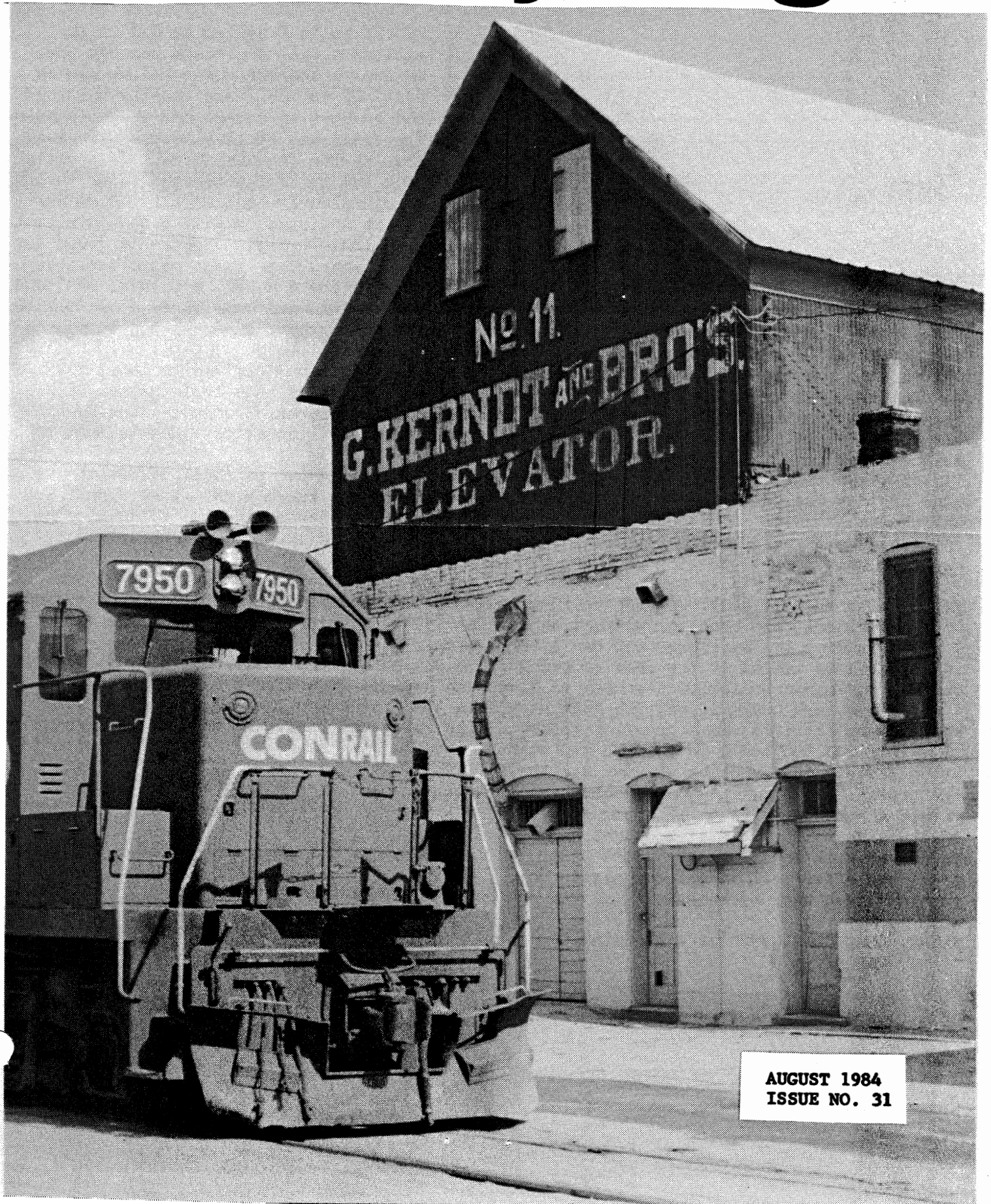


The Wayfreight



AUGUST 1984
ISSUE NO. 31

GOLDEN ARROW TRIP ON THE GB&W

by Tom Novitske



"there it is!" yelled my Dad in an excited voice. Not since the day when he sat on the porcupine had he ran so fast. Of course I was equally enthused and grabbed my camera and tape recorder. The train was still almost a mile away even by the time we got all of our equipment set up. A few minutes later we could see it clearly--one purple and silver F unit followed by an E-3 that was just as colorful. Behind them were Green Bay & Western's dome observation business car, open window coaches, a baggage car, and air conditioned dome cars.

The train I am referring to is the Golden Arrow Special. It ran from Green Bay to Wisconsin Rapids and return on on Saturday July 15th and Sunday July 16th.

