

WAYFREIGHT

ISSUE 46 / 8

SUMMER 1990

LAYOUT PLANNING CONTEST!

The WAYFREIGHT Layout planning contest comes to a successful conclusion this issue. A special thanks goes out to all of you who entered, and also to the William K. Walthers Company which supplied prizes for the contest. I hope you all enjoyed reading about this event. I believe its the first contest held by the TAMR or Central Region since the 1988 National Convention. Gerry may or

may not use the design that won the contest, but I'm sure he has gotten some ideas for his layout from it and enjoyed watching plans develop for the Geneva Southern. The WAYFREIGHT staff will keep you posted on future construction progress. I guess I've rambled on long enough without naming the winner of the contest. (Oohhh, - suspense!) Tom Gasior of Eau Claire, Wi., is the contest winner. His award winning design is featured on pages 2-4 of this issue, along with his suggestions and comments. For his efforts Tom will receive a Walthers Airslide covered hopper and a 40' gondola complete with a custom built pulpwood load direct from the Spooner Central. Tom will get this load about the time I get the custom painted C&NW SD 45 from him! (ie: It will probably be years before he actually sees it.) As you've most likely noticed, the issues of the WAYFREIGHT continue to be few and far between. It has come to the point that every issue is "Long Awaited", so I won't use that term this issue. I have managed to get at least one issue out a year, even through some busy and difficult years. Anyway, its something that I enjoy doing, even if its not on a reliable schedule. Some thoughts come across my mind as I create this issue. Would anyone miss it if the WF saga ended? Is there anyone out there who would take over and continue the story? Maybe its time we re-defined the objective of the publication. I put pressure on myself as far as getting more frequent issues out, with the idea of building a stronger and larger following. The paying subscribers deserve it. However, maybe I should back down and just consider it a means of friendship and communication among the close-nit group that has developed around or even because of the WAYFREIGHT. On that thought, Maybe an issue or two is just fine. When I think of it in that way, the future of the WAYFREIGHT is secure, the pressure is relieved, and the enjoyment and friendship continues!

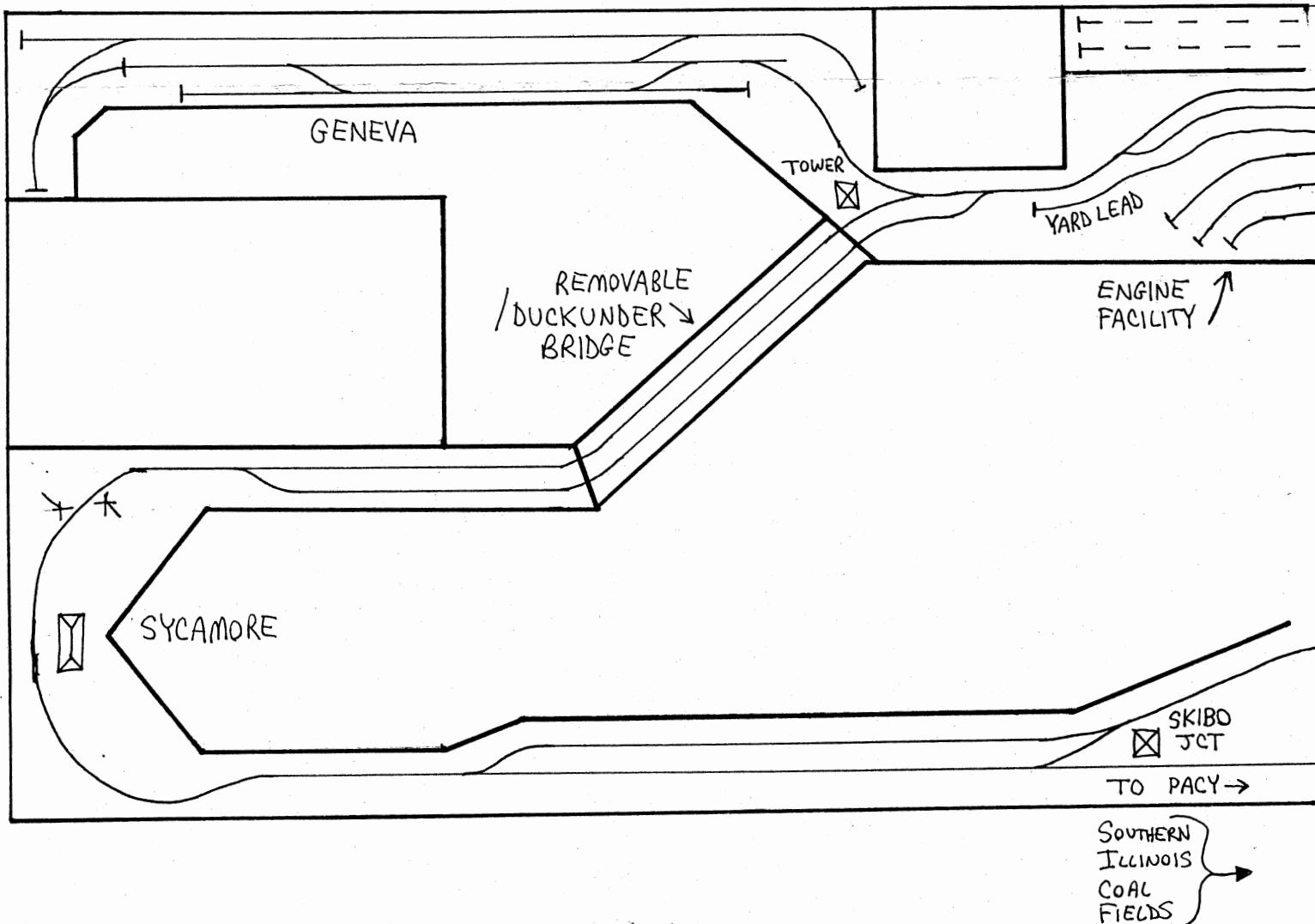
HAVE A NICE FALL !

