

The Wayfreight

DOUBLE ISSUE SPECIAL
Issues 33 & 34
December 1984
February 1985



In addition we'll keep trying to improve the graphics as much as we can. In addition we have some good news in that we are not looking at a dues increase for some time. If we keep getting a good renewal rate along with a steady flow of new members we'll be able to keep bringing you more for less.

WELCOME NEW MEMBERS

John Barry
224 Volusia Av
Dayton, OH 45409

Jerry Poma
4211 Michelle Cir.
Lansing, MI 48917

Matthew Mencil
613 E. Washington St
Marengo, IL 60152

Victor Nicholas
1842 Park Av
Racine, WI 53403

Thomas Campbell
807 Elizabeth
Minerva, OH 44657

Chuck Janda
1537 Ostrander
LaGrange Park, IL 60525

As we enter the midway point in this decade I can't help but look back. Why? Well, as far as I can peg it, 1985 marks the tenth year that I have been a railfan and modeler. As I reflect upon this I can't believe some of the scenes that I have been fortunate enough to see.

In those tens years I have seen the passing of the Rock Island, TP&W, MN&S...all favorites (as is any railroad I guess) all recorded on film. However the scenes that weren't photographed will always linger on...the hot summer days spent sitting in the shade of the depot at Gilman, IL watching TP&W and ICG freights pass by, the trips to Joliet, IL to watch what was left of the Rock and the good times I had with the groups that went along.

But I also think of the other trains that have come and gone...the C&NW E's and F's the Alcos on the DW&P, the South Shore getting rid of the older passenger cars and the Little Joe electrics, Soo F units and U-boats which seemed like they would always be around, MILW FM's, F's and U-boats. And even this past summer I saw the final miles being run off by the huge Union Pacific DDA40X's.

For those of you who are new to the hobby your memories will be just starting. You'll remember 1985 as the year the MILW RD will be merged, the year Conrail will probably be bought by someone. This will be the time when railroads will rid themselves of oddball units and the older Geeps in favor of new offerings from GE and EMD. Whether you capture any of this on film is up to you, but even without the help of film, you'll always be able to look back and remember what once was.

NEW LOOK FOR WF

This will be the first issue which will mark several changes in the Wayfreights look. For the first time we will be able to offer you many more photos than before along with offering more pages per issue.

Full details on this year's big spring meet are in this issue! I hope to see many new faces at this year's event. From the word on the street, we already have at least 15 people all set to go...and this is before we've officially announced it!!!

ON THE COVER:

A Milwaukee Road train??? Sure it is Ger. This is MILW RD train #226 running with a pure set of SP power headed for Kansas City on 4-25-84 at Kirkland, IL. The line used to be double tracked but now makes for a good railfanning road (if the cops don't get you first!) or a neat modeling project for your layout. Thanks goes to Ed Moran for providing this shot for us.

Enjoy!
Gary

THE DISPATCHERS DESK

notes from John Huseby III
regional representative



Hello again and Happy New Year to all!!!
What will 1985 bring to the CR and TAMR
this year? Hopefully plenty of new members!

Beginning this year, the editor and I will
be working on a back issue service for the
WAYFREIGHT. If you enjoy current issues
then you may even like the older ones too!
From 1982 - present I have an ample supply
of every issue, but we are looking into
ways of bringing you issues from about 1980
to the present. The cost? Well for our
members living in the boundaries of the
region, each issue will cost 50¢, outside
the region will be 75¢ per issue. The money
that we make from the sale of these issues
will help promote the region and TAMR at
area train shows and also help with postage
expensis when writting to prospective mem-
bers. So start collecting your change for
those old issues of the WAYFREIGHT!

A couple months ago, our Swedish TAMR
member, Hakan Thell, announced via the HOT-
BOX that his region, the International
Region, was beginning a publication to be
called RHEIN GOLD. The first issue came out
which included part 1 of the history of the
Swedish State Railways, maps, a listing of
photos being sold of Swedish railroads and
a listing of the call letters of all the
rail lines in Europe. I thought it was a very
good issue, in addition all the money from
subscriptions goes towards promoting the
TAMR overseas. Now the part that gets me
is that I am the only one who has helped
him out by subscribing...this in four months
time! Thus if you are at all interested in
over seas railroads and helping promote
the TAMR, get in touch with the International
Region, Hakan Thell, Sunnanangsgatin 20,
S-598 00 Vimmerby, Sweden. A subscription
costs \$3 per year.

Also we're glad to see the Western Region
back with an issue of the DAYLIGHT out.

And the Northeastern Region has issued
another issue of the DEPOT which brings
them back into things.

See you at the spring meet!

MESS MEMO

By Greg Dahl

The MESS is still rolling along and
look forward to having another MESS map
in the next issue of the WAYFREIGHT.
Hopefully we can get two or three
printed and out to include in the next
issue or the one after that.

For those newcomers, the MESS is the
official modeling group of the Central
Region. MESS stands for the Mid-Eastern
Shortline System and is composed of
the various railroads of our members.
Anyone can join our group, we have no
dues. All we ask is that a portion of
your fictitious railroad that you model
has its route in one of the states
within the region.

To join just send me a letter along
with a drawing of your route.

To date the major item holding the MESS
together is the MESS map. What this is
is a map that we are printing state by
state showing all the railroads of our
members that run through each state.

This then makes it easy for our members
to write to each other and trade cars
and passes plus set up some kind of
interchange plans.

The biggest item that has resulted in
the MESS model wise is the merging of
the North Western Pacific, the Missouri
Northern and the Geneva Southern into
another force to reckon with in the mid-
west, just like UP-WP-MoPac. We still
haven't come up with a new name for our
'new' railroad, but stay tuned, and
watch out you other guys, cause we're
gonna gobble up traffic like you can't
believe!!!!

TEEN TRAK

Many members have been asking, just what
is this Teen Trak I keep hearing about?
Well, Teen Trak is the official module
building system developed just for the
TAMR. It includes state-of-the-art ideas
in module model railroading and is the
easiest and cheapest module system to
build. You can get full info from HOTBOX
editor Mark Kaszniak.



MILWAUKEE

MEMOS



Ed Moran

The days of pure SP lashups are over. Due to Southern Pacific's power shortage and some coordination of traffic with the Santa Fe, very few units are making it into Bensenville. Any SP units to be found will be running off horsepower hours owed to the MILW and will be rare sightings.

Although there is less and less SP power coming into Bensenville, Missouri-Kansas-Texas (MKT or Katy) power is still pretty strong, usually one unit will be in the Chicago area on any given day, however full lashups are not unheard of. In November, Chicago-Milwaukee train #243 included three MKT units in the consist, including an ex-Kennecott Copper GP39-2 still in Kennecott colors. The pool power from Kansas City doesn't always run on just KC trains!!!

