensenville</u>
208 (Tues - Sat)	1:00 am	11:00 am
210 (Mon - Fri)	9:00 am	7:00 pm
212 (Daily)	8:00 pm	6:00 am

Odd numbered trains are northbound, even numbered trains are southbound.

It seems the "Hiawatha" scheme is being applied with greater speed and frequency than previously thought. Most of the units are SD40-2's, although some GP40's and SD10's have recieved the "Running Indian".

Chicago is not the only place pool power can be witnessed. At our regional meet in LaCrosse, northbound Kansas City - St. Paul "223 on March 31 had MKT 217, MKT 177 CR 7950 (GP40-GP40-GP38-2 leased to MKT). This power returned the next day on south-bound #222 (much to the delight of meet goers).

The Twin Cities - Kansas City route has become a vital asset to the MILW RD. Initially, after the 1980 embargo, the line from LaCrescent, MN to Marquette, IA was abandoned and all Twin Cities - Kansas City traffic was routed the long way through Chicago. Management realized that this was un-necessary, and in August og 1981, reopened the line. This is good news for railfans, for this line follows the Mississippi River and is extremely scenic. No. 222 is called for 5:00am at St, Paul which puts it around LaCrescent between 9:00-10:00am. This line has recently been renovated, including welded rail, and traffice would increase greatly if the Soo or Grand Trunk gets the MILW. If the CNW aquires the MILW this line would most likely be abandoned due to duplication of the CNW's newly aquired ex-RI main from K.C.

A bidding war has errupted over the MILW. Soo Lines offer now totals \$570.6 million and the CNW's offer totals \$569.9 miliion. Both railroads offered assumption of the MILW's \$250 million debt, cash, wage benefits, and stock. The Grand Trunks offer comes nowhere near the other two, only totaling \$410 million, although they have offered to repay the debt in cash. Trustee Richard Ogilvie has stated no preference, although he has stated earlier that the GT-MILW proposal was a "Marriage made in heaven." He has also stated that the ICC would probably not approve the GT's bid unless it is increased by at least \$160 million. The ICC will rule on the merger bids by Sept 10, 1984

The Janesville, WI roundhouse and surrounding tracks have been sold to Golden Arrow Ltd. a Wisconsin based rail excursion agency. Privately owned ACL E-3 #501 and ex-CM&N F-7 #564 along with various passenger cars are located at the facility.

skibo skutt/ebutts

Not much happening in Skibo this month (along with many other months) so here's some photos from our group.



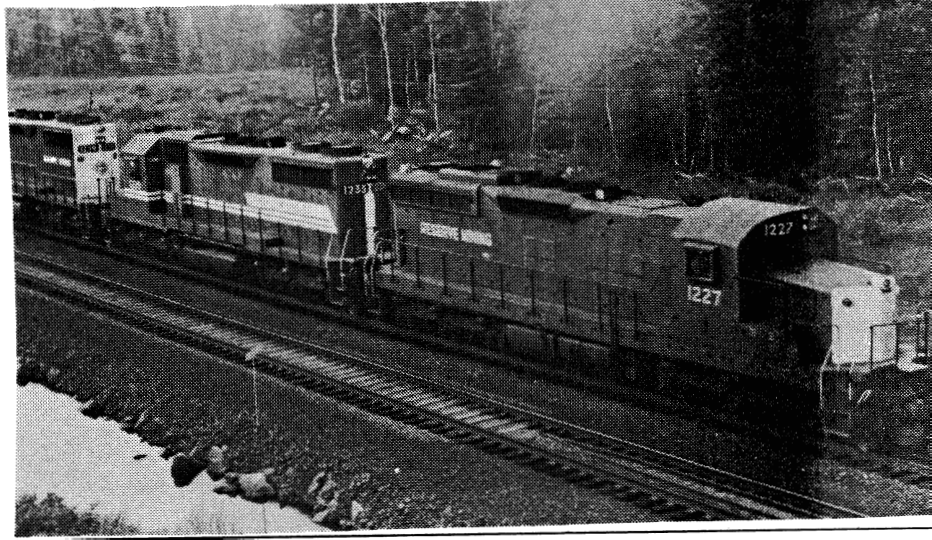
DULUTH WINNEPEG & PACIFIC train at Duluth with CN #5021, 5010 MILW RD 209 and 206. T. Gasior.