After that meeting at the dirt road crossing, we jumped into our car and followed it. We finally ended up at the GB&W's facilities at Wisconsin Rapids (the train ran on GB&W rails for the entire trip). We stayed at the facilities for about 45 minutes looking at the switching being done, the 3 stall engine house and the idling Alcos. Then we went to take a close look at the special.

After inspecting every nut and bolt on the train and getting our pictures we decided to head for Stevens Point and the Soo Line. Things were hopping there although we didn't see any trains to speak of. The car shops were open, and the switch engine was doing its job and behind the roundhouse were dozens of idling units and a Minneapolis Northfield & Southern unit too.

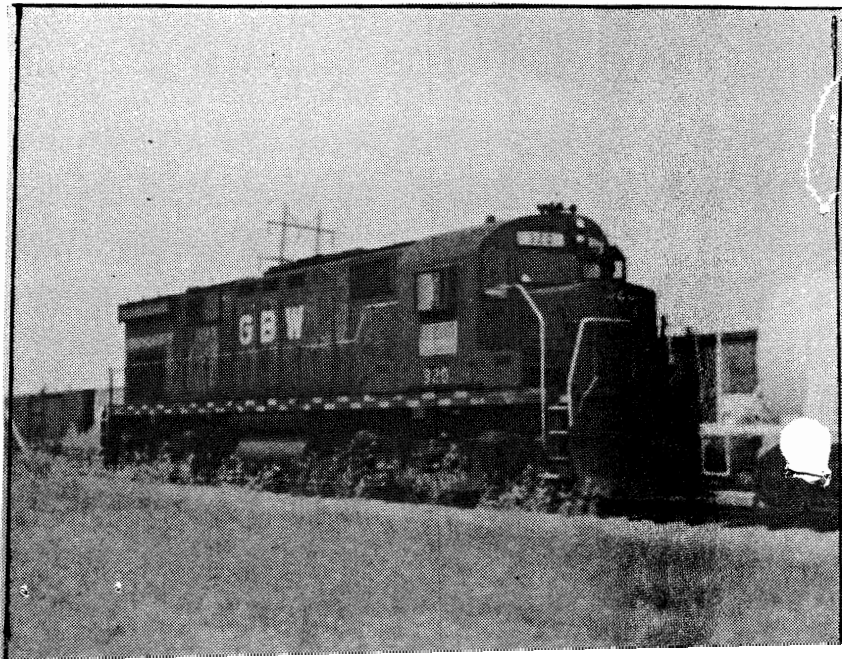
After taking all this in we decided to head back to catch the Special going east. The plan was to meet it at Plover (about 10 miles west of Wisconsin Rapids) at a grade crossing. Upon arriving at the crossing we knew we were early so we went to a quaint little bar-- I had a Sundrop on the rocks, Dad had a Barley Pop.

Afterwards we waited at the road crossing for over an hour and still no train. We finally made up our minds to follow the road to Wisconsin Rapids. It wouldn't be that hard to do. I mean, how hard could it be? The road parallels the tracks and the only thing blocking our view on the trip was a group of trees 2 miles down the road. The odds of us missing it were 1,000,000 to 1. So we made it, right?

Wrong!! Guess what went by when we got to the trees? Oh well. I knew we should have turned around when I saw all those cars on the side of the road. We caught him in Plover with the E3 on the point this time, but after that we set our sights on the long road back home again.

RIGHT: GB&W C-424 #320 at Wisconsin Rapids.

TOP: The Golden Arrow Special.
Photos by Tom Novitske



THE DISPATCHERS DESK

notes from John Huseby III
regional representative



Hello again! Summer is going by fast and we only have a few more chances to railfan in the warm weather before the cold winter days set in.

As some region members know, I attended the North Eastern region's convention on Aug. 10, 11 & 12 which was held in North Kingston, RI and hosted by Chris Brindamour. I was able to travel on Amtrak's Broadway Limited out to New York city--my first time in New York and Penn Station--although I was only able to stay there 10 minutes due to quick connections. Riding Amtrak is something every rail buff should do in his/her travels.

At the NR convention we had a slide show where I saw many different eastern roads, and the NR members went crazy over my Chicago area shots. The next day was spent visiting the Seaview Transportation Co. RR where we talked to the owner for hours. We also saw the remains of the old Roger Williams, a half coach half engine that Amtrak used to run. We also all had a cab ride on the Seaviews GE 80 ton center cab unit called Wild Acres #1. The next day was our official tour of the Providence & Worcester RR in Worcester, MA. The owner of the P&W gave a talk and we were presented with a slide show showing P&W operations along with a folder filled with P&W papers and history of the line. That day we also visited the Bay Colony RR and the Cape Cod & Hyannis RR and then photographed a couple passenger trains on the lift bridge that was featured in the April and May issues of Railroad Model Craftsman. The next day was spent at a large HO scale radio controlled layout where a full operating session took place.

