

the

Official publication of the Central Region-TAMM  
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# WAYFREIGHT





Things are looking up so far this year with the completion of yet another issue. This brings the grand total so far in 1986 to 2---almost right on schedule. And with this issue we look forward to another TAMR election, and with the election we will once again find our region with a new leader. John has decided to pursue higher office and is leaving the comfort of the region reps post. We wish John the best of luck.

With this issue we welcome the return of the one, the only, the ex-HOTBOX editor Mark Kaszniak. With him he brings that fiesty journalism we all grew to love, and sometimes hate. Mark will be digging up the dirt on all the modelers in the region (yes, there are a few of them out there), embarrass them, and ruin their lives forever...or something like that.

And in the continuing glut of rearrangement found here at WF World Headquarters (WFWH) we have gotten Greg Dahl the newly made up position of Associate Editor. We're still thinking of things for Greg to do under that important sounding title, and once we come up with a thing or two we'll let you and Greg know all about them. In the meantime you will come across the rantings and ravings of a soon-to-be committed professional student and stock boy who dreams of being sunburned in the limelight of professional railroad journalism. In other words, Greg will have his own column appear now and then.

In other important region doings, we still haven't come up with any plans on what to do with this years region meet. LaCrosse, WI is still in the running to hold onto its third year as official meeting place, although a few other towns have also popped up, these including Dubuque, IA (which is also located on the Mississippi River), Clinton, IA (a bit further south of Dubuque, but still located on the Mississippi) St. Louis, MO (even further south of Clinton and Dubuque, but still located on that famous river, the Mississippi), Galesburg, IL (not located on the Mississippi) and for some unknown reason, Fargo was mentioned. What all this means is that A). We will have a meet sooner or later. B), Our members seem to be in love with a certain river, whose name I refuse to type again and C). We'll let you know more about this later. If any of you have any further suggestions please feel free to send them into me. One thing that we will definitely have at this years meet is a model contest and also a slide contest.

We still need articles for publication, although a few have come in, we still need more, especially now that our column editors have taken some time off.

Hope you enjoy the issue,

On a final and somewhat more somber note, I am announcing my resignation from the position of editor of the WAYFREIGHT. Issue 38 (the one published after this one) will be my last. Anyone interested in the job should get in contact with our new region rep. (look towards the HOTBOX for the announcement of who it will be). Thirty-eight issues is a lot for an editor of any TAMR publication, and due to recent happenings I feel it is time to bring in someone new. The TAMR is an association designed to be run by teenagers for teenagers--I no longer qualify for that having recently reached the ripe old age of 23. I hope that someone out there offers their services to be editor, for if someone doesn't, a great region will lose a great region publication.

That's all for this issue, hopefully we will get issue 38 out within two months of this being mailed.

Enjoy the issue!





## THE DISPATCHERS DESK

notes from John Huseby III  
regional representative



HELLO AGAIN!! It has been a long time since I talked to all of you. This is going to be my last Dispatcher's Desk. I am stepping down as Central Region Representative this upcoming TAMR election. However, I do have some good news in that I am running for TAMR Auditor! I hope I get the support from all of you in the CR.

During my term I did a lot of promoting for the region. In my fight to gain new members, we got quite a few. Renewals are also up. Hopefully you, the members of the CR like our publication enough to rejoin.

My term in office was a fun two years. I met a lot of new members who will be involved in the TAMR in the future. Some of the things I wish I could have completed as CR Rep. will be carried with me as Auditor if elected.

In the last few issues you haven't seen this column, instead, you have all read the stories I wrote about my Amtrak trips. During this, however, the CR was active in many ways--slide shows, railfanning by members, and modeling by some.

One thing I liked was the formation of David Holden's local chapter of the TAMR called RAILS which he has put together with new TAMR members at his college. I think this is a great idea for college bound TAMR members or even anyone that could start their own local little group of modelers and railfans. I hope to see more of this in the future.