FAR LEFT MIDDLE: CNW 6850/6896 pass northbound DWP train at Boylston (on BN tracks) which is south of Superior, WI. DWP train has DWP SD40/CN SD40/2 MILW RD SD40-2's, including 201 in the new scheme. T. Gasior



MIDDLE RIGHT: CNW Minntac taconite train heading for Pueblo, CO with a UP SD40-2 leading. UP units are quite common on this train. Photo by John Vincent.

RIGHT: Reserve Mining SD-18 1227 teams up with SD28 1235 and SD38-2 1239 as they head for the ore crusher with a full train. RM is a great road to railfan, with lots of rare power, when you can locate it. Photo by Greg Dahl.



SATURDAY NIGHT AT THE CROSSING

by Tom Novitske



I'm sure all of you railfans out there have at least one favorite spot for train watching. Whether it's on a main line or branch line, freight yard or passenger depot, we all have our favorite train watching spots.

Well, this is what this article is all about--my favorite train watching spot. The place I'm talking about is Grand Crossing in LaCrosse, Wisconsin. It is where the Burlington Northern's main line (from Seattle to Chicago) crosses the Milwaukee Road's main line from the Twin Cities to Chicago. The operators there are very friendly letting anyone who comes to the crossing come up and watch trains or just shoot the breeze.

I'd like to tell you about a particular Saturday night in the late days of February. It started out pretty good. My Dad and I walked up the stairs until we got to the door (simple enough). As soon as we got through the door my Dad asked Ott, the teller there on Saturday nights, "Whatcha got comin'?"

"Well, let's see...we have #248 comin soon...he has to do some switchin in the yard. Then 203 will be here at 7:30. No. 7 (Amtrak's Empire Builder) is on time (which usually comes around 7:35). 201 is somewhere out there, I don't know exactly where. On the Burlington we got 3 near Stoddard, he'll be here shortly, and 192 is in the yard...he'll be there a while 'cause he's got a bad order."

Soon after a couple of jokes I asked the guys what was going on because I didn't understand what Ott had said. After they explained the situation to me, Mr. Matusca (a railfan who is always there when we come) started telling us what my Dad and I missed since \$ 4:00 this afternoon. A total of 18 trains!!!!

Well then everything started to happen at once. No. 3 came into town with an all piggyback train. No. 248 arrived shortly after 3 and uncoupled from its train about a half mile ahead of us at the Milwaukee Road depot. Soon Ott learned that 203 and 7 were not far off and they didn't even know where 201 was yet! Now the tension was really building up because it looked as if he'd have five trains at the diamond at once. But then cool, calm and collected Ott started to take charge (with a little help from Mr. Matusca). First he called up AD (assistant dispatcher) and asked where 201 was. It turned out he was 15 minutes behind. Then Ott started pushing and throwing levers in the tower to clear everybody.

He let 248 come down the main past the road crossing. Then he gave the "Okay" signal to 203 and 7. Two down and four to go! He then let 248 come back onto the other main and into the yards to let go of some cars. Ott then had 3 come off the main into the yard and proceed west toward the Twin Cities. After that Ott lined up 248 to come out of the yard and onto his train. Finally after all that, 248 left. Five minutes later 201 came (with the second unit in the new Milwaukee scheme). During that time the BN operator kept on bugging Ott about getting that bad order out, and then when 201 did come, the BN operator held 192 for awhile. So Ott asked him what happened to 192.

"Well," said the BN operator, "44 came into town so we're going to run him around 192."

After a couple minutes of jabberin' my Dad said it was time to go.

"I'll see ya Ott. Have a good night" my Dad and I said at the same time.

"Yah, it'll be quiet like this for 5 more hours and then send me another 6 or 7 trains."

Map on following page

HOOSIER CONNECTION



by Pat Limbach

Part II of the story of Indiana's first railroad.