One thing about the NR though: They are losing members mostly because they lost their printing source for their publication the Depot. The last Depot came out in December 1983. At the convention we all had a bull session and they decided to come out with an emergency issue printed on a copier just to keep in touch with everyone. And they even asked me to write up a review of the convention.

Now down to the point. I didn't have to attend another regions convention but I wanted to. It cost me a lot of money to travel and attend but I was happy I went and I met a lot of interesting NR & TAMR members.

But my point is, why don't some of our Central Region members attend some of our region activities. We host different meets through out the region and even have slide shows regularly which are a lot of fun to attend.

After viewing the way the NR run their region, the Central Region has a lot of great things to be proud of. Just think, they don't even have a newsletter coming out for their members and that's a set back for them and is making them loose members which they don't need. So even though our WAYFREIGHT comes out late sometimes, at least we receive an issue!!

So I like to see some of you who just sit back and receive the WF to get out and have fun with CR events. You never know how much FUN YOU CAN HAVE until you attend an event put on by the CR!

In closing lets all give thanks to Gerry Dobey for getting the WF out and I would like to see more input from CR members. I hear from Gerry that he needs modeling articles and black and white photos. Why don't you make the first move and help your editor.

And again I had fun attending the NE convention. The convention went well for Chris Brindamour and maybe I will be able to attend more. Hopefully our region will be able to host more conventions and you will be able to have as much fun as I did out east.

So Long til next issue.



With the demise (activity/publication wise) of the Western, Southern, Canadian, North-Eastern and International regions are we looking to enter new markets? No, we just hope its not a trend and wish our fellow regions the best of luck in getting back on their feet. But we always welcome subscribers from outside our boundaries!

**YOUR
EDITOR
SPEAKS**



Well, time for the back to school issue of the WAYFREIGHT. Hopefully you all had a great summer and hopefully you all had a chance to do some railfanning and/or modeling.

To clear up something: Those Atlas diesels we talked about in the last issue are not older models that SMC found. It seems Atlas is bringing back their HO scale locomotives and are starting off with the GP38's and GP40's. However, SMC does have a good price at \$24.99 a piece because Atlas has put a list price of \$50.00 on each unit!!!

Steam fans and North Western fans get ready. Sept. 15 & 16 finds mainline steam in action on the C&NW again with trips from Chicago to Sterling, IL featuring NKP 765 on the 15th and a trip between Chicago and Janesville, WI on the 16th also with 765.

Then Sept. 22 and 23 765 will use the C&NW's Shore Line between Chicago and Milwaukee.

McMillan Publications came back again to drain the wallets of mid-west railfans by bringing out two more fantastic books by Bob Olmsted: THE PEORIA WAY which is about the Toledo Peoria & Western (a favorite line of many region members) from 1960 to Jan. 1 1984 when it was merged into the Santa Fe. The book lists for \$29.95. Then there is GM&O NORTH another classic mid-western line (and a favorite of mine) done up in the usual Olmsted way featuring E's and F's GP30's, GP35's GP38's and SD40's. This lists for \$22.95.

On behalf of the Central Region, we'd like to welcome Dee Gilbert into the region boundaries from Arkansas. He is now residing in suburban Chicago (along with his layout) and can now be in constant touch with Mark Kaszniak on TAMR matters. Which is of course the only reason he moved up here. Dee stated "After all, if I can't devote my life to the TAMR, then what can I devote it to!"

Well now that we've gotten all that out of the way, you ask "How's the region doing?" Well little Tommy, the region's doing just fine.

In fact we are hoping to increase our membership by sending this issue of the WAYFREIGHT out to many of our older readers who haven't renewed with us over the years. Hopefully they will find the time to at least read through this part and find out that we really would like them back in as part of the few, the proud the brave, the Central Region. Hopefully they'll notice that we are planning on a HUGE national TAMR convention up in Milwaukee next year to celebrate the TAMR's 21st birthday. Hopefully they will notice the amount of new divisions that have started within the past couple years. And of course who can forget our loads of new columns. But best of all they will see the quality and professionalism that goes into each and every WF.

But, just in case they don't we'll be sticking in an information sheet and a membership application to remind them.

By the way, modules are still being planned in both N and HO scale for the big convention next year. If you're interested in N scale, contact Mark Kaszniak for further information. If you're interested in HO scale, well, just contact me. And while you're thinking about showing off your modeling talents via a module, think about joining our region's modeling group, the MESS, which of course stands for Mid-Eastern Shortline System and is a group of crazed and deranged region members bent on developing their own real life rail empire via models. So if you're feeling a little looney or goofy give Greg Dahl a letter stating your problems and he'll try and talk you into joining something besides the MESS—but hold your ground and insist on the one, the only MESS.