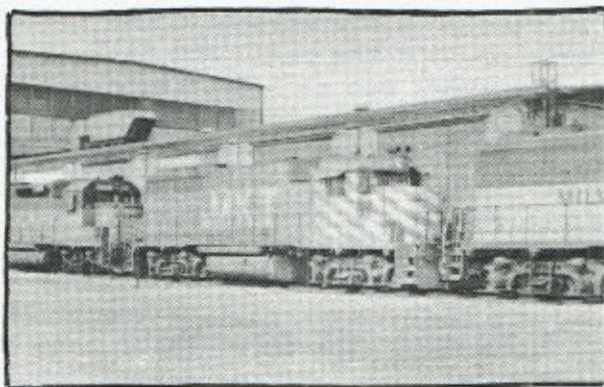
For the first time since the 1960's, the Milwaukee initiated a major renumbering program by placing all 17 remaining SW1200s in the 700 series which was recently held down by retired FM H-12-44's. The renumbering is as follows:

OLD #	NEW #
603	701
605	702
607	703
616	704
629	705
631	706
633	707
635	708
636	709
641	710
642	711
643	712
644	713
646	714
647	715
651	716
652	717

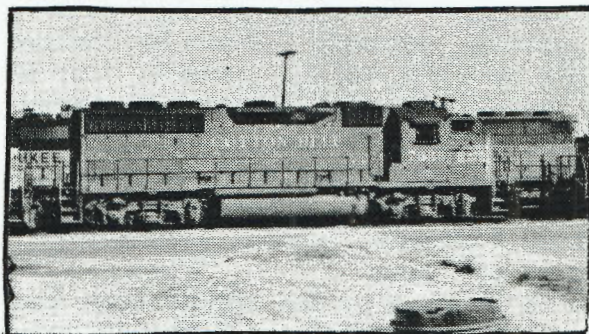


As we put this column to rest in the WF The Soo Line has won the bidding war for the Milwaukee Road with the LOW bid. Judge McMillen gave the nod to the Soo and stated that the C&NW's bid, although higher, would take out competition from MILW RD territory and felt that the Soo would keep competition and also would keep most if not all of the MILW system intact. Soon after the Judge's decision the C&NW withdrew its bid thus saving costly court litigation battles.

Stay tuned for more details in the next WF.



Missouri-Kansas-Texas (MKT or Katy) GP40 #217 at Bensenville. MKT units are the most common units found now (pool wise) coming in from Kansas City. Although they have been known to wander on other MILW lines.



The SP pool has for the most part stopped on the MILW. Before it dried up, Gerry Dobey caught Cotton Belt GP40-2 7635 at Bensenville. However, MILW fans who live along the KC-Chicago line have another treat as Rio Grande units have become regulars on these trains!!! What next? Well it is rumored that the Soo will now go after the KCS. Perhaps white SD50's will find their way up to Chicago!!!

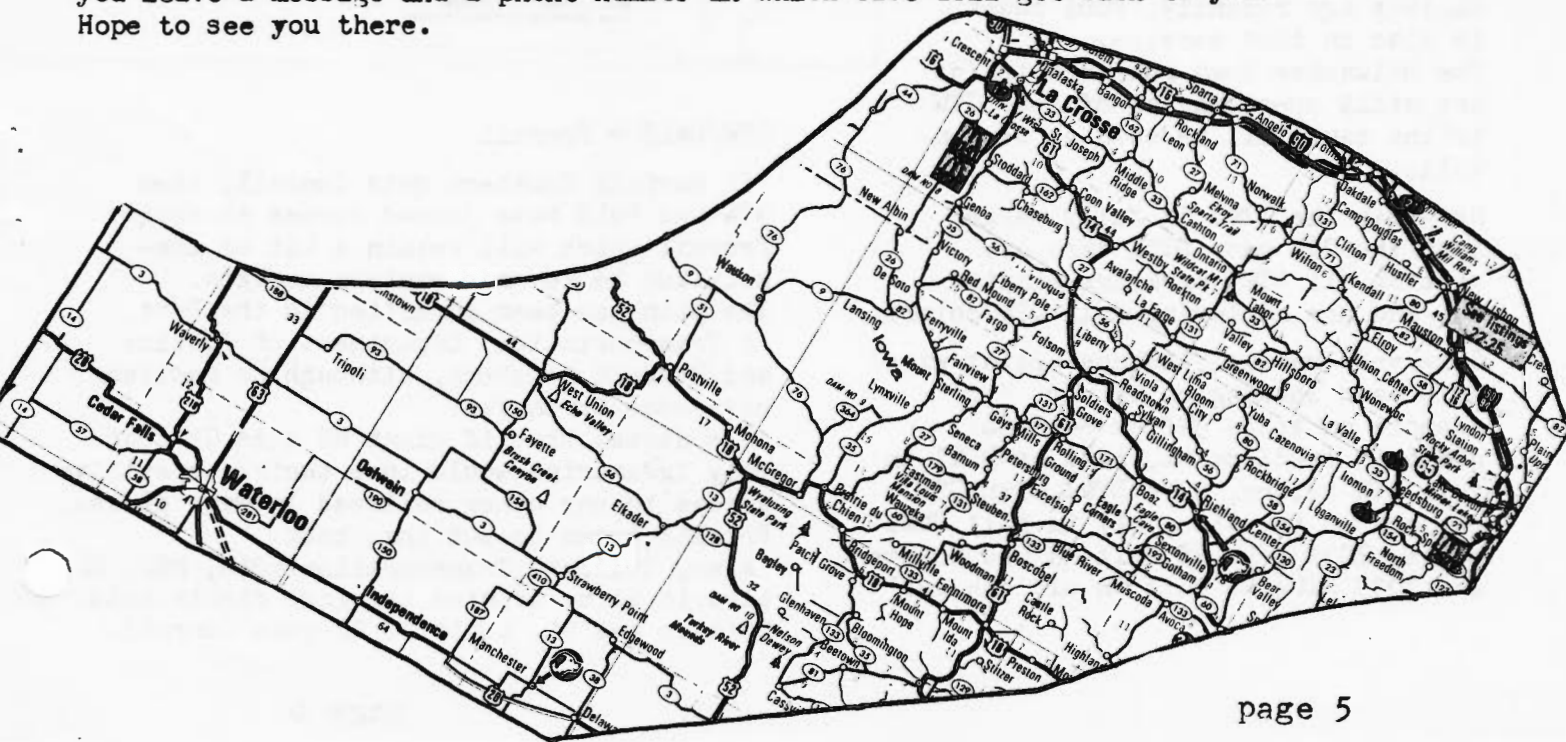
la crosse meet

That's right folks, LaCrosse, WI is the home of the region's spring meet once again. Why? Because we like it there! However, to add interest and spread the region doings around a bit, we will also be heading to Waterloo, IA for the second leg of the meet. We've got a full line up prepared too. Starting Friday March 29 region members will get together in LaCrosse in the afternoon, hopefully we can all meet somewhere centrally located, such as the Amtrak station and/or Grand Crossing where the BN and the MILW RD cross. Friday night will be spent at the Exel Inn of LaCrosse (toll free reservations 1-800-356-8013 in Wisconsin 1-800-362-5478) with a bull session and relaxing to HBO.