When the Pennsylvania RR took control of the Jeffersonville, Madison and Indianapolis RR in 1880, the line from Columbus to Madison became a branch line. The Pennsylvania now had a north-south foothold in Indiana as well as it's east-west lines.

The line from Louisville to Indianapolis competed with the Monon and New York Central lines for north-south traffic. As the competition became heated the branch line soon declined until the 1960's brought the abandonment of it.

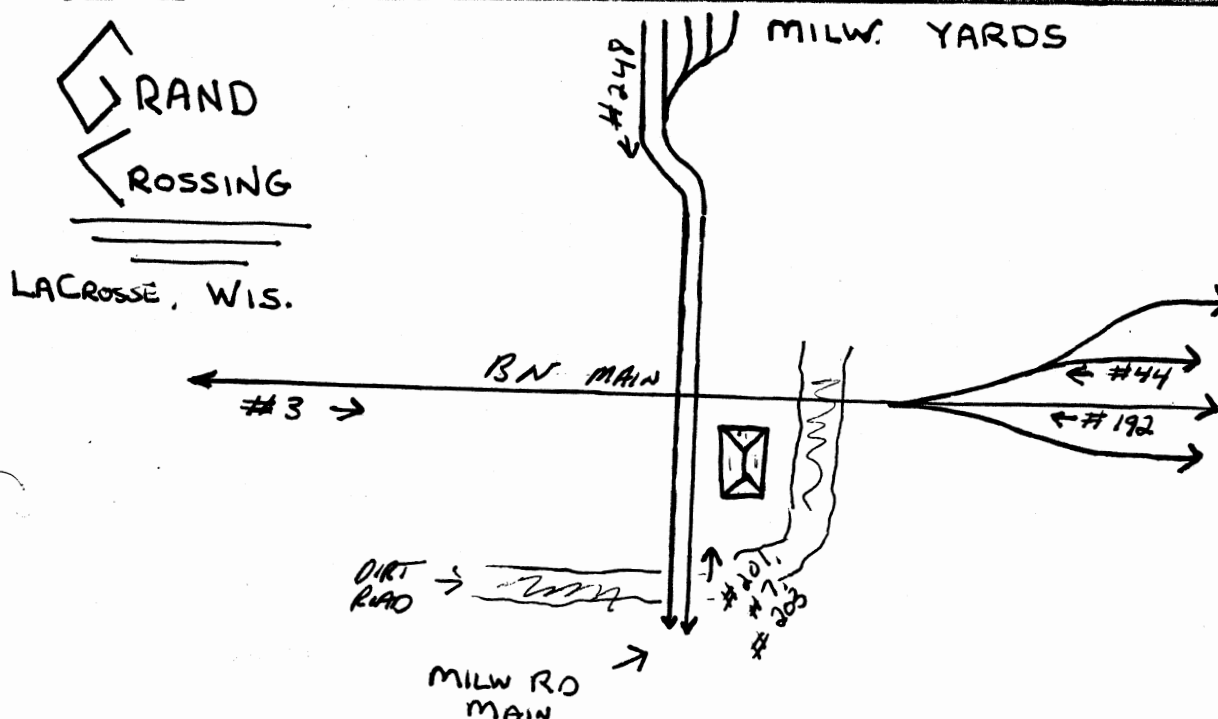
Back to the main line. The Pennsy eventually won the battle for north-south traffic and with this increased it's power in Indiana. The 1940's saw record amounts of tonnage flowing across the line. Then the decline in American railroads hit and things got pretty bleak.

As I mentioned, the branch line was abandoned and the new Penn Central (PC was the product of the Merger between the Pennsylvania and the New York Central) took over. Many problems ensued as both former Pennsy and NYC railroads had lines running north-south out of Louisville. As was typical of Penn Central, cars were lost or misplaced. Business kept declining.

The saving feature of this line came with Penn Central's bankruptcy and Conrail's birth. Conrail closed the New York Central line and improved the Pennsy trackage. Now two Louisville-Indianapolis runs are made with heavy switching and inter-changing done at Jeffersonville, Seymour and Columbus. By the way, the Madison Port Authority bought the old branch line to North Vernon and is attempting to buy the trackage to Columbus. Both the Madison Port Authority and Conrail are healthy and should continue to prosper down here.