We are currently accepting contributions for my wallet....ummm....I mean for the next issue. So if you have anything at all to contribute please send it in!!

Hope you enjoy the issue.



VINCENTS VIEWFINDER

by John Vincent



Thinking about buying a camera or a second camera for yourself? Confused about what to buy? What's the best camera for snapshots, close-ups? Will I be satisfied with the quality of enlargements?

In this and future articles we will try and answer these questions and more. While we will be talking about equipment, we will also talk about improving the quality of the pictures taken. This month's column will list the various types of cameras available and describe some of their practical features.

INSTANT CAMERAS

The two major manufacturers of instant cameras are Polaroid and Kodak. The film pack used by each is not interchangeable and older cameras use a different type of film than the newer ones. Polaroid cameras do not require batteries, as they are contained in the film pack. Instant pictures cost more per picture than standard print film, but economy is not their purpose. They are designed to provide on the spot visual evidence of an event or scene and they do a good job performing this function. However, using one for extensive railfanning is not recommended due to slow shutter speeds and overall picture quality when compared to a 35mm system. However, for the casual shooter such as rolling stock and yard shots then this may be for you. Besides, you can use it for family events too.

110 & 126 INSTAMATICS

These small, easy to use cameras have been the standard equipment for the occasional shooter (snap-shot) for years. The major advantage is their low cost along with their portability, drop in loading film and the ability to take flash pictures. The major disadvantages are the poor quality of enlargements and the number of failed pictures. Most instamatics have low quality lenses which do not take sharp images. A photofinish survey by Kodak revealed that only 65% of the time could you expect to get a successful photograph. Camera movement and flash failure were the most common culprits. However many people continue to be satisfied with this camera and the pictures it gives.

DISC CAMERAS

In order to increase the amount of successful pictures, Kodak developed the disc camera. You can expect to capture 95% of the pictures you take because of the built in batteries, the decision-free flash and automatic film advance. Enlargement quality was poor in the beginning but film advances has greatly improved quality in this area. A good camera for family events but stay away if your interests are railfanning, scenics or high quality enlargements.

35mm LENS-SHUTTER CAMERAS

The 35mm camera has been the camera of the serious photographer since its introduction by Leica in the 1930's. The larger negative size, actually designed as movie film, gives high quality pictures from an easily portable camera. Older models were range-finders with various focusing aids and sometimes built-in light meters. Now you have auto-focus auto-exposure, auto-wind and one model even talks to you. Under most lighting conditions these cameras yield excellent pictures

Beware however to buy only those features you want and stick to major brand names. Unfortunately the camera market is full of low quality, over priced merchandise.

35mm SLR's

The 35mm single lens reflex (SLR) camera has done more to stimulate the growth of photography than any other single development.

A mirror and pentaprism allow the image to be viewed through the taking lens, right side up and properly oriented. Simply put "What you see is what you get".

The SLR design, being highly versatile, has had many accessories designed around it. Thus your creativity is not limited by available technology. Modern cameras have various operating modes and several adjustable controls, which may become confusing to the novice. Don't buy this camera unless you are willing to take the time to learn how to use it. You will be disappointed in some of your efforts and the camera will sit in a drawer instead of being used.

We will discuss some of the various types of SLR's in future issues. Until then, if you are going to buy a camera, listen to advice from other camera owners, and discuss them with your photo dealer.

HOOSIER CONNECTION

by Pat Limbach



News and views from Indiana:

The Family Lines System has filed to abandon a 70 mile stretch of L&N trackage from Delphi to Indianapolis. Shippers on the line have appealed.

The Indiana Transportation Museum is again sponsoring the Fairtrain. The Fairtrain runs a 10 mile trip between Carmel and the Indiana State Fairgrounds.

There is still no word whether Conrail will re-open the 80 mile stretch of track between Shelbyville and Cincinnati. The Shelbyville Shippers Association has appealed the abandonment and others are looking into a try to expand Amtrak service from Indianapolis to Cincinnati thus connecting Chicago to Cincinnati via Indianapolis.

I would just like to tell everyone that as I leave for college in Kentucky that the Hoosier Connection will still be around although with a little less material. I will however be adding my railfanning experiences from Kentucky and add railnews centering on the Southern and CSX. Thanks for all your support. The Milwaukee Road article that was promised last time will be featured in the next issue.

Pat

Custom Painting, Decaling, Detailing and
Kitbashing on locomotives. Dynamic Brakes
removed, Hi-Noses added, Chop Noses,
Re-motoring. SD38-2's, SD39's, SD40-2's,
Snoots, SW-10's, GP-20 hi hoods, MP15AC's,
DD35B's etc. Send SSAE with wants for quote.
Fast Service, money back guarantee.
Arrowhead Shops, 926 E. 8th St. Duluth, MN
55812.