SATURDAY we head out bright and early to see the railfanning sights of LaCrosse chasing trains up and down the Mississippi River banks with beautiful scenery to highlight your shots. We will stay in LaCrosse until MILW RD train number 222 comes down from the Twin Cities. The chase is on then as we follow #222 on the MILW RD's single track River Line to Guttenberg, IA where we then head over to Oelwein, IA to tour the C&NW's ex-CGW rebuilding shops. The CNW does all system rebuilding here so expect to find all types of CNW motive power, plus many of the newly acquired ex-CR and BN SD45's, ex-RI GP35's and SW1200's still painted in full RI paint, ex-Auto Train U-boats still in full AT colors, and an assortment of stored F units and GP30's. After taking this in its off to Waterloo home of the ICG, CNW and the new Cedar Valley RR plus another Excel Inn where we shack up for the night in addition to having our **INFAMOUS MARATHON SLIDE SHOW!!!!!!!!!!** Members have come to enjoy the agonizing torture we inflict upon each other with hour after hour and tray after tray of slides from every railroad in existence!!!! We will limit the first round to 80 slides per person. If it is still early and we feel up to it, another round will be had, again with 80 slides per person. Stack loaders will be available in case you don't bring a carousel.

SUNDAY will spent checking out Waterloo and other areas including the Cedar Valley and the nearby Iowa Northern and a few more shortlines if time permits. Sunday we will then head our separate ways home and will never be the same again. Plan on having a great time, especially if the weather is as good as it was last year!!!!!!

BE THERE or be square! Call Gerry Dobey for more details today at 312-832-1598 between 3pm and 6pm or after 10:30pm on weekdays. Don't even try on weekends, unless of course you leave a message and a phone number in which case I'll get back to you. Hope to see you there.



TRUNK TALK

Ian Smith



New TOFC hotshots 200/201 are now being run daily (instead of 214/215). This new schedule and service consists of one unit and 15 cars with no caboose. The usual departure time for #200 is 8:00pm from Chicago, changes crews at Battle Creek by 10:30-11:00pm and arrives at Detroit by 2-3am. The westbound counterpart, #201, leaves Detroit by 2am and pulls into Chicago by mid-morning.

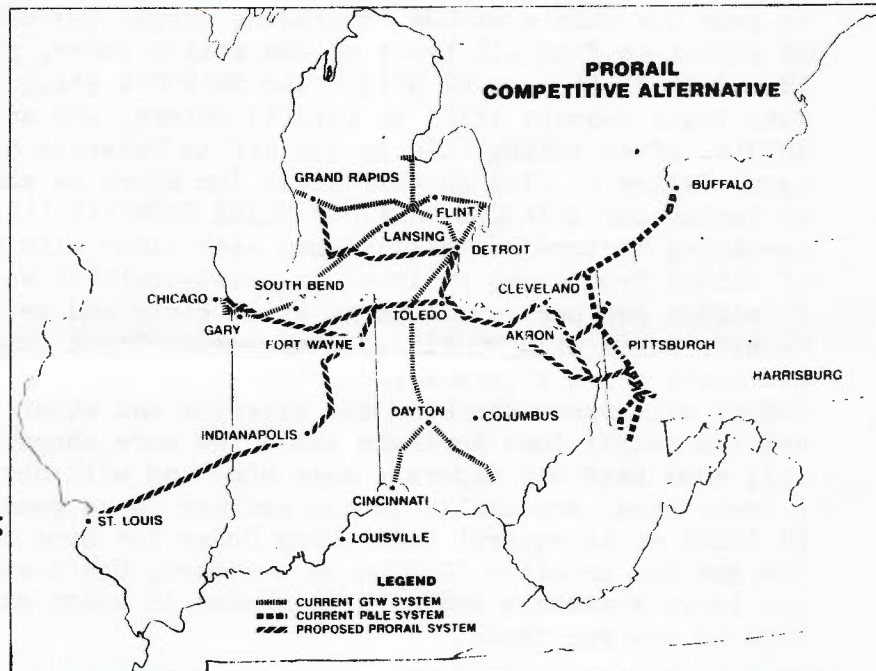
In late July '84 the Central Vermont purchased two ex-Rock Island GP-18s (#1334 and #1345). The engines were delivered from Chrome Crankshaft in primer paint but lettered for CV. The CV is not short of power due to an upswing in business, but rather because it's own units are old and are in bad condition. CV traffic continues to slide, including the elimination of the Rocket piggyback trains. The GTW has completed repairs on CV 4549 and has sent it back in CV green colors.

The Burlington Northern run thru service began in January and is being promoted in the press heavily. Two full page ads have been taken out in Railway Age recently. Pool power is also on this service.

The Milwaukee Road run-thru trains are still operating as of Feb. GTW trains can still be seen at Bensenville.

Now that the DT&I is fully merged into the GTW many DT&I cars are getting all DT&I markings painted out and are receiving full GTW colors.

Some very unusual lashups (paint wise) have been showing up lately. For example on train 392 on 8-19-84: #5856 in ex-RI paint, 6206 ex*DT&I in full GTW colors, 6214 DT&I with GTW numbers on the side, 417 in full DT&I paint, 2038 MILW RD unit in new scheme and 2035 MILW RD unit in old scheme!!



GTW/P&LE = Prorail

If Norfolk Southern gets Conrail, then GTW and P&LE have joined forces to offer Prorail which will retain a bit of competition in key mid-eastern markets. The plan has been submitted to the Dept. of Transportation, Department of Justice and Norfolk Southern, although no replies have come forth yet.

GTW states that if giant NS gets CR that many industries would lose their competitive access to any other railroad in many places. Prorail hopes to put that back.

Also, Guilford Transportation (B&M, MEC, D&V) also is to be granted trackage rights into Chicago and St. Louis if NS gets Conrail.

