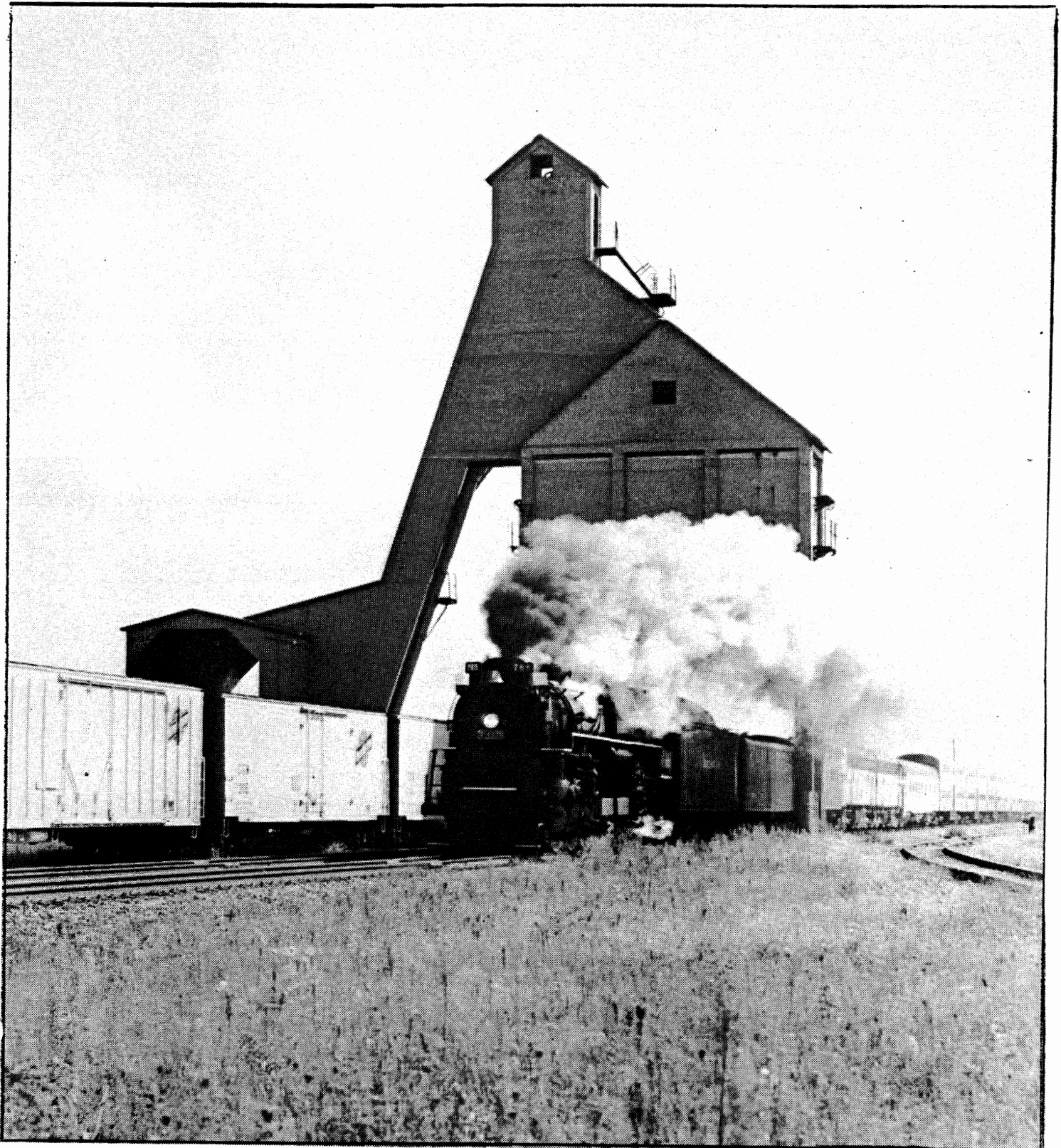


# The Wayfreight

OCTOBER 1984

ISSUE #32



# A MESSAGE FROM THE P.W.V.D.

## DO YOU HAVE A CRAP CARD??

While the NMRA is busy with piddly things like N scale standards, we at the PWVD are researching more important things, like...