The new image of the Hotbox is a great start on our regaining our 300+ members of years past. I also think Mark Kaszniak has done a super job as past editor. I would definitely vote for him for a life membership! We need to get more of the unactive members active in writing articles for the Hotbox and Wayfreight. Both are in great need of new ideas by our members. Please don't be afraid of writing something as to modeling or railfanning or any story. Anything will be interesting to our members.

I also would like to welcome everyone to attend our regions annual meet this year. We are still working on dates, locations and activities. I hope to see a lot of you there and hopefully some new faces will pop up. Stay tuned for details.

Well, in my last words as rep., I had a fun time being your representative and was always busy promoting the region. I hope whoever takes the office will enjoy it as I have.

Thanks for having me as your rep, and you will be seeing me in more upcoming issues and new articles! So Long!!

John Huseby III  
ex-Central Region Representative  
2 March 1986

### BOSTON CONVENTION

Do you remember the national TAMR Convention last year? No? Well, do you remember all of the stories you heard about it?? Maybe, maybe not. Anyways, get ready for this years TAMR NATIONAL CONVENTION!! This years event kicks off on July 25th and ends on the 29th with a fan trip on the Lamoille Valley RR which will feature a 4½ hour ride behind Alco RS-3's!!! Make your plans now--before its too late! For more information, get in touch with: James Lincoln, 139 Park Street, Wrentham, MA 02093

On ze cover: UP's last E unit, E-9 #951 leads SD60 #6000 and 10 passenger cars on the Illinois Operation Lifesaver train. The train is shown here at Watseka, IL on April 22, 1986. —Gerry Dobe





# MODELERS'

## CORNER

By Mark Kaszniak

Seeing that I had completed my duties as the TAMM Publications Editor, Gerry Dobey cornered me and asked if I'd write a regular modeling column for the WF. I thought the matter over very carefully, asking myself if I really wanted to get into the grind of writing a regular column again. Then I remembered the average publication frequency of the WF and figured the job wouldn't be too demanding. So I accepted Gerry's offer with the stipulation that I could run the column anyway I saw fit. Since you're reading this, he obviously agreed.

Why heavens knows that modeling subjects have been virtually ignored in the WF for years. This is not because our members are not interested in modeling, but because this region has always advocated submitting modeling articles to the HOTBOX. This policy is not going to change. If you have a good modeling idea or article, please pass it along to David Holden as he has to fill those eight pages every month. Yet Gerry thought, and I agreed, that the WF could provide some kinship to our members who are active modelers. We could keep you informed of progress on our fellow region members' pikes and provide an open forum for the discussion of common problems.

Thus I envision this column being sort of a round-robin, stream of consciousness newsletter where we can discuss matters at length, compare modeling ideas, bring up pet peeves and in general have a good time. Who knows we all might learn something in the process? Of course, such a column will depend on your input. Feel free to share your ideas and comments. All region members are invited to participate. If information is slow in coming, or not coming at all, you will be subjected to the ideas and opinions of a half-crazed, ex-HOTBOX editor. Thus you may be subjected to such uncommon topics as how many autos ought an auto rack rack when an auto rack oughta rack autos (try saying that one three times fast!).

To end this column on a happy note, I thought I'd give you an update on some of our members' doings modeling wise. If you are not included here, obviously I haven't heard anything personally or through the Central Region rumor mill as to what you are doing. Only you can change that by writing in. So here goes:

\*Gilbert Family Lines (Dee Gilbert): Layout expansion, which was proceeding a rapid pace, ground to a screeching halt when upper management ordered a remodeling of the bathroom. So far many miles of new track have been added to the GFL mainline allowing Dee to finally give those 6 unit lash-ups he loves a real workout.

\*Santa Fe & Sheridan Gulf (John Huseby III): Word is that the engine terminal module has been completed. Also, trackwork improvements have created a longer run. Town of Sheridan is progressing nicely and will feature a PCC trolley system when completed.

\*Railroad System (Dave Chapman): Benchwork has started and is progressing nicely while motive power acquisition continues.

Until next issue, all for now.