TRUNK TALK

On January 1st, GTW dropped the old DT&I alpha train number system and started a GTW compatible train number system. New numbers are :

Through freights:

- 200 - 249 Intermodal trains
- 370 - 399 Flint Sub. South Bend Sub. and Detroit division trains connecting with CN at Port Huron
- 400 - 409 Trains to or from the Shore Line Sub via the Holly Subdivision
- 410 - 419 Trains to or from Shore Line Sub via Holly Sub.
- 420 - 429 Trains to or from Shore Line Sub via both the Detroit & Chicago Divisions
- 430 - 449 Trains in inter-divisional service
- 450 - 471 Trains on Detroit Division north of Flat Rock
- 472 - 499 Trains on Detroit Div. south of Flat Rock

Local and switch runs:

- 500 - 529 Chicago Division
- 600 - 691 Detroit Division

Work extras on both divisions: 5555 series

Extra and special trains: 800 - 887

As before, even numbered trains are east-bound and southbound and odd numbered are westbound and northbound.

Second sections of trains 200 - 499 are identified by the addition of a "2" to the normal number.

The CV's roster continues to deteriorate with the RS11 fleet falling. The following RS11's have been retired: 3602, 3603, 3607, 3610, 3613 and 3614. GT SW1200's 1509 and 1510 will probably remain on the CV. CV has renumbered the ex-RI GP18's as 3602 and 3614 plus ex-BN GP9 is now 4929 all are former numbers off of retired units.

Ex-RI GP38-2 5856 has finally been repainted into standard GT colors leaving only one more unit in RI paint.

DWP SD40 #5905 is at Battle Creek for heavy repairs. Sister units 5906 and 5910 were just released.

EDITORS NEW YEARS GIFTS

Yes its that wonderful time of the year again, time for a new year and new insults dished out by yours truly. Why do we do this year after yaer? Why not? Who cares?

To Mark Kaszniak: Its between a Pentax K1000 so you can join the "club" or a ex-Sperry rail car relettered for OEHA for those on site tank car accidents that you're dying to go investigate.

To Ed Moran: Living quarters at tower B-17 so you'll never be more than a few feet from all the MILW RD "action".

To Greg Dahl: A new super railfan mobile in the form of a '69 Dodge Dart complete with Led Zeppelin 8-tracks and the library of steam sounds of the '50s. Enjoy.

To John Huseby III: A starring role in the first TAMR music video to air on MTV sometime soon, either that or the bed next to Ed at B-17.

To Stan Ujka: A dream date with Madonna.

To Gary Gardner: A new run thru train between the Rio Grande and the SP that goes to Arizona complete with SD50's. Oh yeah, some quarters too!

To Dave Chapman: A 1600mm lens to shbot the MoPac from your bedroom with and a daily log to tell me what I've missed.

To Dave Schauers: Growth.

To John Vincent: A tour of Madison St. in Chicago complete with stops at all the Church's Fried Chicken stands, and remember thers one every mile.

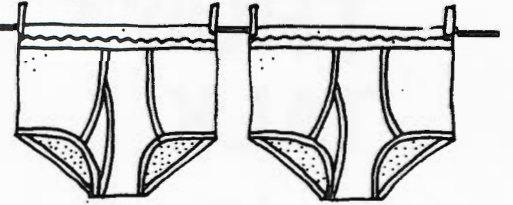
To Tom Gasior: The first M16 that shoots Kodachrome.

To Dee Gilbert: A job at JMC so you can process your own orders.

////////////////////////////////////
DM&IR SD38-2's going down grade to the Duluth ore docks. Photo by Tom Gasior



BRIEFS



Just a short note here from the Precision Wide-Vision Division. We want to let all you Central Region dementos and all others who read this fish wrapper that we are still around and figure 1 column a year from us is pretty good. Our publication, the INTERCHANGE has run into some problems but will be back some time soon in this new year.

We also want to let you know that you should attend the region meet in the LaCrosse - Waterloo area. We will all be there. Yes, Alll of us! This includes Vinnie "Da Godfather" Vincent, Dave Showers Shavers Shavers (that short guy with the Nikon), Bruno, Mad Jay Wolf, Agent Orange, The Dorin Clones (not Clowns) Greg "Gimme a Dash-two" Dahl and Tom Gasior as the beaver. And if we really get mad at you people, we might bring along Jeff "Decal" Scholler.

Now combine these lunatics with all the yokels from Wisconsin, the wild Michelson Bros., and all those drug pushers from Chicago and we will have a great time (we might even see a train.....NAH!)

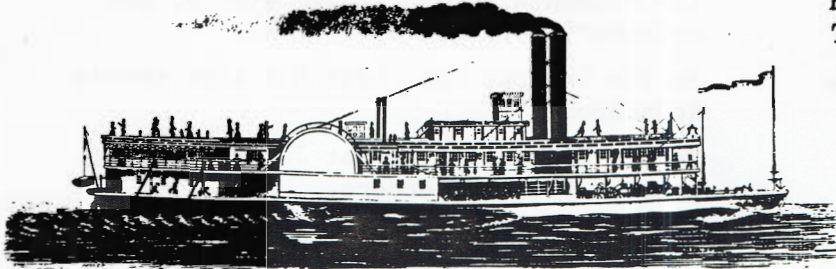
Also the PWVD is sponsoring a couple of contests. The events are black and white prints, slides and also catagories for worst slide and who can find the co-ed with the biggest.....um....anyways....., \$10 gift certificates will be given out for first place in the best slide and picture catagories. Second place is one date with Vincent's sister, third place is two dates with Vincent's sister.

So bring your cameras, beer, slides, film, beer, scanners, models, beer, Coke, Pepsi, Sprite, beer, etc.

We'll see you there,

Chow

PWVD Heckling Team
T. Gasior -- Captain



We don't know about you guys, but
we're gonna boat fan on the Mississippi

skibo
skutt/ebutts



That's right, now you can enjoy back issues of your favorite rail oriented magazine, CTC BOARD, er, umm, no strike that...where's the white out...THE WAYFREIGHT!!! That's right, The CR WAYFREIGHT in limited quantities of course.

June-July '80	7 issues left	
Feb. '81	5 "	N&W GP30 on cover plus columns
April-May '82	12 "	Soo SD40 ", F unit feature, columns
April '83	12 "	DWP SD40 ", columns, humor
June '83	12 "	CA&E drawing on cover, columns
August '83	15 "	GTW photos, roster, Crossing Zone, columns
Sept-Dec '83	2 "	Soo SD40 #747, double issue special
Feb '84	3 "	CNW #6832 ", mucho columns & photos
June '84	5 "	Soo F's ", LaCrosse Meet, columns
Aug. '84	4 "	Conrail #7950 ", mucho columns & photos
Oct. '84	12 "	NKP #765 ", mucho columns.