### HOW TO RAILFAN AFTER A NUCLEAR ATTACK...

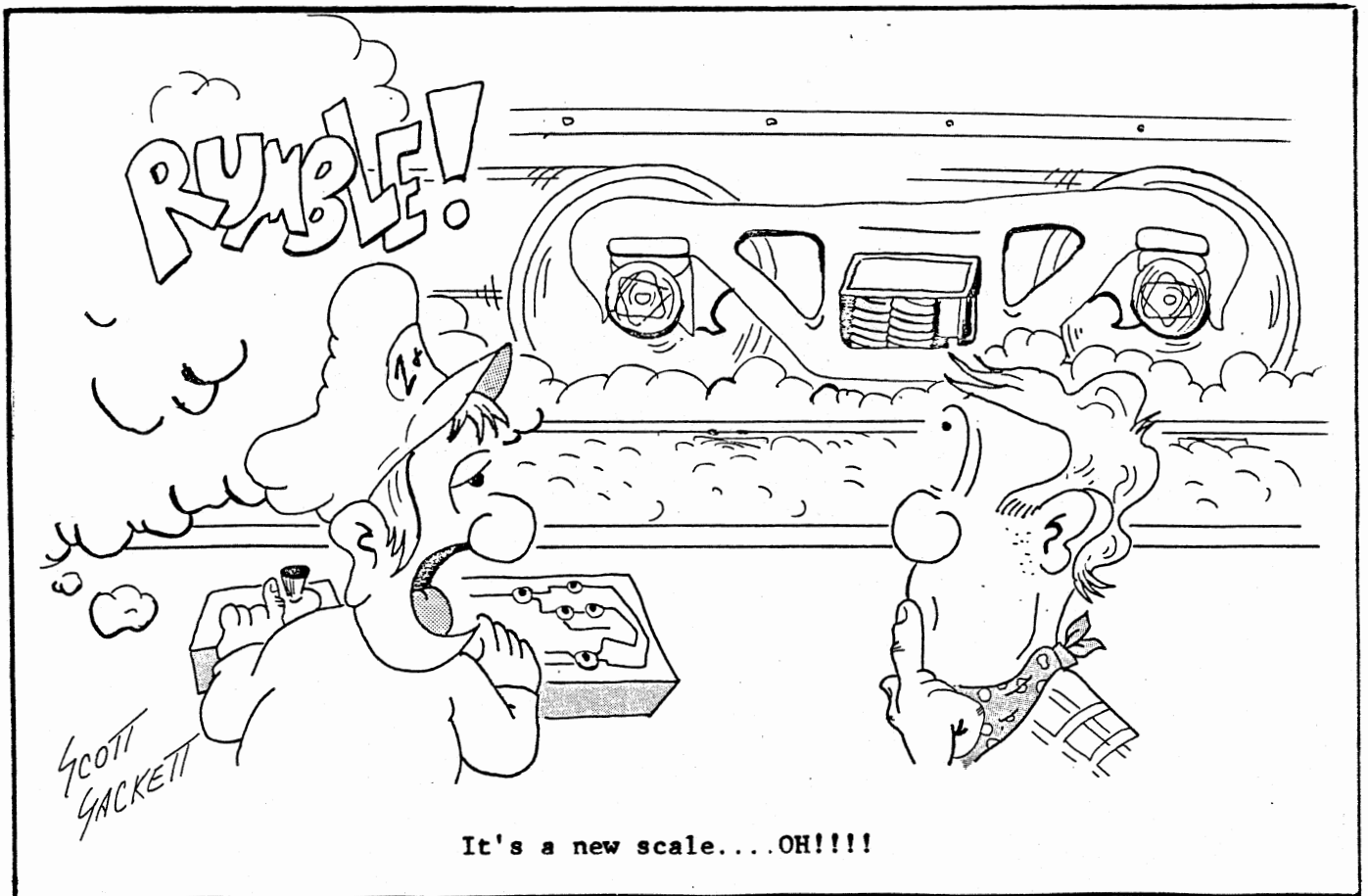
If you DO have a Certified Railfan Approved Protection card (or a CRAP card), observe the following proceddures:

1. Put on your lead suit. If you don't have one, start wrapping yourself in Kodachrome.
2. Go to the nearest over-photographed railfan spot.
3. Wait for the first hot metal train and hop aboard. The hot metal will absorb all harmful rays of radio-active fallout.

If you DO NOT have a CRAP...

1. Do not panic or sell your Atlas equipment.
2. Consider joining the local monestary or getting piggy drunk.
3. Please refrain from rioting like animals.
4. Go tell the Milwaukee Road police what you really think of them.
5. Buy a lot of brass on lay-a-way.
6. Offer to hold the next TAMR convention.
7. Run for TAMR office by promising larger HOTBOXs in the future.
8. Start showing all your BN slides.