This week on YOUR TAMR Hit Squad Parade:

THE MEMBERS FAVORITE SONGS

Jay Wolfe -- Hot Rod Lincoln

Dave Schauer -- Kodachrome (I've got a Nikon)  
Short People  
anything by:  
Paul Williams  
Pat Benetar  
the Small Faces

Ed Moran -- I Fought the Law (and the law won)  
I Can't Drive 55

John Vincent -- Junk Food Junkie (Lord have Mercy on Me)  
Another Saturday Night

Tom Gasior -- Theme from HAIR

Jeff Scholler -- Jailhouse Rock

Tim Vermande -- Somethings Burning  
Ring of Fire  
Disco Inferno

Gerry Dobey  
Greg Dahl  
Tom Gasior  
John Vincent  
and a cast of thousands

I Drink Alone  
Party Out of Bounds  
Bottle of Wine (When ya gonna let me get sober)  
Sex, Drugs & Rock N Roll



The new Chicago Central is repainting units (sort of) as can be seen in this photo. Ex-ICG #8150 sports new CC lettering and logos on nose and cab sides. Photo shot March 21m 1986 —Gerry Dobey



# MO-PAC ATTACK!



By DAVE CHAPMAN

WELCOME to yet another new column in the Wayfreight.

Getting right into the reporting, the most significant happening on the UP/MoPac is the delivery of the new SD60's from EMD (#'s 6000-6059). The units are being set up by the UP at the MoPac facility at Yard Center in Dolton, IL. Most likely the units will be based out of Omaha or North Platte for high speed service.

Meanwhile, the MoPac SD50's have found a home on UP's numerous coal trains.

The MoPacs U36-7's (#s 9000-9059) have lately been turning up on any kind of train, but have also been used quite a bit on piggyback and container trains.

With the UP repainting as many as four units a day sometimes, pure lashups of blue MoPac units will be a rarity probably by the end of this year. What will probably go even quicker are the MoPac units painted yellow but lettered for the MP. Get your shots while you can.

By the way, from various reports, there were about 275 - 300 units painted yellow but lettered for the MoPac before Jan. 1st of this year.

UP's house cleaning really had an effect on the MoPac's switcher fleet. The roster was cleaned of all MoPac SW type engines, except for SW1500's. The only other class to survive was the MP15's. Precision National in Mt. Vernon, IL bought most of them, along with Chrome Crankshaft and a few others.

MoPac U30C's are also endangered. Ten have been sold to GE (2865-70 & 2975-78).



Brand new UP SD60 #6000 leads the Illinois Operation Lifesaver train near Momence, IL on April 22, 1986  
Photo by Gerry Dobey

# Railfanning at

Once the Wabash, then the Norfolk & Western and now the Norfolk Southern, the only existing railroad in Columbia, Missouri is on the verge of possible extinction. Norfolk Southern maintains that the 22 mile spur between Centralia, MO (to the north) and Columbia is costing them too much money.

Norfolk Southern is the only existing railroad in Columbia, MO today. At one time the Katy (Missouri-Kansas-Texas RR) came up from its main line that parallels the Mississippi River just south of Columbia. The Katy used to bring coal into Columbia for the University of Missouri-Columbia's generator. Since 1979, however, the Katy line has been abandoned and the track removed. Recently a part of the old right of way near the University has been developed into a fitness trail.

The NS serves several rail dependent businesses in this city of 60,000. Lumber is the main commodity brought in on this line serving the major shipper, the Boone County Lumber Co. This line used to extend into the near downtown area. It reached as far as 10th Street where the old Wabash station still exists today. This station is now the city bus station. The freight station nearby now houses the model railroad layout of the Little Wabash Model Railroad Club. NS tracks now only go about 100 yards past Boone Co. Lumber, stopping just short of where there was a trestle that went to the stations.

Columbia's only train comes in about once a week, usually on Wednesday around 2 pm. Since the N&W and Southern merger, Southern locomotives can be seen in town.

The tracks that come down from Centralia are costing the NS more money than the revenue they're bringing in. Since the announcement of the NS wanting to abandon the line, Columbia's businesses have been looking into the possibility of starting a shortline. City government fears that the city will lose valuable businesses if they don't find a solution.