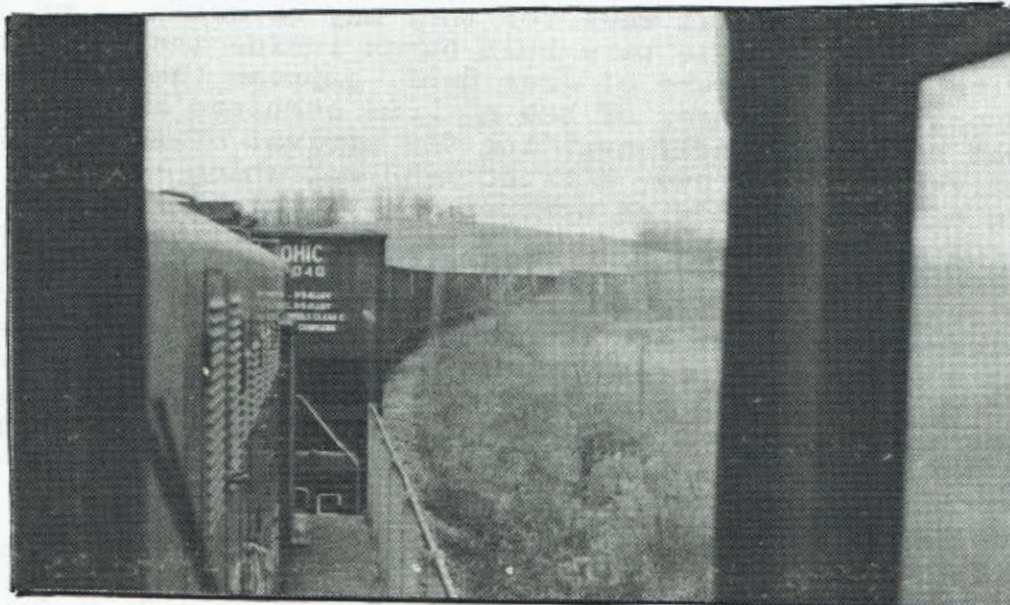
Order by cover date. Price: 50¢ for members residing within region boundaries, 75¢ ea. for all others. \$5.00 for one issue from each date listed.
Order from Region Rep. John Huseby III.

OHI-RAIL

By Thomas Campbell

This picture (below) is of OHI-RAIL Corp. Alco S-4 #1014 running on a typical day (by the way, the picture was shot from inside the unit) (that information for those who didn't notice). The photo was taken in August 1983 when engineer Dave Unkefer and brakeman Tom Campbell were going to put 10 empty coal hoppers at the Pan Coal site, which is located 5 miles north of Hopedale, OH, and they were going to put 2 Ann Arbor boxcars at the N&W interchange.

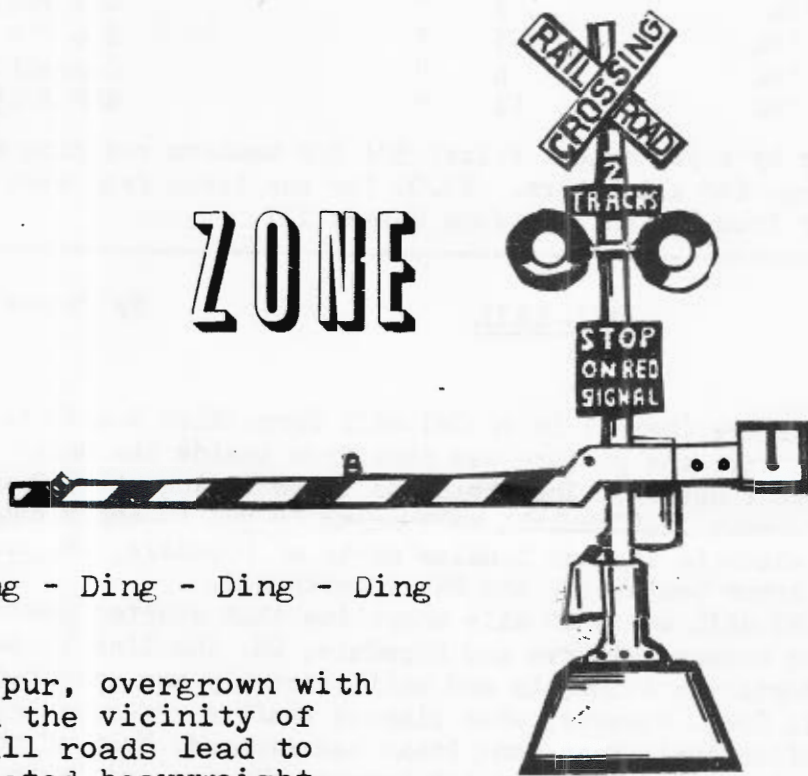
The OHI-RAIL was a 40 mile shortline that started operations on July 30, 1982 running between Minerva and Hopedale, OH. The line is owned by the Ohio Rail Transportation Authority and until recently was operated by a subsidiary of Indiana Hi-Rail Corp. However, when planned traffic never materialized, Indiana Hi-Rail left after their year long lease had expired. Most of the line was then embargoed except for a 1.8 mile stretch between Minerva and Pekin. A new operator has taken over and continues to use the name OHI-RAIL. By January OHI-RAIL was to acquire a section of ex-Conrail trackage between Youngstown and a point 2.7 miles further which now includes interchange with CR and B&O. CR's price for the line was \$149, 785. Stay tuned for further developments on OHI-RAIL.



You're driving down Interstate 80 paralleling the Union Pacific mainline just west of Omaha searching for the ever elusive Centennials rumored to be plying this line by the railfan press. You have the top down on your shiney new white 280Z, a gentle breeze wisks through your hair and the multiplex AM/FM stereo-cassette-kk scanner is blasting out a rendition of Steve Goodman's City of New Orleans in a memorial concert. Suddenly, you spot the signpost up ahead. You slam on the brakes, but it is to no avail. As you bounce over the gravel crossing losing a Midas muffler in the process (Damn those rough crossings!!), you realize you have just entered the

CROSSING

ZONE



Ding - Ding - Ding - Ding - Ding - Ding - Ding

On an abandoned rail spur, overgrown with poison ivy somewhere in the vicinity of Hibbing, MN (Remember, all roads lead to Hibbing!) sits a delapidated heavyweight Pullman entitled Da Junke. Unbeknownst to the general populace at large (as well as at thin), this is the general headquarters (and maybe even tail quarters) of the MESS HO combined allied forces in the American theater (watch for Siskel's and Ebert's review of these forces next week for they may be coming soon to a theater near you). A single bare bulb burns inside the trailer revealing the staunch figure of Greg Dahl, supreme (as well as Diana Ross impersonator) commander of the HO MESS combined allied forces. We note that he is patiently awaiting the arrival of someone for he is alternatively leaning over a crude MESS map which had been drawn on the back of a fish sandwich wrapper and pacing the floor. Suddenly without warning while Greg was nearly napping, there came a tapping as if someone was gently rapping on a chamber door. The door slowly slid open revealing the presence of Darth Dobey, president of the GSL and chief engraver for the HO combined MESS forces. At the sight of this apparation, Greg jumped up from his chair and began to speak: "Well Darth, it certainly took you long enough to get here! I hope that you won't keep me waiting in the future as you might just find yourself in deep trouble one day. well, what do you have to say for yourself this time?"