And now.....the moment you've been waiting for...

THE FALL 1984 TAMR OLYMPICS

In the Cross Country Railfan Chase: Tom Gasior, Gerry Dobey and Jeff Scholler compete along the Erie Mining mainline in search of a moving speeder.

Shoot the Milwaukee Road Dick Competition: Greg Dahl, John Vincent and Ed Moran will be armed with a Smith-Wesson .45 caliber and will have to track down and wound a Milwaukee Road Police Superintendent (who will be played by Jeff Scholler) within the yard limits of Bensenville yard.

Repaint the BN SD40-2 Contest: Dave Bruns, Ken Keels and Dave Schauer will be armed with spray cans and will compete head to head. They will be judged on speed, artistry and choice of color.

Bash In the Layout Category: John Huey, Gary Gardner, Mark Kaszniak and Tim Vermande will bring down the house as they attempt to destroy an average model layout. The only condition is they may not use their hands.

These and many more feats of strength and skill will be displayed in the Fall 1984 TAMR Olympics. Be there.....

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

TRUNK TALK

Ian Smith



Milwaukee "Hiawatha" GP40's/SD40-2's have been running this summer on the Traunk.

Grand Trunk's GP9's/18's are to be gradually demoted starting in 1985 to yard service. New power to fill the 5837-5849 gap will be ordered.

DW&P GP38-2's 5850-5853 are to be returned to the Trunk in late '84 or 1985.

GT's ex-Rock Island GP38-2's 5856, 5858 and 5860 are still in RI colors. 5858 and 5860 are usually on the DT&I division while 5856 has been on the Chicago division "running its wheels off" passing thru once a day or every other day. It is not to be repainted until heavy repairs are made on the unit which may not be for awhile. 5858 and 5860 could however, be painted at any time.

Only a few DT&I units remain unscathed by paintbrushes. Almost all have either new numbers, GT colors or GT colors and logo.

GTW is running many more trains this year compared to last. For the whole story see the GT schedule elsewhere in this issue. Also take note of the new trains to be added.

Send all GTW news to me at my address on the back page. Thanks!

Grand Trunk Western

scheduled trains through Lansing, MI as of 7/29/84

Even numbers = Eastbound

Odd numbers = Westbound

<u>No.</u>	<u>FROM</u>	<u>TO</u>	<u>SCHEDULED TIME</u> <u>Lansing</u>	<u>NOTES</u>
64	Chicago	Toronto	3:27pm	"International"
65*	Toronto	Chicago	2:40pm	"
370	Chicago	Port Huron	any	CNW Connection
371	Port Huron	Chicago	12:00am	CNW Connection
384	MILW/Bensenville	Port Huron Tunnel Yrd	2:30pm	MILW Connection
385	Tunnel Yard	Chicago	1:00pm	
386	Battle Creek	Tunnel Yard	10:00am	mostly auto parts
387	Tunnel Yard	MILW/Bensenville	9:30pm	MILW Connection
388	Battle Creek	Tunnel Yard	11:30pm	mostly auto parts
389	Tunnel Yard	Chicago	2:00pm	
390	Chicago	CV/New London,CT	4:30am	
391	Tunnel Yard	BRC/Clearing Yard	12:30am	usually behind 371
392	BRC/Clearing Yd	CN/Montreal	5:20pm	
393	CN/Portland,Me	BRC/Clearing Yard	5:45pm	
394	BRC/Clearing Yd	CN/Portland,Me	12:00pm	
395	Tunnel Yard	BRC/Clearing yard	12:45am	usually behind 391
397	Tunnel Yard	BRC/Clearing Yard	any	
434	Chicago	Milwaukee Jct(Detroit)	5:45am	
435	Milwaukee Jct	Chicago	1:00am	TOFC/hot auto parts
436	MILW/Bensenville	CR/GT Sharonville Yard	11:45pm	"Nighthawk" behind 438
437	CR/GT Sharonville	MILW/Bensenville Yard	3:30am	"Nighthawk"
438	MILW/Bensenville	Flat Rock Yard	11:30pm	"Nighthawk"
439	Flat Rock Yard	MILW/Bensenville	7:30pm	"Nighthawk"
500	Battle Creek Yd	Tunnel Yard	11:30am	local
501	Tunnel Yard	Battle Creek Yard	3:30pm	local

* Runs as #67 on Sunday only arriving Lansing at 7:25pm

Others: Extras use 800 series. Second sections use "2" prefix (2384, 2388 etc.) and are called quite frequently

Starting Fall/Winter 1984:

214	Chicago	Birmingham,MI	10:30am	all TOFC
215	Birmingham	Chicago	3:30am	all TOFC

TRUNK TALK

Ian Smith





Gerry Dobey

NORTH WESTERN NOTES

This issue's column will be devoted to an overview of the North Western's Business Car fleet. Over the past couple of years the C&NW has aquired quite a train of cars.