Stan

layout planning contest

The area that I picked to be modeled on the layout was the Chicago to Freeport, Il. mainline, with the branch to Geneva, and the town of Sycamore. The area modeled takes into account the relationship with the Chicago, Central & Pacific and the Chicago Great Western heritage. The layout and operations are also based on the connections with fellow M.E.S.S (Mid-Eastern Shortline System) roads. These roads include the Missouri Northern (Greg Dahl), Oakwood Northern (Tom Gasior), Spooner Central (Stan Ujka), and Vermillion Central (John Vincent). Throw in the Geneva Southern's Prairie Central subsidiary and this could get interesting! The area modeled allows for maximum train frequency, the greatest variety of pool power and rolling stock and possibly believability. Also, Gerry can go out and railfan his own line as it lies close to his home! Anyway, here is my plan, and some comments on operation, wiring and the meaning of life.

The Main Line action will be based on a system of six scheduled freights. Operations will also include unit trains of coal, ore, grain or potash (two per operating session), with extra's and numerous locals. Here is how the layout should operate. Remember, even = East-bound and odd = westbound. For simplicity, we will use train numbers 1 through 6. At the start of an operating session, #1 is in the Chicago yard, #3 is being made up by the yard switcher in Chicago with #5 to be made up a little later. #2 is in the Freeport yard, #4 is in the staging yard (behind Chicago) as is #6. Both empty and/or



loaded unit trains are in the closet holding tracks. The loaded trains are usually headed toward Chicago.