None the less, it is Columbia's only railroad. Local railfans hate to see their pride and joy leave the town. Without a local railroad, RAILS/TAMR members at UMC will find it harder to railfan. As it stands now, to see any "decent" rail action, one has to go to Jefferson City, MO, the states capitol, which is about 30 minutes away. There than can find UP and some Southern Pacific (SSW-Cotton Belt) as well as the local Amtrak train.

# MIZZOU

BY DAVID HOLDEN



MO. RIVER 8 MI. →  
OLD KATY BRANCH  
(Abandoned)

UNIVERSITY  
OF  
MISSOURI CAMPUS  
MISSOURI

COLLEGE

PROVIDENCE

6th St.

KATY STATION  
(RESTAURANT)

10th St.

OLD  
WABASH  
STATIONS

BOONE CO.  
LUMBER

DIRT ROAD

TANDY AVE

BROADWAY

COLUMBIA,  
MISSOURI  
Pop. 60,000

WORLEY

BUSINESS LOOP-70-

High 70

TO  
K.C. →

NAMPAK SOUTHERN  
NEW (WAB.)

CENTRALIA,  
MO  
22 MI. →

TO  
St. L. →

N →



## BELIEVE IT OR NOT

by Mark Riola

The cars and engines you see in the pictures are sitting on old side tracks at a winery in Monee, IL. The owner is an old man who I believe to be senile because of some of the info he gave me. I met him when he came out and asked me if I knew how to read the No Trespassing signs.

The largest engine there is a Santa Fe 4-4-2 oil burner. The old man says the engine was built in 1899, and was used for passenger service in Elkhart, IN. Connected behind the engine is a Cincinnati, Wabash & Michigan mail car built in 1906 and was run in Boston. Behind this is a CW&M library car. The last car is an Illinois Central business car which he says was built in 1927 but doesn't know where or for what it was used. The car is beautiful inside with floor to ceiling carpet, three bedrooms, a bathroom, a kitchen and a large room in back with couches. The outside of all the cars is in terrible condition.

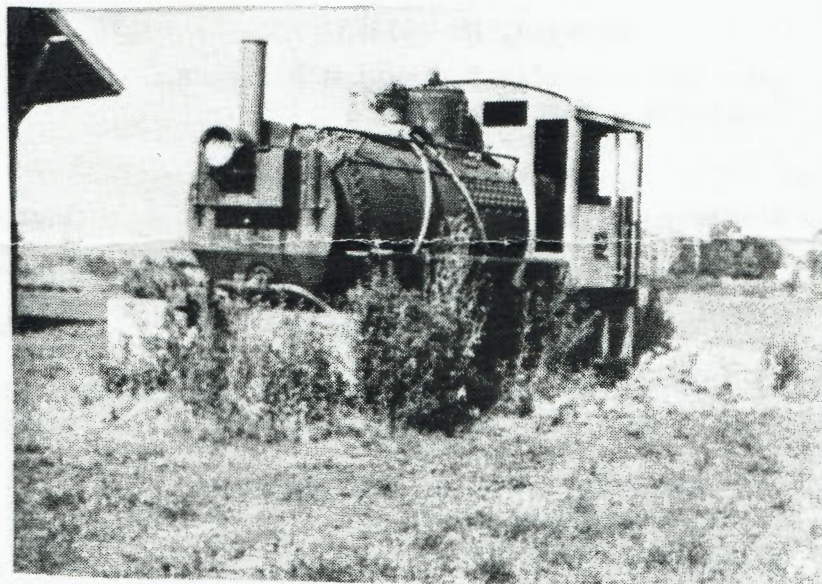
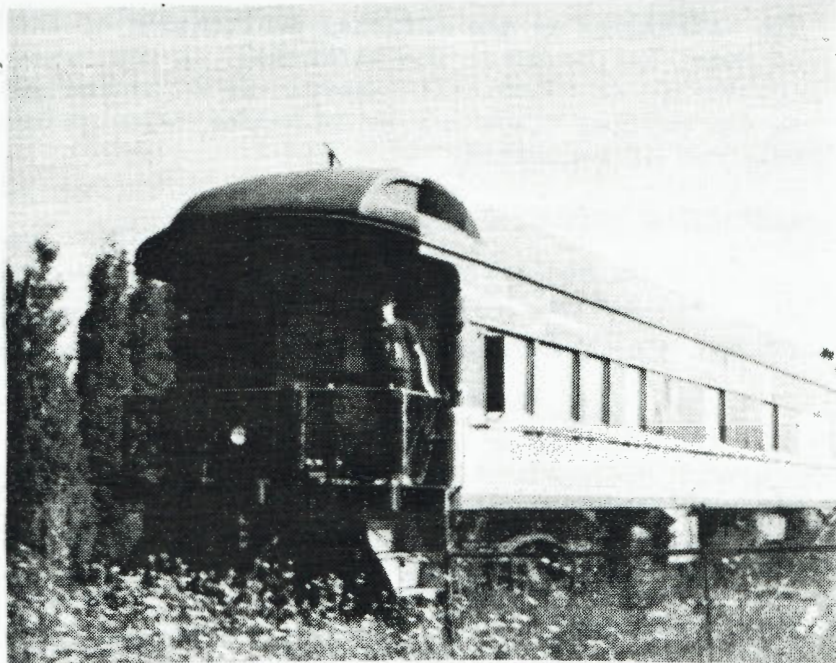
He also has two Rio Grande 2-8-2's, one with a wooden cab was built in 1922 and was used in Colorado to haul logs. The engine is in terrible shape with everything falling off of it. The other one was built in 1925 and was used in Colorado. He says this engine will run.