NEXT: The farthest the Milwaukee Road reached east was into Westport, Indiana. The history of this will be discussed.

Any comments, questions or contributions send to me. My address is on the back page.



THE WAYFREIGHT is published six times per year. A year's 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 each photo and indicate if you wished it to be returned.

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Issued 6/17/84

"Official" 1385 '84 Schedule

Day	Date	Div	Proposed Operation
Sun	May 20	Wis	Madison, WI ... Trips to Waunakee and Oregon
Fri	Jun 15	Wis	North Freedom - Wisconsin Rapids
Sat	Jun 16	Wis	Wisconsin Rapids ... Display
Sun	Jun 17	Wis	Wisconsin Rapids - Adams
Mon	Jun 18	Wis	Adams - Butler
Sat	Jun 23	Wis	Butler ... Butler Railroad Days
Sun	Jun 24	Wis	Butler ... Butler Railroad Days
Thu	Jun 28	Wis	Butler - Green Bay (Via Shore Line Sub-division)
Sat	Jun 30	Wis	Green Bay ... Trips to Bellevue
Sun	July 1	Wis	Green Bay ... Trips to Bellevue
Tue	Jul 3	Wis	Green Bay - Wausau
Wed	Jul 4	Wis	Wausau ... Display
Thu	Jul 5	Wis	Wausau - Green Bay
Thu	Jul 12	Ore	Green Bay - Escanaba
Fri	Jul 13	Ore	Escanaba
Sat	Jul 14	Ore	Escanaba ... Trips for Lion's Club
Sun	Jul 15	Ore	Escanaba ... Trips for Lion's Club
Mon	Jul 16	Ore	Escanaba - Green Bay
Thu	Jul 19	Wis	Green Bay - Oshkosh
Fri	Jul 20	Wis	Oshkosh ... Display; To Fond du Lac
Sat	Jul 21	Wis	Fond du Lac - Butler
Sun	Jul 22	Wis	Butler - Chicago Passenger Terminal
Mon	Jul 23	Sub	... Display in Terminal & Possible Trips to be Scheduled
Tue	Jul 24	Sub	
Wed	Jul 25	Sub	
Thu	Jul 26	Sub	
Fri	Jul 27	Sub	
Sat	Jul 28	Sub	
Sun	Jul 29	Sub	

Mon	Jul 30	Ill	Chicago Passenger Terminal - Clinton
Tue	Jul 31	Iowa	Clinton - Beverly
Wed	Aug 1	Iowa	Beverly - Marshalltown
Thu	Aug 2	Cen	Marshalltown - Des Moines (Via Nevada)
Fri	Aug 3	Cen	Trips out of Ankeny
Sat	Aug 4	Cen	Trips out of Ankeny
Sun	Aug 5	Cen	Trips out of Ankeny
Tue	Aug 7	Cen	Des Moines - St. Joseph
Wed	Aug 8	Cen	St. Joseph - Kansas City
Fri	Aug 10	Cen	Kansas City ... Trips for NMRA Convention
Sat	Aug 11	Cen	Kansas City ... Trips for NMRA Convention
Sun	Aug 12	Cen	Kansas City - Trenton
Mon	Aug 13	Cen	Trenton - Des Moines or Marshalltown
Sat	Sep 8	Iowa	Boone ... Pufferbilly Days
Mon	Sep 10	Iowa	Boone - Council Bluffs
Sat	Sep 22	Iowa	Council Bluffs ... River City Round-up, Trips for JC's (on One or Both Days)
Sun	Sep 23	Iowa	
Mon	Sep 24	Iowa	Council Bluffs - Boone
Tue	Sep 25	Iowa	Boone - Beverly
Wed	Sep 26	Iowa	Beverly - Clinton
Thu	Sep 27	Ill	Clinton - Proviso
Fri	Sep 28	Wis	Proviso - Janesville
Sat	Sep 29	Wis	Janesville ... Display
Sun	Sep 30	Wis	Janesville - North Freedom