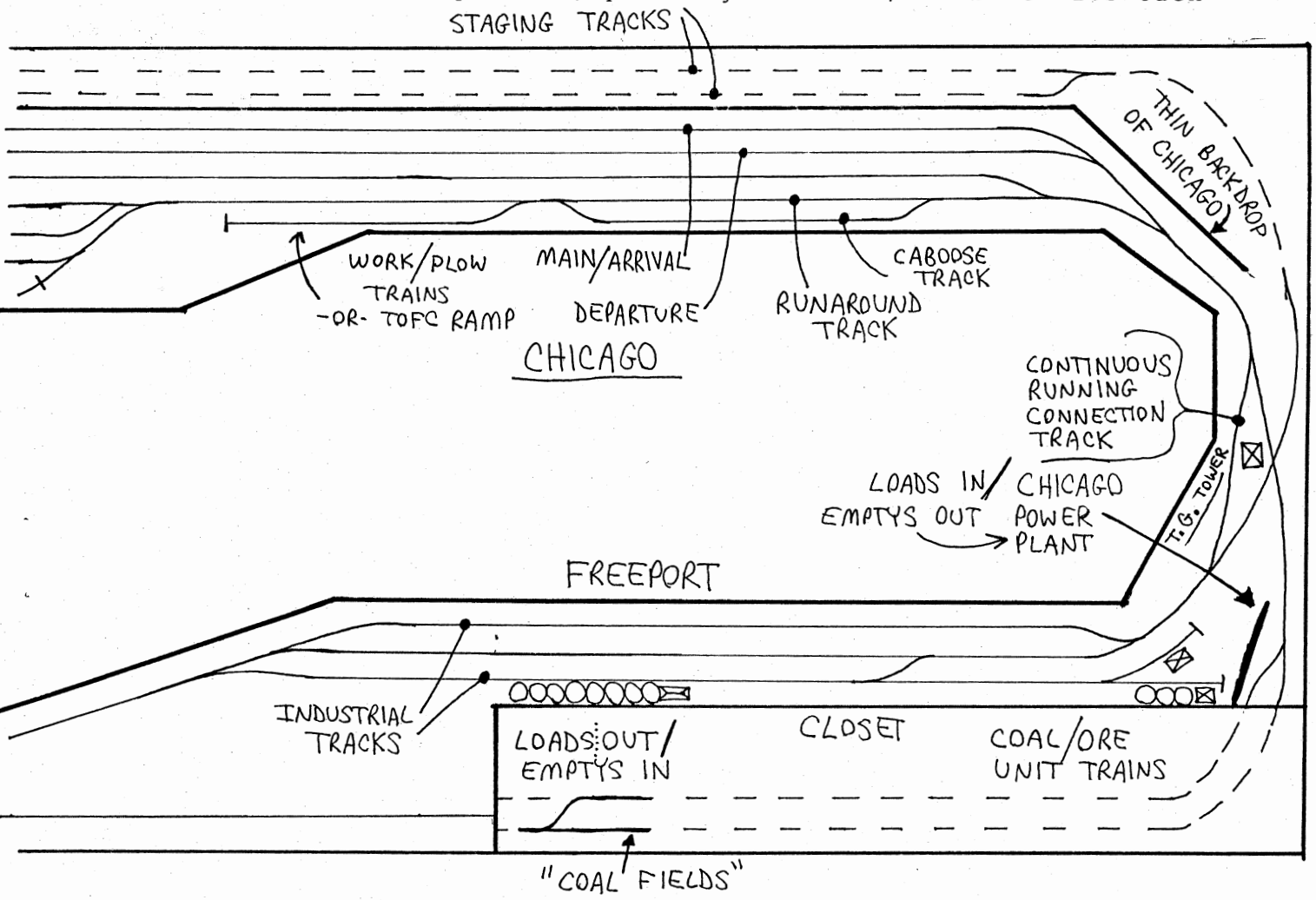
Actual operations start with #1 and #2 departing Chicago and Freeport (respectively) and then passing at the siding outside of Freeport. #2 then continues on toward Chicago while #1 has to hold in the siding for #4 (unless #4 is even later than usual!). #2 must stop outside of Chicago until the yardmaster cleans up a track for him and allows him in the yard. #3 can leave Chicago anytime after #2's arrival.

When #4 enters Freeport from the staging tracks, he will stop for a crew change and then proceed to the meet with #1 at the siding outside of town. #1 can then get into Freeport for a crew change and later proceed west (into the staging track that #3 left from!)