The last steamer is a Shay. He said that it said T.H.&B. on the side when he got it (Toronto Hamilton & Buffalo?) It was built by Lima in 1923. He says the engine was run in Cheyenne, Wyoming.

The last engine he has is a gas electric rust bucket, center cab switcher. The date and where the engine came from is unknown.

If anyone would like to see these relics call or write me.

22720 Cottage Grove  
Chicago Heights, IL 60411



TOP: IC Business car sits on the property in reasonably good shape.

BOTTOM: One of the many steam engines rusts away while the weeds grow all around it. Photos by Mark Riola.

## NEW REGION REP.!!!!!!

The Central Region's new representative is Christian Johanningmeier.

You can write Christian at: Route 1 Box 572B, Cedar Hill, MO 63016



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WAYFREIGHT EDITOR: GERRY DOBEY

145 E. Kenilworth  
Villa Park, IL 60181

CENTRAL REGION REP.: JOHN HUSEBY III

311 Lunar Drive  
Round Lake, IL 60073

MESS CO-ORDINATOR: Greg Dahl

1649 Euclid St  
St. Paul, MN 55106

DIVISION HEADS:

Precision Wide-Vision (Minnesota):

Tom Gasior  
11800 Pheasant Ln  
Hopkins, MN 55343

Lake Shore Railfan Protection District

(Chicago) Mark Kaszniak  
4818 W. George  
Chicago, IL 60641

Southern Illinois:

Steve Craig  
RR#1 Box 811  
Herrin, IL 62948

column editors:

TRUNK TALK: Ian Smith, 3100 N. Cambridge  
Lansing, MI 48910

MILWAUKEE MEMOS: Ed Moran, 8105 W. Addison,  
SooWaukee Chicago, IL 60634

VINCENTS VIEWFINDER: John Vincent, 102 W. Lemon St  
Duluth, MN 55811

NORTH WESTERN NOTES: c/o WF Editor

BN BULLETINS: c/o Greg Dahl, MESS Co-ordinator

CHESSIE CHATTER: c/o WF editor

SNAIL ON THE RAIL: C/o WF Editor

HOOSIER CONNECTION: c/o Pat Limbach, SE Indiana  
Division

SKIBO SKUTTLEBUTTS: c/o Precision Wide-Vision  
Division

South-Eastern Indiana Div:

Pat Limbach  
3045 S. Pisgah Way  
Columbus, IN 47201

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THE WAYFREIGHT---CENTRAL REGION/TAMR

145 E. Kenilworth Ave  
Villa Park, IL 60181



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