Quoth the Dobey: "Nevermore!"

To which Greg replied: " Very funny, now tell me what you have been

up to lately?"

"Well, it took me a little longer to get here than I initially expected. First, I had to repaint all those slime yellow C&NW boxcars into Pullman Green," replied Darth, "and then I had to steal that excess capital to purchase the Milwaukee Road so we can turn Bensenville yard into FunWorld. I figured that we could use the hump as the basis for a rollercoaster and...."

"Darth, Never mind that now!" yelled Greg. "The reason I called you here is that I need you for a special mission. However, I must warn you that it is dangerous and if you decide to accept and get caught, the HO MESS combined allied forces will have no recourse but to disavow any of your actions."

"What's up doc? You know the GSL and I are always at your disposal. We may not be very fast or very accurate in our delivery, but we do eventually get the job done," interjected Darth.

"Rumor has it that the N scale forces commanded by General Mark with the infamous Dastardly Dee assisting are planning to build some sort of module system. Needless to say (but he'll say it anyway), the construction of this system would be a great coup on their part. It's drawing power would both attract the populace at large and cause many of our loyal supporters to defect to the N scale ranks. What I want you to do is to infiltrate their forces, find out as much as you can about the system and then steal the master set of plans," explained the now exasperated Dahl.

"Two questions," replied Darth, "How much time do I have? Also, what resources are at my disposal?"

"Time is hard to pinpoint. The modules may already be in construction as we speak. We know they are planning to debut them at the 50th anniversary conference of the NMAA in Milwaukee next summer. As far as resources, you have our entire staff at your disposal. That means master seargent Tom "Let's Go Marines" Gasior; Gary and his monstrous supply of quarters; Dan Carroll and his collection of go everywhere, never built, never used railroads; Tim Vermande with his white van loaded with fishburgers and a never ending supply of taconite pellets from the DM&IR. Oh yes, while you're poking around General Mark's headquarters, see if you can rescue Bill the Cat. He was kidnapped several weeks ago while on a similar spying mission for me and I'd like to have him back. We had planned that he and Opus should run for high office next year," stated Dahl.

"I'll leave immediately!" shouted Darth.

Meanwhile at General Mark's headquarters--a building thinly disguised as an OSHA field office way out in the far western suburb of Aurora--members are assembling for a staff meeting. Sitting around the open grid benchwork of a semi-completed module are the ever hefty General Mark, the always sleepy Dastardly Dee, the forever physically fit Stan the Man and the hulking Husper.

"Well folks," General Mark begins, "We have actually begun this grand and glorious module project designed to bring more and more modelers over to our side. You are well aware that the HO MESS combined forces have an inkling what is going on here as we caught Bill the Cat in the act of transmitting a message to them. It is my guess that they will either try a direct attack next or send another spy. I urge all of you to keep on your toes for such a person. With that out of the way, let's continue with the module building."

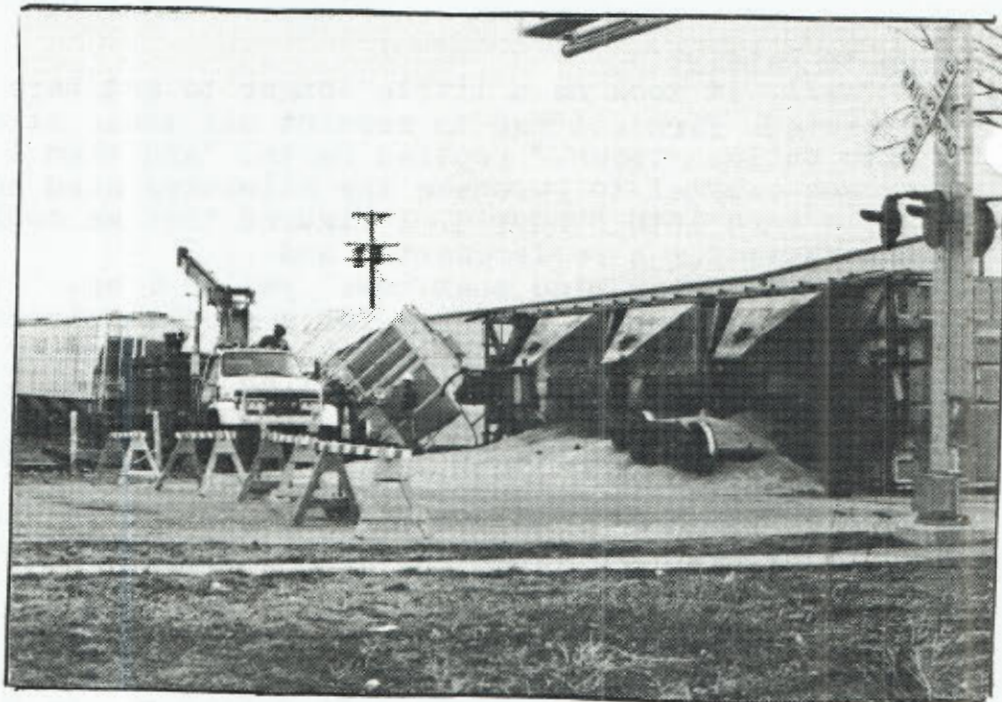
Will Darth successfully infiltrate General Mark's headquarters and steal the module plans? Will he rescue Bill the Cat? Will the GSL get him anywhere near General Mark's headquarters in the first place? What will he do with all those taconite pellets from the DM&IR? For these answers and more, don't miss the next episode of the

CROSSING ZONE

SOO LINE SLIP UPS

Not everything goes the Soo Lines way, even though they did get the Milwaukee Road. Here's the evidence: another grain train bites the dust. Obviously the Soo will now go head to head with the BN to see just who can dump more trains. Shot in Superior, WI by our roving reporter and true fact finder Iva Bigbody.

Who wants to tackle this modeling project?