So - Now #1 is gone for the day, #2 is in Chicago Being broken down by the switch crew, and #'s 3&4 are on the road. #'s 5&6 can depart anytime now, and the dispatcher can arrange meets depending on the trains' departure times and amount of work to do enroute. And so it goes! The coal/ore/grain/potash trains can be run at anytime for an added and unexpected challenge. The local to Geneva can also wander about at will - he just has wait for the mainline action to clear before he can back and forth from home (Chicago).

For added action, a Freeport to Chicago turn could be run and trains #1 - #6 could exchange blocks of cars during their trip.

The layout could be run by one person or a whole crew during an operating session. A local just switchin industries would be fun to run. A full crew could include 2 mainline engineers, 1 local engineer, 1 yard engineer, a dispatcher, possibly brakemen/switchmen for each



train (whenever you get a really large group over), and possibly tower operators at Skibo and T.G. Tower.

With the variety in train movements along with the amount of run through movements, the equipment on this section of the Geneva Southern Lines can be of a wide variety. The mainline trains should have the big GSL power such as SD 45's, F 45's, and C 628's. The GP 30's and GP 35's will look great on the locals and shorter runs. Gerry may also want to invest in some switcher type power. SD 38-2's like the C&NW uses for hump yard duty would work well, but a regional railroad like the GSL might want a shorter unit. (ATLAS S-2's or ConCor SW 1000's with Kato drives!!) The coal trains could have a variety of pool power. This could range from pure lashups of SD 45's to Missouri Northern SD 40-2's/SD 60's (on coal trains from St. Louis and the west. The rest of the pool units will come from the northern connections with the Oakwood Northern, Vermillion Central and maybe an old geep from the Spooner Central. The ore trains off the V.C. will have VC SD 45's and maybe a leased O.N. unit or two, plus some C 32-8's and 8-40 C's on the Stack trains to Duluth and Winnipeg.

The GSL freight car fleet will reflect the industries the line serves - Don't forget Gasior's Greater Graders and Dahl Distributing (complete with guard dogs, limo's, women with short skirts, and lots of shipments in NdeM boxcars! Perhaps Geneva will be home to some heavy industry attracting steel products, coils, and autos, and this would allow a switcher to be stationed there. Those Walthers steel coil cars would look great here! GSL freight cars would include lots of grain hoppers, 40ft box cars for wood chips, some open hoppers for coal, and of course lots of insulated boxcars for beer!

GENEVA SOUTHERN

WHERE SAFE IS JUST ANOTHER FOUR LETTER WORD

The next subject to discuss is wiring, ... , Oooh, scary!! Ok,ok,..., don't panic when I tell you this, but I think it would be GREAT if you had four or even more throttles! (AAAAaaaaHHHhhhhh!!!!) Ok, now that you all have THAT out of your system, here is a wiring diagram and a few hints. (Tom's Oakwood Northern is being wired for SIX throttles!) First, logical points for insulators were chosen for insulators (diagram possibly in next issue if the editor can figure it out!) Use Radio Shack 6 position / double pole rotary switches, Only the yard in Chicago needs to be wired for all four throttles. Geneva could use the one throttle, with two for the mainline and one for the Chicago yard switcher!

Anyway, these are my ideas for Gerry's future layout and my entry to the layout planning contest. Good Luck with the railroad!

Editors note: Tom's entry has been chosen as the winner by the judges. Construction on the new GSL is set to begin in November. (This is to put a little pressure on Gerry, as we are all anxiously awaiting an operating session! For Tom's efforts he will receive a modern Airslide covered hopper in HO Scale and perhaps another prize to be chosen from our prize list. Once again, a special thanks goes out to the WILLIAM K. WALTHERS company for sponsoring our contest. THANKS!!

CROSSING ZONE



As we last saw our heros, they had squelched the uprising by the Northeast Region, pulled Scholler Industries out of Chapter 11, and rebuilt the Pizza Hut in Dolton. (After Mark Kaszniak's victory dance) But NOW we are in the nineties! NO More Reagan, no more M-K-T, no more all-night slide shows in Dingy Duluth motels.