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





If you have anything at all to contribute then please send it in. A few feature items would be nice (and would give us a break from the columns!) and maybe even a modeling article or tell us about your railfanning adventures from last summer! Otherwise you'll hear mine!!!!

By the way, you'll find another new column starting in this issue on Conrail. Thus we present this photo of Conrail U23-B #2798 highballing it though Willow Creek crossing in Indiana (near Portage, IN) in this photo by Gerry Dobey on the first day he aquired his 135mm tele-photo lens many many moons ago from Engine 80 camera sales Ltd.

Yes, I know, we're still running a bit late. If we get enough material in and if I get right at it, perhaps we can get the December issue out on time.

You heard it here first (we hope!)-- As of now (mid-October) (still unannounced) Athearn will be making the GP40-2, GP38-2, and the GP50. So hold off on buying those new brass units until furthur notice. Of course just as Athearn thinks it's getting caught up with the modern market, EMD announces production of the SD60, GP60, GP59 and the SD59 (the last two models being of less horsepower a la the SD38-2 and the SD39 vs. the SD40-2).

A BIG WELCOME TO NEW MEMBERS:

First in line:

Alex Nagel  
PO Box 18  
Edgewood, IA 52042

Alan Ristow  
589 Crestwood Cir  
Saline, MI 48176-1335

John Dunn  
Box 228  
St. James, NY 11780

Mike Pochop  
582 Briarwyck Dr  
Ballwin, MO 63011

For all you Hoosiers out there, our Hoosier Connection columnist Pat Limbach has a new address while at school. You can write Pat at:

Box 609 Centre College  
Danville, KY 40422



Enjoy the issue, and if you have some free time, build a Teen Trak module. (Just a thought!)

*Gerry*

# HOOSIER CONNECTION

by Pat Limbach



As promised a few columns back, here is the story of the CMStP&P's farthest trackage east. As you know, the Milwaukee Road stretched from the Pacific Coast to Indiana and therefore was the longest east-west railroad in the U.S. This all ended when the Milwaukee pulled back to Miles City, MT (and later pulled back farther) on March 15, 1980.

The Milwaukee (MILW) finally reached Terre Haute from Chicago Heights in the early 1900's. While in Southern Indiana a line was being built from Elnora to Westport and eventually to Richmond. This line was to be the mainline of the Evansville & Richmond RR. The MILW leased this line in 1921 from the E&R for 999 years. The MILW bought trackage between Terre Haute and Elnora and then in 1948 purchased the line to Westport. The main reason for this was southern Indiana coal, but the '50s saw the rise of the diesel engine, however the MILW still drew heavy usage from Crane Navel Depot. The stretch of line between Bedford and Westport became a spur which generated a fair amount of both freight and passenger traffic. The Milwaukee Road had track interchanges at Westport with the New York Central, at Seymour with the Pennsy and the B&O and at Bedford with the Monon.

A round trip passenger train operated between Westport and Bedford.

The trackage between Seymour and Westport was abandoned in 1961, but they still run to Seymour.

The following table is from timetable #10 dated 6/1/47

SOUTHWARD—FIFTH SUBDIVISION—NORTHWARD

9

SECOND CLASS

182

82

Capacity  
in cars

Sittings

Other  
tracks

Telegraph calls

Distance from  
Bedford

TIME TABLE  
No. 10

Distance from  
Westport

SEE RULE  
6-A

Office open  
week days

THIRD CLASS

71

171

Time Freight

Time Freight

Sun., Mon., Wed  
& Fri. only

Tues., Thurs. &  
Saturday only

Time Freight  
Tues., Thurs. &  
Saturday only

Time Freight  
Sun., Mon., Wed  
& Fri. only

L 7.30 AM L 7.30 AM

Yard

Q

HN

7.6

BEDFORD

61.7

BCJKRVWXYZ

7:00 am to 4:00 pm

As 3.00 PM

As 5.30 PM

7.50 7.50

23

12.1

WELTONVILLE

54.1

7:30 am to 4:30 pm

2.25

5.00

8.05 8.05

14.1

ZELMA

49.6

No Office

2.15

4.45

8.10 8.10

20

18.3

NORMAN

47.6

No Office

2.05

4.40

8.25 8.25

8

22.8

KURTZ

43.4

W

No Office

1.55

4.25

8.40 8.40

25

11

MO

FREETOWN

38.9

7:00 am to 4:00 pm

1.45

4.10

8.55 8.55

27.1

SURPRISE

34.6

No Office

1.35

3.55

9.10 9.10

13

4

32.2

CORTLAND

29.5

No Office

1.25

3.40

9.25 9.25

22

30

36.5

(P. R. R. Crossing)  
SEYMOUR JCT.