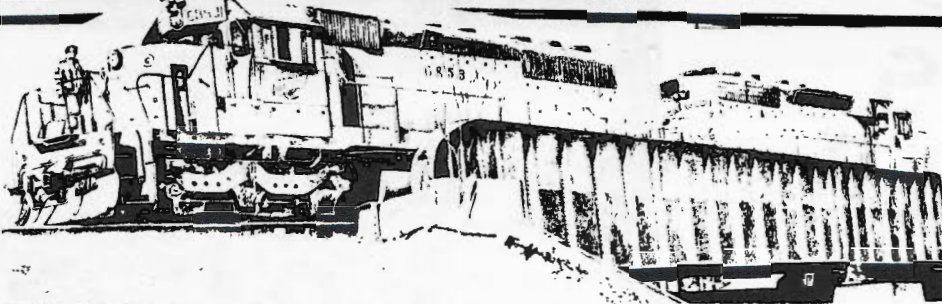
BATTLE OF THE MODEL MANUFACTURERS: Part II

First we had the fight over whose SD40-2 was best, although it appears Athearn won that one since you just can't find any ads these days from GSB. However, instead of bringing us the models we want like GP40-2's, GP50's, SD50's, SD39's and SD38-2's B23-7's etc, what do we get now in HO scale----RS3's. Yup, just what you always wanted to pull your crack TOFC train right? Okay, here it goes, first AHM has had their RS2 out for many moons which was pretty good, then we have Atlas announce an RS3, okay, I can live with that, Atlas quality and all, but then MDC decides it wants to get in on this along with Stewart Hobbies. All it seems are over-priced. We'll have more on this when Tyco and Bachman announce that they will have versions out too!

We hate to do this but we must. As we close out this issue, the article file is just about empty. We have about one page of filler material (like the above piece) and a pretty good supply of old photos, but that's it. Thus it is time once again to beg for material. We can use anything and everything. What I did with my date last night, why I went railfanning instead of going to Florida this spring break, railfanning with my best friend--who happens to like pickup trucks and Frankie Goes to Hollywood records, why I like this railroad better than this one, etc. So send in something PLEASE!!!



Yup, just what you've all been waiting for--a picture of another MILW RD MP15AC at work. This could be the basis for another new column in the WF--MP15 of the month. Hmmm...anyways heres #474 at work in Waukesha, WI in 1980. Photo by past member Greg Schneider.



Gerry Dobey

NORTH WESTERN NOTES

Of course the big news on the C&NW is the loss to the Soo Line in the Milwaukee Road merger hearings. Soon after the judge ruled in favor of the Soo, CNW withdrew its bid and stated that they used up enough time and money pursuing the MILW and will not appeal and will now direct their efforts in improving the CNW's future. What this means in unclear currently, although the way it was stated could mean that the CNW could have something else up their sleeve.

Already they are looking into extended the Powder River coal line to reach two more mines.

Soon after the MILW RD case was decided Missouri-Kansas-Texas (Katy) announced that their railroad was up for sale and one source even stated that the Katy could already be sold, although to who was not known. Does the CNW have any say in this? We'll have to wait and find out.

Action at Oelwein, IA will start again this coming summer as CNW plans to rebuild 40 of the ex-CR SD45's there. SD45 #6539 has recieved the new scheme, although hasn't been rebuilt yet. So far only the #6500 has been through the shops.

Bad news for you Presidential F unit fans, F7 400 is stored at Marshalltown, IA with a cracked engine block. There is no word on when or even if this unit will be fixed up.

It is a possibility that the CNW may be looking at getting some SD50's and/or SD60's after trying out some Rio Grande SD50's on the coal lines. Although with the recent amount of SD45's being bought second hand this may seem unlikely. CNW stated that the Grande's SD50's had performed on the coal trains quite nicely

OLD NEWS: CNW celebrated the 100th anniversary of the Chicago Great Western on July 14 and 15th of last year by a operating a special passenger train between Oelwein and Dunkerton, IA with F7 401 and GP38-2 4609 pulling 3 bi-level cars. The Oelwein shop area was also opened up for tours.

A new employee timetable was issued on January 1, 1985. Most notable in this edition is that the tower at Nelson, IL was closed. Nelson was used on the Chicago-Fremont main for trains that would head south to St. Louis. The junction is now controlled from West Chicago, IL.

Good news for railfans along the Fremont main is that the CNW is planning on installing hotbox detectors about every 18 miles. Why is this good. Because over the radio they will call out that they have cleared the hotbox detector at such and such town or milepost thus making it known over the scanner exactly where a train might be. The first one will be installed at Winfield, IL which is 28 miles west of Chicago.

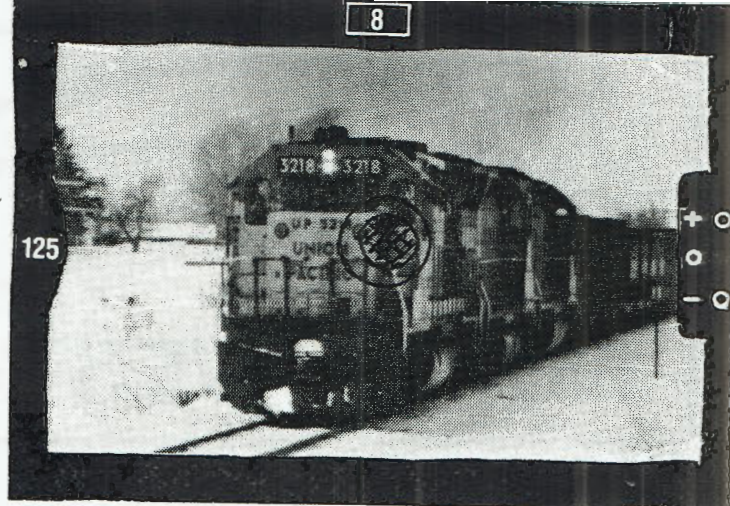
Not only do we have a Presidential F unit down, but now word comes that sleeping car #410 has been severely damaged by an electrical fire. No word yet on whether this car will be rebuilt.

For those wondering about the APL double stack trains, well we know very little right now about their schedules, and various reports have been coming in from around here about how they are routed through Chicago as it seems they won't clear certain overpasses. However, a weekly doublestack operates now between Seattle and Kearny, NJ via UP-CNW-IHB-CR and CNW symbols it SEKPZ eastbound and KPSEZ westbound, which isn't much help with a scanner since the CNW hasn't been using the alpha-symbols over the radio. Rather they just call the trains as extras and identify them by the lead unit. Thus it makes it hard to pin down schedules.

Have any CNW news bits or observations?? Send em in to us!!! How about recent unusual locomotive sightings or trains??? Remember, we'll usually print just about anything!

VINCENTS VIEWFINDER

by John Vincent



There will still be a few more chances to get some snow shots taken this season. Winter photography is difficult and often disappointing. Pictures that seemed perfect in the viewfinder, arrive dull, flat and hazy. Exposure is tricky in the snow, often it seems impossible to get a shot with any detail. These problems along with the ravages of the weather on your self and your equipment make winter photography an annoying situation for most people.

Light meters in or out of cameras are adjusted to average photo conditions. Snow is all but average. The light meter is calibrated against a grey card that reflects 18% of the light hitting it. Fresh snow reflects 90% of the light hitting it. Old dirty snow reflects about 70%. This represents a two stop under exposure.