Starting off, we have car #400. Car 400 was built by Pullman in 1928 as a business car for the New York Central. The car was assigned to the president of the Pittsburgh & Lake Erie (a NYC subsidiary back then) and was numbered 99. The car was modernized many times and at the end of passenger service on the P&LE, the car was sold to the West India Fruit & Steamship Co in 1966 (no kidding) and was re-named Sea Level. The C&NW purchased the car in 1980 and was extensively remodeled in 1981. The car was renumbered 400 and is assigned for use by the C&NW's president James Wolfe.

Car 401 (obviously we're going to go in numerical order folks!)

This one was built by Pullman in 1926 as the ten section observation car "Mount Thielsen" and was operated by the Pullman Company for many years. The L&N bought the car from Pullman in 1948 and converted it for official use. The car became L&N #375 and was rebuilt again in 1948, still bearing #375--it was assigned to the L&N's Chief Engineer. The C&NW came along in 1981 and bought the car and remodeled it again. It is presently assigned to Senior Vice President of Operations James Zito (you know, the man who is responsible for the C&NW's new scheme....."I wanta new scheme, one that won't make me sick....one that won't remind of something that comes out of---well anyways...

On to car 402

Car 402 was built as Business car #2 for the Southern Railway in 1930. In 1971, the Southern sold it to the Penn Central and became Penn Central #1. In 1974 the car was sold to the C&NW by the PC and it became car #402 where it currently is assigned to Boone, Iowa--don't ask me why because I don't know.

Car 403 (YAH!! The only cool car on the system in my opinion, guess why??!!)

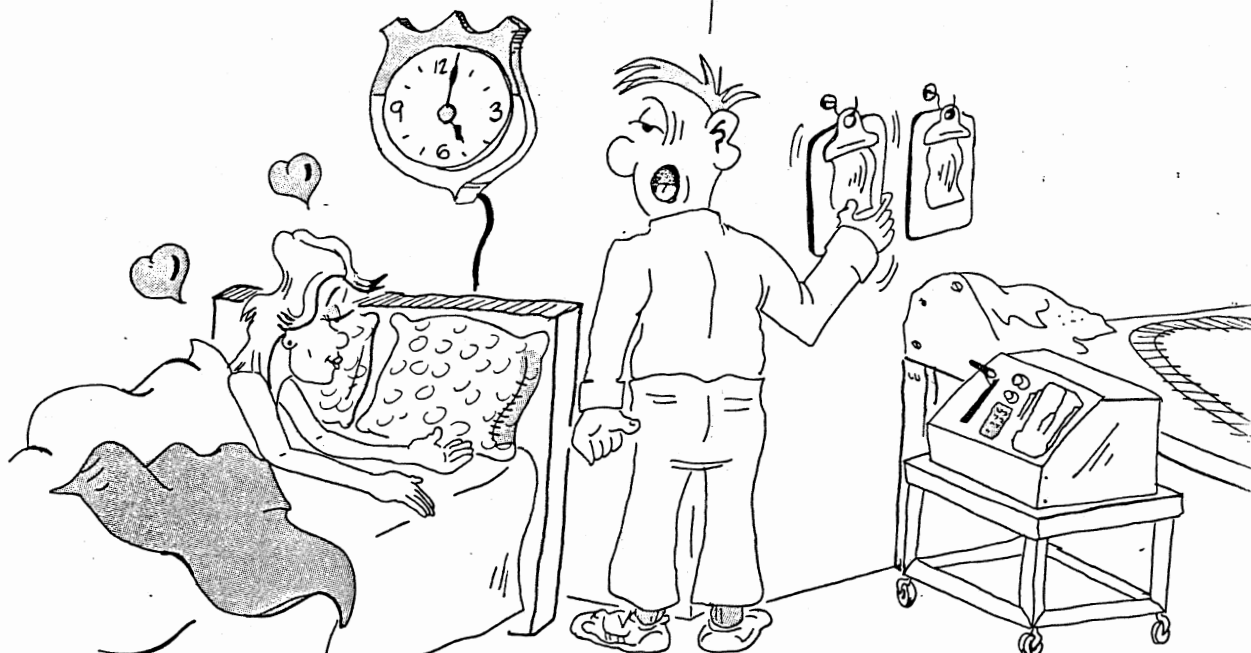
Built by pullman (with a capital P) in 1924 as the twelve section - DNE drawing room sleeping car "Thompson" and assigned to the Chicago Great Western operating between Minneapolis and Kansas City and finally between Chicago and Oelwein, IA. In 1953 the car was completely reconstructed by the CGW at Oelwein and became Business Car 100. The car was assigned to the president of the CGW until the merger with the C&NW where it became a track geometry car carrying the number 401. During 1981 it was renumbered and rebuilt a little bit and it now headquartered in St. Paul, MN Hear that PWVD!!!