25.2

JMPVWXYZ

No Office

1.15

3.25

10.50 As 9.30 AM

38

8Y

40.2

SEYMOUR

21.5

BRVX

7:00 am to 4:00 pm

L 1.00 PM

3.20

11.05

8

44.8

REDDINGTON

16.9

No Office

2.10

11.20

24

48.5

AZALIA

13.2

No Office

1.50

11.35

9

53.4

(P. R. R. Crossing)  
ELIZABETHTOWN

8.3

No Office

1.35

11.50

27

56.9

GRAMMER

5.8

No Office

1.20

12.01 PM

9

58.5

ALERT

3.2

No Office

1.10

12.10

2

N

61.7

SARDINIA

RVY

7:00 am to 4:00 pm

L 12.50 PM

As 12.15 PM

WESTPORT

Trains must not exceed maximum speed of 25 miles per hour.

NORTHWARD TRAINS ARE SUPERIOR TO SOUTHWARD TRAINS OF THE SAME CLASS

Nos. 71, 171, 82 and 182 will carry passengers.

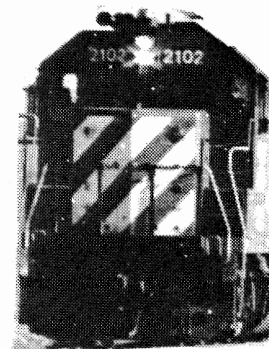




# BULLETINS

or, This weeks derailment

by Greg Dahl



The Burlington Northern has become THE interesting road to railfan lately. Pool power is running amuck all over the system. Many Conrail units have shown up in the Twin Cities especially on the Chicago - Seattle piggyback trains. I have personally spotted at least one Conrail unit each time I've been out and one trip produced four foriengners at Northtown.

If the Conrail isn't enough, the Southern Pacific has shown up on many occasions also. Two were spotted in the Twin Cities on the weekend of June 28-29. A semi-reliable and alsways controversial source says that SP is showing up in pure consists (meaning no BN units!!!) in Chicago on a daily basis. HEY!!....send some of that our way!

The recent accident at Motley, MN which claimed the lives of some BN cæwmen was decided to be the blame of both the dispatcher in Minneapolis and the crews of the two trains. The railroad worker's union is still fighting the claims that drugs and/or alcohol was involved. The Minneapolis dispatcher was promptly fired.

On August 15, heat caused the rails to go out of alignment which caused yet another coal train to bite the dust. The Empire Builder was re-routed via Wilmar, MN.

The last week of August saw the BN derail a Detroit Edison coal train right in front of the Central Ave. tower in Superior, WI blocking the line for several days this much to the dismay of a group of young railfans who didn't know any better and spent the better part of a day down the line waiting for all that "BN action" to begin.

Due to the excessive number of derailments, the FRA is conducting a MASSIVE investigation on every aspect of the BN. Over 160 FRA officials will be crawling around for the next 100 days---thus a warning to you guys to watch your step since the BN will be on its toes for a while.

For those of you wondering what all those numbers are that you keep hearing on your scanner, here's a list of a few of the BN's hot trains running through St. Paul.

## WESTBOUND

3 & 23	Chicago - Seattle	Piggyback
97	"	Empty Auto Racks
185	Chicago - Minneapolis	
190	Minneapolis - Kansas City	
CRN	Elkhart - Minneapolis	Conrail Run Thorough

## EASTBOUNDS

4, 24, 44	Seattle - Chicago	Pigs and Racks
82	Seattle - Chicago	Freight
182 NT	Minneapolis - Elkhart	Conrail Run Through
191	KC - Minneapolis	
TCM	Twin Cities - Memphis	
BT 400/401	NT 400/401	All Rail Taconite Train
UP 200/202	Northgate, ND - Mendota, IL	