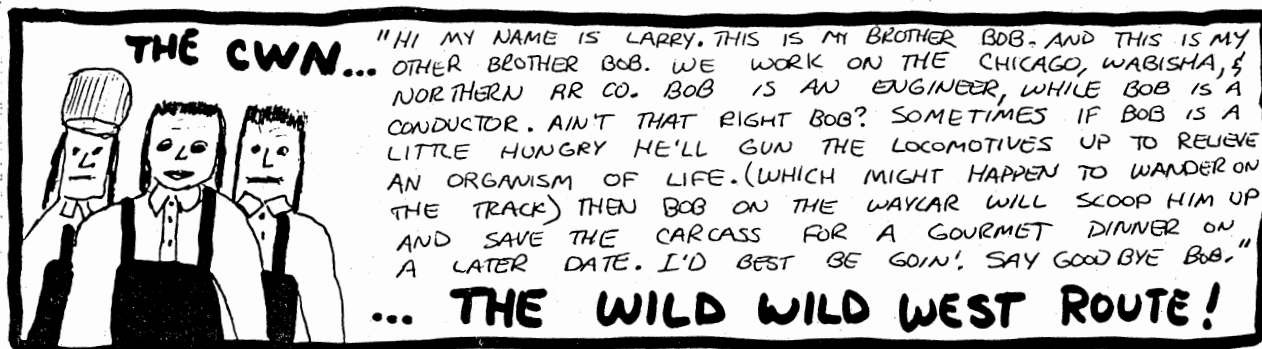
Our heros are settled, married and getting fatter by the minute. (author included) (EDITORS NOTE: author included-NOT editor) There seems to be no trouble in train land, no more repaints and plenty of poolpower,... or was there. People actually had photos of UP, BN and Santa Fe with NO SD 40-2's on the head end. Could this be a normal phase of loco changing or was this another plot by the evil 3rd generation, wide-cab, super computer micro-processor terrorist group? (We'll call them 3-D for short) Yes, can the same group that burned six axle, 3,000 horsepower units in Effigy (a small town in southern Minnesota) be willing to go out and save the Dirty Dash Two?!

Captain Gerry was the first to react. "Get some Point Beer!", he hollered. (We didn't say HOW he would react) Major Dahl ordered a counter-attack. "first we go to Dayton's Bluff, then Grand Island, and finally Thunder Bay. If we don't find a Dash-Two in those places, we never will." "Good thinking Greg", said Captain Gerry. "Now, about that Point Beer..." "How about that Conrail?", uttered Private Matuska, "Don't they have any SD 40's left? "Nah", said Dahl. "They traded them for cash so the New York Mets could afford Frank Viola and Darryl Strawberry".

So the crew started packing for Dayton's Bluff. They packed cameras, film, Point Beer, and the usual assortment of slides, magazines (trains & others) and maps of local establishments that serve brew with various forms of entertainment.

"I hope we can stop these 3-D Fiends", said Dahl. "I hope we can get some Dash-Two's alive", said Matuska. "I hope we don't run out of Point Beer", said Dobey.

Will they get the last of the SD 40-2's? Will they stop the 3-D gang? Will the Point Brewery be able to keep up production? All of these questions will be answered, and MORE, in the next CROSSING ZONE!



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The WAYFREIGHT is the official publication of the Central Region of the Teen Association of Model Railroaders. It is published six times per year, and subscriptions are available for \$4.

SEND IN YOUR MATERIAL : The WAYFREIGHT accepts material of railroad or model railroad themes from anyone who cares to send it in. All materials are submitted gratis, although credit will be given where it is due. You don't have to be a star, journalist, or a member of our anonymous 'Crossing Zone/Skibo Skuttlebutts' staff from the Great White North. We welcome any submissions from anybody. Address all materials to the editor.

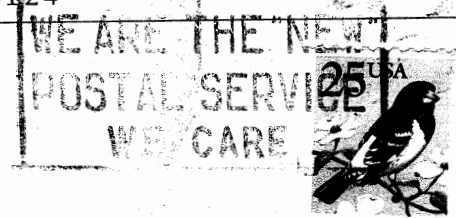
FREE NEWSLETTER : All official TAMR members can receive a free newsletter promoting the TAMR and Central Region. For information contact the new Central Region Representative.

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