Car 404 was built by Pullman in 1926 as the ten section observation car "Capitol Road" and served from 1926 - 1929 on the Capitol Ltd On the B&O between Chi-town and Washington D.C.. In 1929 the B&O put all new equipment on the train so the car was used as a stand by car and was modtly used on extra sections of the train. Eventually the car was put into regular service by Pullman and ran for many years on the Erie between Chi-town and the Big Apple. The car was bought by the C&NW from Pullman in 1948 and was rebuilt in 1949 to its current state. The car served as #400 for the C&NW presidents from 1949 to 1981 when it was renumbered 404. Currently it is assigned to Chicago.

And lastly car 410 built by Budd in 1949 as sleeping car "Sturgeon Rapids" for the Pennsylvania RR. In 1968 it was assigned to service between New York and Toronto for the Penn Central and was renamed "Toronto Harbor". In 1971 Amtrak got the car and used it until it was sold to the Rock Island in 1979 and when the Rock went under, the C&NW picked up the car at a bargain price in 1980. It was rebuilt in 1981 and is now Staff Car 410. The way the CNW is the gap of 405-409 may soon be filled. Keep watching!



We usually don't reprint photos from the newspaper (such as the one above which we ripped out of the Chicago Tribune). After all, what good is it to see a picture that's already been printed. But our staff photographer, Joe Photographer works for the Trib also. So while he lost our camera and load of film, he held onto the Trib's and got this published. Thus we felt we were entitled. So, here we find the first C&NW train with 110 loads of Wyoming coal on the new coal connector line with SD40-2 6935 (in the new, new scheme featuring large block letters on the sides of the long hood) and two UP U-boats. The train is breaking a banner at the Wyoming-Nebraska border.



"Huh? All right, but let's make it quick...
I got to run the 5:15"

Rail Notes

CONRAIL NEWS

U36C's are running on the Water level/Lakeshore main once again for the first time in 4½ years.

Many new SD50's and B36-7's on the TV trains. Coming are B30-7A's and C36-8's.

The new hotspot east of Chicago and west of New York may be Vickers Crossing outside of Toledo, OH. Almost every MINUTE from 3pm until 2:30am there are CR trains on the mainline. From 8:30pm until 3:00am Vickers positively ROCKS!! CR runs 35 TV trains along with about 25 others. And of course Chessie sees about 30 trains a day. In one 24 hour period you can see about 175 trains!!!!

Effective 5/1/84 Conrail trains of 60 cars or less no longer use cabooses.

PC black units are becoming a rare species. Out of 169 units seen in Toledo on 5/19 only 5 were black.

all from Ian Smith

Illinois' Prairie Central made its last trip April 30th and is apparently abandoned.

The Prairie Trunk Ry is totally embargoed since mid-June and is apparently abandoned.

CHESSIE NEWS

Chessie has leased some 2000 100 ton open hoppers from CR, UMP, LEF, and WSOR to help offset the booming coal business.

Operations on the former Toledo Terminal seem to roll on as usual. Dozens of movements are made everyday.

C&O is now running a hot auto parts train from Grand Rapids to Flint and return Mon-Thurs every week called JITE (Just In Time Eastbound) and JITW (usually just called the Jet) Consist: 1 or 2 engines, 5-7 60' CR/PC autoparts cars and caboose. Westbound is often run with 2 or no cars at all.

from Ian Smith

send Rail Notes from your area to the WF editor.