Those of you with manual cameras have it the easiest, simply set your cameras aperture down. For those of you with semi-automatic cameras that have exposure compensation set your dial to -1. For those of you with totally automatic cameras or cameras that don't have compensation, you must lie to your camera. Film speed, shutter speed and aperture are mathematically related--when one changes and one stays the same, the third one changes. With cameras that are either shutter priority or aperture priority the easiest trick is to split the film speed. If you have a shutter priority camera, splitting the film speed tells the camera that half the light is reaching the camera. The camera will respond by splitting the aperture. With an aperture priority model, the change cuts the shutter speed.

In higher elevation areas the snow may cause haze or a bluish tint on your film. This is caused by the increased presence of ultra-violet light at higher elevations, and the snows ability to reflect high amounts of UV. Normal UV filters tend not to work above 10,000 feet (most railfans won't have a problem here) but there are special filters for high altitude work and they can still be used in regular atmospheres. Better yet, if the background is worth saving, use a neutral density filter to bring in crisp detail. ND filters are especially useful in bright sun light when you have a background full of trees. The filter removes the saturation of colors allowing more detail to be seen. If you are using polarizing filters you must also be careful at high altitudes. The filter will help eliminate or reduce unwanted glare but then it also may produce black sky effects at certain angles, while your subject will be perfectly exposed.

Your equipment is subject to a wide range of winter woes. The weather can cause the lens to fog, battery freeze up, or even frozen lens parts and frozen shutters. Although you may be tempted to put your camera inside your jacket to warm it up while out on a "shhot", do not do this. Your camera will be cold, whereas your jacket is warm and humid and this combination will produce condensation on the lens. Taking a warm lens cap and putting it on a cold lens will also produce this neat effect in a smaller scale. If bringing your equipment indoors after being out in the cold, place it in a zip lock plastic bag so the moisture collects on the bag and not on your equipment. Also pay attention to your batteries. It is always a good idea to bring along a spare set in any winter weather as older batteries are prone to freeze ups after being out in the cold for a while. For those with bug bucks to spend, several manufacturers sell a remote battery pack that stays in your pocket and warms the cells. One more luxury you may want is a pair of thin nylon or silk gloves that will allow you to use your camera freely without sticking to your lens or camera.

Now that you have the facts go out and get some shots for next years Christmas cards.

THINGS WE HEAR

Yes, we are coming out with a late WF again. Why does this always happen you might be asking by now. Well, first lets state that the cover date has little to do with actual content and that most news items are up to date. And even though we are late, combine issues, etc. you do not get cheated out of any issues. We feel that a double issue contains a bit more material in it than a regular issue thus it qualifies as two issues. Anyways back to the point. I am the sole reason the WF comes out. And since I am currently holding down two jobs during the week, time for the WF is cut down. Remember the TAMR is an all volunteer operation. We don't get paid for doing this--we do it because we like to do it. With a few improvements here at WF HDQRS. we hope to be getting out the issues a bit quicker than we have in the past. However, even though we come out late, we hope you enjoy the work we put into each issue and we're here for all region members to enjoy and contribute to.

ABOUT PHOTOS: If you're thinking about sending in some shots for publication, here's a few tips. If you take color or black and white PICTURES, please try and send us the negatives. This will save us time and money. However, if you can't get us the negatives we can still use your shots. All negatives will be returned promptly. Please specify if you wish your pictures returned. We can't use color slides in the WF. We realize that this makes it hard for most of our members, but thats the way this crazy publishing thing works.

TAMR NATIONAL CONVENTION: We've heard a lot of talk about it but not much is being done it seems. In Chicago a Teen Trak module group was started in N scale but broke up after two meetings due to all the squabbles it resulted in.

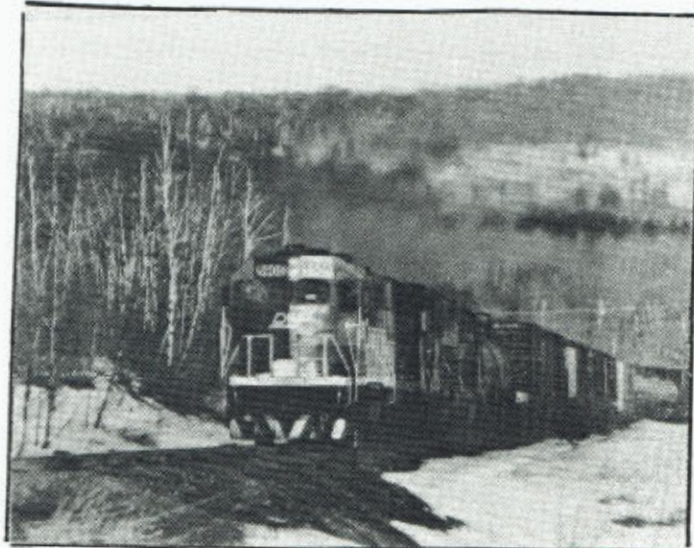
Programs for the convention seem cloudy at best. Besides model contests, which usually aren't too hard to screw up, what have we to look forward to? Clinic wise I've only heard a few ideas, one being High Speed Passenger Trains by Jim Kobrinetz, and then possibly a clinic on N scale locomotives by Dee Gilbert if he can attend. Has anyone else got any ideas???? Last summer there was talk of getting TAMR leaders and people like MR Editor Russ Larson and NMRA prez Paul Shimada together for a forum on the future of model railroading as it applies to teens. I never heard any more on this.

Layout tours? Don't count on too much in this department due to the fact we don't have any members living in Milwaukee. Prototype tours? Possibly, but then again I don't think anyone has bothered to contact any railroads about this fact. Teen Trak modules? I plan on building two HO scale ones to show, what about anyone else? What scale? And the biggest question of all, are any TAMR members even going to bother going to the convention????

The problem as I see it is that the TAMR membership refuses to get involved. Sure we only have 120 members but does that mean these 120 people can't get something together to show that we are teens that are on the right track to becoming the future in model railroading? Mark Kaszniak surely cannot be expected to plan this whole thing. He has far to little time the way it is. Bad enough he practically has to hold up the whole association. I wonder what ever happened to the TAMR President we elected. I would think he'd be interested in his associations 21st anniversary convention.

I guess we will soon find out if this is the year the TAMR will be launched into greater things by signing up many new teen modelers who saw the great things we the TAMR had to offer as a group, or maybe this will be the yaer that we show everyone that we really are a bunch of kids just playing with our shoo-choo train.

Remember, it is not up to one or two people to run this thing. It should be a group effort, and if everyone dosen't realize that soon, then I won't blame the officers for quietly closing up the TAMR for good.



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