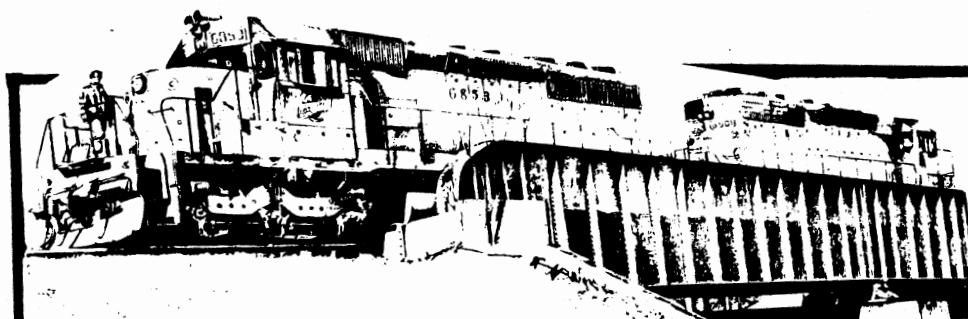
# MOVEMENTS THROUGH VICKERS

BY IAN SMITH

Here's a sample of what Chessie and Conrail bring through Northwood, Ohio on a typical Friday evening. Vickers Crossing (TT/CR) 7/20 - 7/2184 5:30pm - 1:30am

Time	Road	Dir.	Train Name	Units	Notes
5:31PM	C&O	S	190	C&O 8269	Puller to Stanley Yd
5:45	GTW	S		GTW 4920,5813	" to NS Homestead Yd
5:47	C&O	N		B&O 3550	Ore docks to Walbridge
5:59	C&O	S		B&O 4332, 4146C&O8217	Coal loads for docks
6:01	C&O	N		C&O 8204, 8240	
6:17	CR	W	BUCL-0	CR 6380,6743,6710	
6:30	GTW	S		GTW 5802,5830	Puller to Walbridge Yd
6:39	C&O	N	Detriot Extra	C&O 3002	
6:47	C&O	N		C&O 4375,3874	Coal loads for docks
7:02	CR	W	BUCL-1	CR 6489,6759,3338	
7:02	CR	W	PIEL	CR 3368,3310,3299	
7:15	CR	W	TV-1	CR 3209,3313,3222,3216	
7:30	C&O	S		C&O 3916,4021	empty hoppers fr docks
7:32	CR	E	TOCL	CR7981 (black)7818,1616,9199	
7:34	CR	W	JTB14	CR 6724,6756	loaded westbnd coal
8:00	CR	W	Toledo Lite Units	CR 8100,2757	units for TOMY-100
8:12	N&W	S		NW 2001, 926	Puller to Walbridge Yd
8:17	C&O	S		B&O 3550	caboose hop
8:41	CR	W	TV-201	CR 3194,3193,3280,3318	
8:58	CR	W	MAIL-9	CR 5005,5032,5043,5001	
9:29	CR		TOPI	CR 3345,6339	
10:02	CR	W	tV-13	CR 5012,5017,5045	
10:09	CR	N		CR 8922,8898	Puller to lang yard
10:35	CR	W	TV-61	CR 5053,3401,3400	
10:39	C&O	N		B&O 4812	local
10:46	CR	E	PXSE	CR 6719,6733	
10:53	CR	W	TV-53	CR 3218,3003,3214	
11:09	C&O/GT	S	DEEX	DEEX 020,012,004,013	M-T DEEX gons P&LE cabs
11:22	C&O	S		B&O 4426	Toledo Extra
11:39	CR	W	PIMP-OX	CR 6403,6608	
11:41	CR	W	IHEN	CR 6769,6205,6728	
11:56	CR	W	TV-79	CR 3198,3300,3352,3309	
12:07AM	C&O	N		B&O 3821	Plymouth Extra
12:21	CR	E	TOMY-100	CR 8100,2757	
12:21	CR/AMT	E	LAKE SHORE48	AMT 343, AMT 3??	
12:36	C&O	S	TL74	B&O 4248,4132	To Stanley Yard
12:42	CR	W	PITO	CR 2769,8189	
12:49	C&O	N	GR-83	B&O 3752	
1:02	CR	E	TV26X	CR 6469,6368	
1:19	CR	E	TV12M	CR 5049,5031,5000	
1:26	CR	E	PXPG	CR 6523,6748	
1:42	CR	E	JTB-1	CR 6401	M-T CR/PC/EL/RDG/PRR hoppers
1:50	C&O	S		B&O 6526,6440	Puller to Walbridge Yd
1:57	CR	S		CR 8898,8922	caboose hop

And guess what folks...it's almost always like this. Which means in a 24 hour period it is quiet possible to see over 170 trains!!!! Does this make Vickers THE Midwest railfanning hotspot????!! If you can top it let us know.