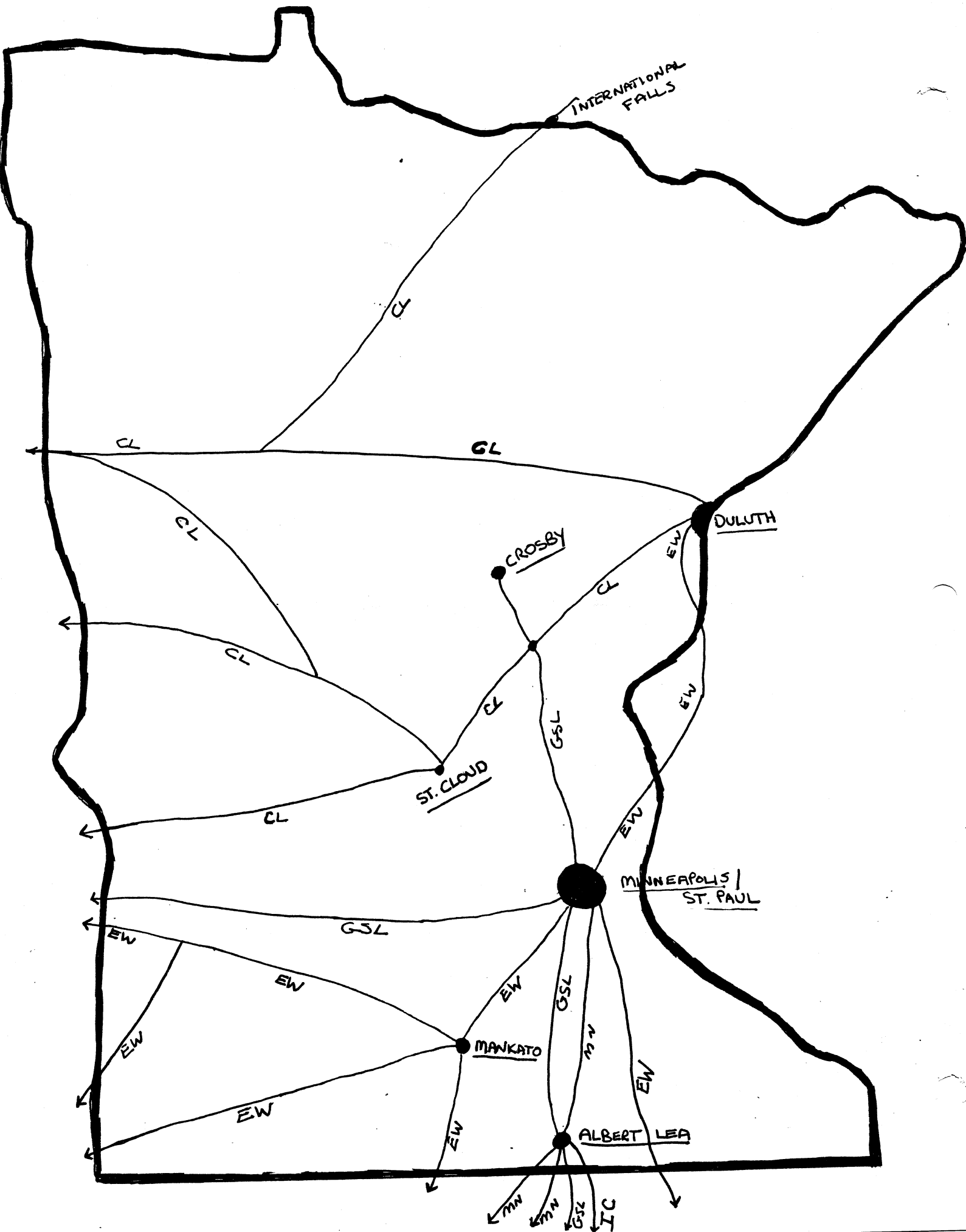


Chessie coal train featuring C&O 7581, 4178 and WM 7547 at New Boston, MI on June 5 1984

Below: Conrail train PITO with CR 8047 and three other unit going through Northwood, OH on 5/11/84

Both photos from Ian Smith.





June 1984

MESS GUIDE -- MINNESOTA

1. CL = Continental Lines Inc.

John Wolf
1056 Chester Park Dr
Duluth, MN 55812

HO scale exchanges cars
main commodity hauled: coal
others: general merchandise
wood, grain.

set in: 1965 - 1975

2. EW = Escanaba Western

Dave Schauer
1828 E. 6th St
Duluth, MN 55812

HO scale trades passes
main commodity hauled: grain
others: lumber, g.m., taconite

set in: late '70s

3. GSL = Geneva Southern Lines

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

HO scale trades passes
main commodity hauled: grain
others: TOFC, coal, lumber,
ore, g.m., beer

set in: 1980's

4. MN=

Missouri Northern

Greg Dahl
1649 Euclid St
St. Paul, MN 55106

HO scale trades passes exchanges cars
main commodity hauled: coal, TOFC
others: grain, g.m.

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CENTRAL REGION -- WAYFREIGHT

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SEP 14 1984

FIRST CLASS MAIL

printed matter

on the cover: Milwaukee Road (?)
train #22 running through the
streets of Lansing, IA on April 1, 84.
CR unit is leased by MKT which
utilized it for run through power!
Full story was in the April edition
of Milwaukee Memos. Photo by
Gerry Dobey.

TO:

Coming next issue: Shortline Guide to Indiana, Movements Through Vickers Crossing,
MESS map of Iowa (for MESS members only) plus all your favorite
columns.