Gerry Dobey

## NORTH WESTERN NOTES

Okay, let's come right out and say it. The North Western has gone totally bonkers! Now that that's out of the way, let's figure out why. Well, mainly because they cleaned up the back room (or changed the books) and found about \$250 million laying around which they plopped down on the Milwaukee Road, thus increasing their bid by about 135% or somewhere over the \$700 million mark. What does this all mean? Well, it looks like the CNW will be getting the MILW, as MILW RD trustee Ogilvie has giving his recommendation to the judge that the CNW offer is the best. We can now only speculate as to what this all means. Will Bensenville yard become just another industrial park? Will the line to Green Bay become a bike trail along with the Kansas City line, not to mention the line to Savanna? Will the CNW keep repainting units in the slime-lime color, or will top MILW RD brass plead with them to go back to the old scheme. Stay tuned as these and other questions should be resolved by the end of this year.

### MOTIVE POWER WISE:

CNW SD40-2's 6920-6925 are to be given to the UP for their use once the coal line gets into full swing. SD40-2's 6926-6935 are being equipped with pacesetter wiring at Marshalltown (IA) for use on the coal line. MoPac SD50's will be the joint power with the CNW on the coal trains.

The ex-MILW RD SD45's #6-10 were not purchased from US Rail Services after much delay due to the fact that they were not in acceptable mechanical condition. To replace these units, CNW turned to BN again and bought SD45's 6457-6471 (no #6468) and renumbered them 6576-6589. Total CNW SD45 ownership now stands at 151.

For the first time in many years, the CNW activated some of its remaining freight F units in June. They were to take the place of 10 units that were taken from the Western Div. pool to help on the coal line. CNW brought out six F3B and six F7B units. However, it was found that three of the units (307, 309 and 315 all ex-CGW) had inoperable spark arrestors (a must for power assigned to the semi-arid regions of NB, WY and SD.) Thus the F's found work on the Twin Cities Div. and previously stored GP35's were sent out west.

A recent railfanning trip to Michigan by Ed Moran and myself found the C-628's operating in ore service along with the RS32's and C-425's. Although a few of the '28s and 32s had recieved the new puke yellow scheme. Somehow it seems that in the past, new paint on a unit has meant sure retirement (the FM's, the 244 Alcos, F units) let's hope that this isn't one of those times.

Pending retirement of the 4300's is causing Wis.Div. to remove ATS signaling and put it in the GP15-1's.

On new repainted high-horsepower units, the numbering on the sides of the long hoods is to be 18 inches now. Before the standard was set, one unit was done with 24" numbers, another with CNW spelled out and 12" numbers centered underneath (a la old UP scheme)

# SNAIL ON THE RAIL



BY NO ONE IN PARTICULAR

That's right folks...if you weren't totally sick of these prototype columns then we here at the WF staff headquarters give you credit. But many of you have said enough, but do we listen. NO! We're bent on delivering pain and suffering to the masses... thus without further delay we present yet another prototype column. We hope you all enjoy this one because we're puttin' all our bucks behind this baby. If the world won't recognize us now and admit we're a better publication than CTC BOARD, well... then...we'll, we'll...we'lll put together more columns!!! Ya that's it...more columns!!!

To start off, we'll leave the Conrail purchase notes out of here for awhile, at least until well after the election.

Business is booming on Conrail with many trains running second sections. The TV trains often run in two sections, and TV-12 usually runs in three sections.

Along with the traffic increase, Conrail motive power has been rather interesting with the second order of SD50's out on the road (#'s 6740-79) along with the C32-8's (#6550-99) and ten more C32-8's coming out soon (#6610-19). Also pool power from Santa Fe, BN, C&NW, Seaboard Sys., and UP has been spotted at various times.

The track on the Lakefront Main (through Cleveland) is up to Class 6 standards which makes chasing a bit of a chore. TV trains are running at 70 mph now.

Conrail TOLA/LATO trains (which run in 15 hours from Toledo to Lansing) have been running with very heavy road power lately. Usually it has a couple SD40/SD40-2's, but on 10-10-84 LATO-O was using a SD45-2 (#6659) in the lead. The power on the train has increased from a couple of GP15-1's to GP40's to..anything now!

last item from Ian Smith

PHOTO: AT&T Work Train with CR GP35 3648, fiber optic laying car, gondolas, caboose. Photographed at Northwood, OH on 9/19/84 by Ian Smith. Laying fiber-optic cable for AT&T along Conrail right-of-way will give CR \$10 million a year in rent from AT&T. The train left Chicago in late July, and on a good day they can lay 3 miles of cable.





# THINGS WE HEAR

First off, this is fair warning, er, um notice of the next region meeting to be held in April in LaCrosse, WI (Again? Yes! Again.) We will have exact dates in the Jan.-Feb. issue.

In response to many members cries, we are looking for someone out west to head up a new column proposal in the WF to be called simply enough, Out West. This would deal with the SP, UP, AT&SF, D&RGW etc. Anyone wishing to qualify please send resume to the editor.

N&W News: 15 years ago, when the Erie Lackamoney was still around, the N&W put up financing on 18 EL SDP45's. Now that the lease has expired on these units, the N&W finds itself with the units when Conrail announced that they would not keep them. Most are in service now on the N&W, although only as trailing units. Two are still in EL colors. No plans are out to repaint them in the near future.

And while Conrail was xleaning house, a batch of U330's turned up with their leases expired. These also were ex\*EL and guess who owns them now? Yup, N&W. These units are stored on the N&W awaiting a decision on their fate.

N&W's ex-Illinois Termianl SD39's (2961-2966) have been returned to owners after their 15 year lease expired. Owners by the way are First National Bank of Minneapolis and First National Bank of St. Paul. So where they hidin' em at???

The N&W plans on retiring over 300 units next year. Among them will be all C-630's.

For those who didn't know: The North Western Pacific, the Missouri Northern and the Geneva Southern Lines have merged to form a system that is as of yet un-named. Look for furthur announcements and a new paint scheme soon.

Japanese National Railways has issued its annual report on items left on passenger trains. This year's list includes 500,000 umbrellas, \$18 million in cash, 29 small dogs, 1 snake in a bag and 150 sets of false teeth. In addition, 15 passengers left behind urns containing the ashes of dead relatives.



**Read The News!**

The C&NW has apparently dropped the slime-lime scheme from rolling stock. Newly out shopped cars including covered hoppers and gondolas are appearing in Pullman green.

And, as the Wayfreight gets more and more off schedule with this issue, lets us look ahead a bit. With only a few more months (o.k. more than half a year) remaining until the TAMR's big blowout convention in Milwaukee, we must ask this simple question: Who has built modules for the Teen-Trak display????? This will be the TAMR's big chance to get huge numbers of new members and what have you been doing to make it something worthwhile??? Both N and HO modules are needed....SOON! Plus how about thinking up a clinic to put on and/or working on a model to enter in the model contests. Time is running out folks! Get with it! Be there or be square!! And all that.

Thus closes out another issue of the WF.

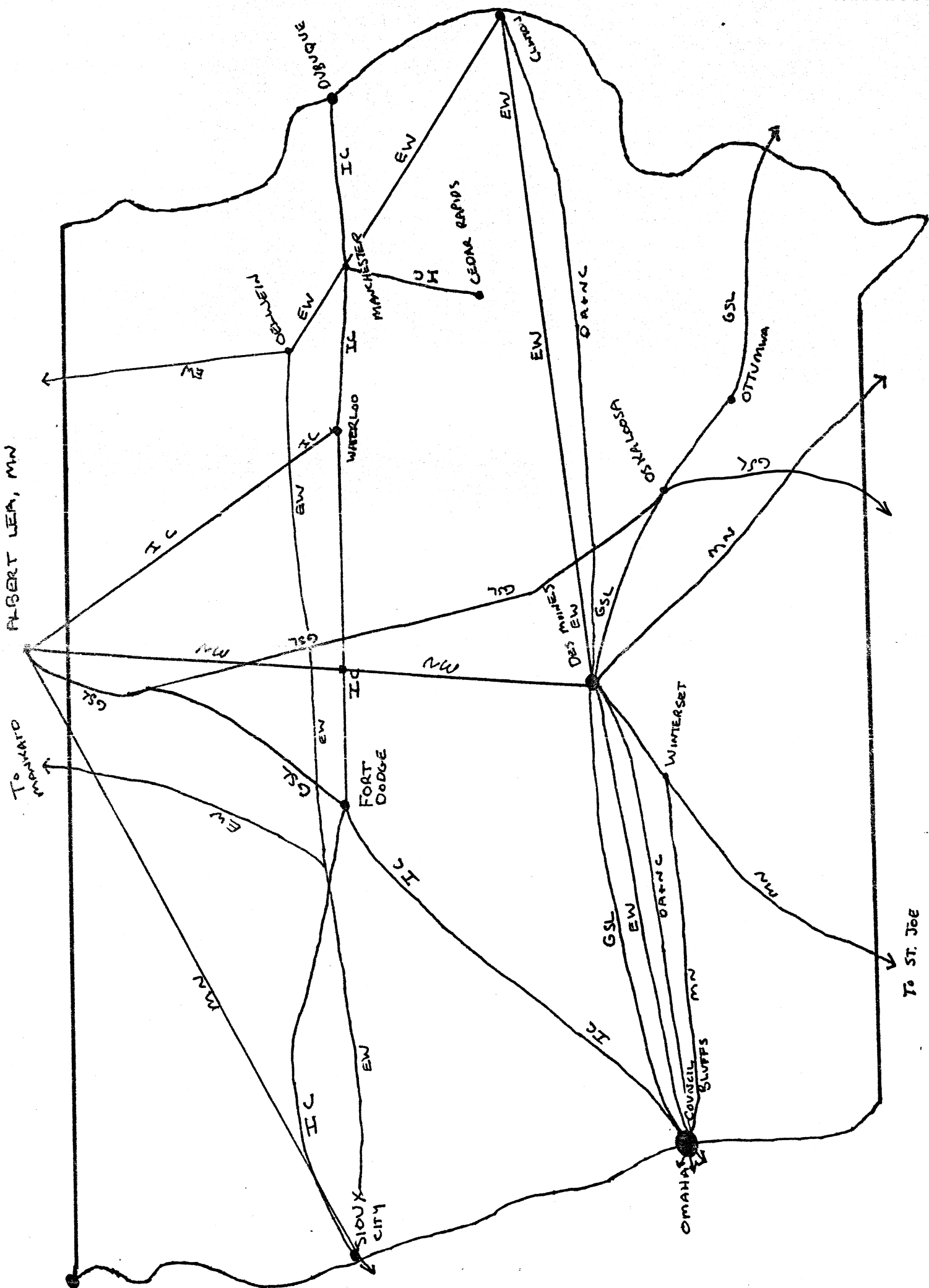
Next time look for the special in depth reporting article: Do Railettes Exist? And Where Are They Hiding?, A few columns, a lot of photos, and maybe a feature article or two.

BEEEE THEEEERRRRREEEE!!!!!!

ALBERT LEA, MN

To Mound

To St. Joe



October 1984

MESS GUIDE -- IOWA

IC = Iowa Central

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

HO scale, trades passes  
main commodity: grain  
others: coal, fertilizer,  
general merchandise, lumber  
period set in: 1970's

EW = Escanaba Western

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

HO scale, trades passes  
main commodity: grain  
others: lumber, g.m., taconite,  
potash.  
period set in: late 1970's

GSL = Geneva Southern Lines

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

HO scale, trades passes  
main commodity: grain  
others: TOFC, coal, beer,  
ore, lumber, g.m.  
set in: 1980's

MN = Missouri Northern

Greg Dahl  
1649 Euclid St  
St. Paul, MN 55106

HO scale, trades passes & cars  
main commodity: coal - TOFC  
others: grain, g.m., perishables  
period set in: late 1970's

DA&NC = Denver, Atchison & North Chicago

Dan Carroll  
11034 W. 78th St  
Arvada, CO 80005

HO scale, trades passes  
main commodity: coal - grain  
others: passengers, g.m.  
period set in: 1950 - present

THE WAYFREIGHT is published six times per year. A year's subscription is \$3. All material is submitted gratis. The WAYFREIGHT is the official publication of the Central Region of the Teen Association of Model Railroading. Send all contributions to the editor unless specified otherwise.

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c/o Pat Limbach  
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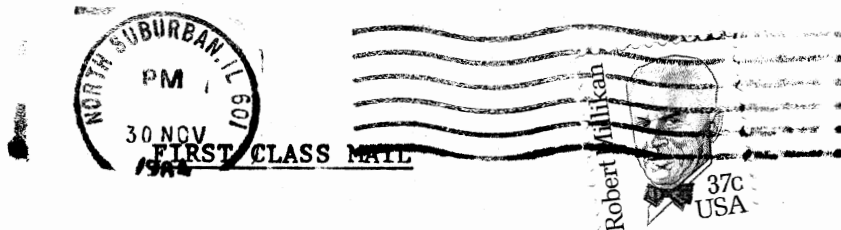
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ON THE COVER: NKP #765 highballing through DeKalb, IL on Sept. 15 of this year on CNW rails. Photo by Gerry Dobey.

To: