

WAYFREIGHT

ISSUE 47/9 JANUARY 1991

TRESPASSING IS
FORBIDDEN
ESPECIALLY RAILFANS

DANGER
NO
TRESPASSING
SOO LINE
PROPERTY

WARNING!
NO TRESPASSING
BY PRIVATE

MILWAUKEE
ROAD

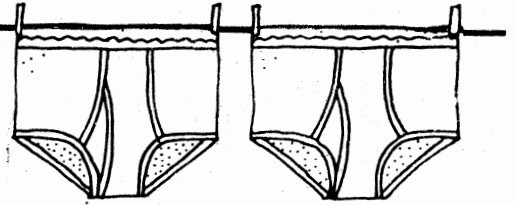


Now this could be scary! An attempt at a REAL Editorial in the WAYFREIGHT! While the photo on the left of Central Region Railfan Ace Ed Moran in Portage, Wi., can bring on a grin and even a chuckle, it brings to mind the ideas expressed on this month's cover page. The idea is that the people like myself who consider themselves railfans or even model railroaders are in a sense at the mercy of the rail industry. Face it, railroad property is PRIVATE property, and we have no real right to occupy it. If enough railfans make a railroad's management angry, we will no longer be welcomed or even allowed to occupy railroad property in order to railfan or photograph trains. Really what I am trying to say is to act responsibly around railroad property. Some things which seem like common sense, and SHOULD be, are not understood by some railfans. I have had TAMR members come and visit me, and while railfanning lay

down along the tracks and even throw rocks at the passing train. Again, it was common sense to me, but not to them. The idea is to look at it from the crew's point of view. If you put yourself in a position that makes the crew nervous, ie. running across the tracks to get a better photo, they are not going to want you around the tracks. Besides, if they have a freshly repainted engine, they don't want it to get dirty with your blood. In a sense, the railroads' sometimes anti-railfan attitude is due to concern for your safety, as others didn't know how to act around railroad property. Some people have the attitude that "who cares, I'll never be here again", but remember that it is someone else's favorite location. What it comes down to, is that if we act responsibly, and as if we know what we are doing, we will be more likely to be tolerated by railroad management.

Star

BRIEFS



CHICAGO & NORTHWESTERN : Contrary to what is being reported elsewhere, the C&NW IS running at least a couple of SD 45's. One was sighted by your editor leading an eastbound manifest through Villa Park, Il in late June/early July. Two more were reported leading an intermodal train on the east-west main! The company continues to repaint units into the updated (ie- less green) paint scheme. GP 7/9's and SD 18's have been sighted.

RED, WHITE & BLUE : The Chicago, Central & Pacific, which has been repainting its geeps in its red and white scheme now has blue!! The line has apparantly leased some Helm Leasing ex-Mopac GP 38's! Five were seen in the Chicago area on October 4 - one on a local, and four on an eastbound unit coal train. Mopac 2022, 2018, 2021 and 2039 were on the coal train. Also sighted on a CC coal train in August was a ex-?? Santa Fe six axle GE U-Boat(U 33-C?) along with three CC geeps!! No explanation or further sightings have surfaced.

N.Y.K. LINES : Will the name change from Southern Pacific Lines to N.Y.K. Lines? Only time will tell. The Japanese steamship line (NYK) has reportedly purchased a 5% stake in Rio Grande Industries, which consists of the SP and D&RGW. Lord knows how the Japanese will influence the U.S. rail industry. Your editors explanation of this news is that it gave the SP some badly needed cash, may help it secure more intermodal car loadings, and may help out the steamship line transport its containers inland in the U.S..

SOOO LONG, SOO (?) : The new "CP RAIL SYSTEM" image may signal the end of the independent Soo Line. Now completely owned by CP Rail, the midwestern line has been told to stop all repainting of units, employees have been told to use up all remaining Soo stationary, and customer service centers now answer the phone "CP Rail"! We will see how the Delaware & Hudson will be affected.

CANADIAN DETOURS : The upper midwest became a hotspot for Canadian trainwatchers, as both CP Rail and the Canadian National detoured traffic around a Mohawk indian blockade in Montreal and through Chicago. Trains complete with CN/CP power and cabooses traveled on the Soo, C&NW, BN and Wisconsin Central. Sighted by WAYFREIGHT staff members were a manifest (CN) on the BN, and four CN GP 40's and an intermodal train on the C&NW. I just can't picture this CN train doing 10 mph through upper Wisconsin on the C&NW!

GOING, GOING,... : Get your photos of the Wisconsin Central's GP 30's. The line has acquired 17 ex-Chicago, Missouri, & Western nee- Western Pacific GP 40's to replace its aging GP 30's. It is believed that no more of the geeps will be repainted, and they will be phased out as the WC completely rebuilds the GP 40's, including restoring the units' dynamic brakes. One such unit that was already rebuilt by the CM&W was seen in Fond Du Lac in August in the CM&W's most up to date "Nickle Plate" scheme, and was again sighted one week later in Wisconsin Central paint!!

RANDON NOTES,

FROM RANDOM THOUGHTS,

FROM YOUR ROAMIN' RAILFAN !



Planning a trip? Want some tips? OK, Here goes. Skip going to Steamtown U.S.A. I thought it was a waste of time. THANK GOD they didn't charge to get in. IRM in Union Illinois is 10,000 times better! Want to see ALCO's? Don't go to Montreal. All you'll see are VIA F40PH's and rude, ignorant, French fags. Ever try to order a "Le Whopper" at B.K.? DO go to Toronto.(Bayview Jct.) There are More trains, MORE ALCO's, and friendly & helpful railfans.

OK, I was wrong. We will see the fall of communism before the fall of the SooLine. However, the C&NW's fate doesn't look too good. CNW even makes the ROCK look good at times. At least the ROCK wasn't \$10 billion in dept. Hello CMSt.P&P, Where are you?!

As most of you know, the Mexican government, NdeM, FNM, or whomever has rebuilt two of the ex-Delaware & Hudson, nee-ATSF PA-1's. Number 19 was the first, and both now wear the light blue and orange/red scheme. What you may not know is just what exactly the rebuild entailed. WELL, we here at the WAYFREIGHT staff desk got the low-down on the whole story from someone whom we will call "deep tunnel". First, in case you have never seen a photo of the units on the D&H, the units now seem to ride a little lower than before. Yes, its true ... D&H #19 is a low-rider! Forget the old blue, silver, and yellow war-bonnet. This has been replaced by two tone blue and ORANGE - Day glow ... with orange journal boxes!!! But then again, the railfan community should just celebrate the fact that an ALCO PA-1 is running again in North America in 1990! Forget the Dingo Balls, the blinking lighted builder plates, the dog wagging its head in the windshield, and yes, even the diesel horns playing "La Bam ba"! Its and ALCO, dammit, and we should be happy and even satisfied that our neighbors to the south found it in their hearts to preserve (well, sort of) this American relic. So remember, eat Taco's, lie to immigration, and paint your initials or whatever anywhere, and Long Live ALCO #19!!

NORTHWOODS UPDATE:

Reserve Mining, which had been shut down for over two years because of bankruptcy, has been purchased by Cypress Minerals of Colorado. A U.S. District Court weighed the bids of Cypress and the Cleveland Cliffs Company. the original Cypress bid was 47 million dollars, but a bidding war erupted in the courtroom which pushed the price up to \$52 million. The judge chose Cypress despite a higher bid from Cliffs, citing that Cypress had obtained the royalty agreement and environmental permits required to reopen the mine. The new company called Cypress North Shore Minerals, installed \$30 million worth of new equipment on the property. The mine began producing iron ore, and the railroad resumed operations this past summer. The system did not achieve full output in its first year back, but railroad was reported to be running four round-trips per day. The railroad actually became power short!! All the SD 9's are leased

to other roads like the Escanaba & Lake Superior and the BN (through GATX Leasing). Reserve/Cypress still rosters some SD 28's and SD 18's. The Babbit to Silver Bay operation is unique in that raw ore (not processed taconite) is hauled to Silver Bay on Lake Superior for pellet manufacturing, and the tailings are then shipped back to Babbit. Most ore haulers have the ore processed in taconite pellets at the mine.

Speaking of the E&LS, they seem content in being a mostly EMD railroad, although an occasional Baldwin still sees service. I guess they roster about 9 ex-Reserve Mining SD 9's, plus some ex-Reserve switchers, and the ex-Conrail GP 38's.

All of the Lake Superior and Ispeming Alco's are gone. The RSD 15's (Alligators!) went to the Green Bay & Western's sister road, the Fox River Valley. The RSD 12's went to the Nashville & Eastern, and the RS 2's(?) are up for sale. The very rare General Electric U 23 C's and U 25 C's are stored and up for sale. All the units were replaced with around 9 ex-BN U 30 C's. Now, to top it all off, the railroad has been shut down due to a miners strike sometime last summer. The strike means no miners. No miners, no trains. No trains, no money. Thus it looks like the BN U 30 C's will be wearing green for some time to come.

The C&NW has actually put its Eau Claire to the Twin Ports train on a schedule! The northbound PRITA departs Spooner, WI around 2:00 pm, with the southbound departing Superior, WI (Itasca) around 9:30 pm (with the same crew perhaps?)

Missabi and Erie Mining?? Don't know nuthin' Must be runnin' smootly!

That's all for now. Until next time grab a cold one, and go oooout and abooout, Ehh!!

PS : The Chicago Central has gotten 3 ex-MKT geeps in exchange for three wreck damaged GP 10's/GP 20's. Unfortunately they were repainted by Wilson Railway Equipment. You know, ... the same guys responsible for the great disappearing paint on the Wisconsin Central GP 35m's! I can't wait ... pink CC units. Oh well, if the Chicago Great Western could have purple F units (faded maroon), why not pink! Only in the midwest. Rumor has it that the CC was supposed to take delivery of 220 RED 100 ton coal hoppers! However none have been seen yet, and the editor and I are getting skepticle! The CC hosted two of General Electric's Super Seven Series (rebuilt) demonstrators for 2-3 weeks in November and December. Numbers 2000 and 2002 were seen, mostly (always?) on coal trains, with mixture of CC geeps and/or the leased Mopac GP 38's!

CC&P UPDATE : The Chicago Central has acquired 5 ex-Monongahela GP 38's (SORRY, MY TYPEWRITER RAN OUT OF RIBBON! - AT LEAST THE ISSUE IS ALMOST DONE)
- # 2000 TO 2004, THEY WERE DELIVERED IN THEIR BLACK AND WHITE PAINT SCHEME. THE WESTBOUND #51 OUT OF CHICAGO ON JAN. 13 HAD A MOPAC GP 38, GE SUPER-7 #2002, AN FRESHLY REPAINTED RED CCP GP 38 #2002 !! NICE CONSIST - HUH ?! THE 9 ex-MOPAC GP 38'S AND 2 GE SUPER 7'S ARE STILL ON LINE AS OF JAN. 15, 1990.

RAILFANNING IS...

Watching RF&P Hotshots fly by while you and your camers are detained in a squad car, gettigg lectured on what a disgrace you are to the railfan community.

Helpfull Hints

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54935

By Todd Werner

The following article was submitted by Todd Werner quite a while ago. (years???) I apologize Todd for the delay, and also the temporary disappearance of some other articles written by him. He had suggested that I might not want to print this and wait for an updated version, but I figured that he took the time to write it, so I should take the time to type it, and you should take the time to read it! It is also a good beginners article. Todd wanted to thank the Chicago & NorthWestern Historical Society for the photo accompanying the article.

A BEGINNER'S CUSTOM PAINTING PROJECT :
A CHICAGO & NORTHWESTERN SD 45

SUPPLIES NEEDED:

Paint (Testors) - preferrably spray paint
Gloss Enamel - yellow
Gloss Enamel - green
Gloss Enamel - white (bottle)
Spray Dullcoat - clear laquer
Testors "fine" (very thin) paintbrush
Walther's #460-87370 GP 50 locomotive decals
Athearn undecorated SD 45 (4160) powered
(4180) unpowered
Masking tape
Optional Kadee #5 couplers
Mixture of grimey black & Floquil rust
-for weathering.

First snap off the shell of the locomotive and wash it in warm water. Let it dry overnight. Then spray one coat of Testors Dullcoat on the body shell. Allow that to dry. Spray on the yellow paint. Using the masking tape, cover the lower 3/4 of the engine that is to stay yellow. Also tape over the headlights and windows, but don't mask off the cab as you want it green. Apply two to three coats of green paint. Allow the different coats of both the yellow and green paints to dry about three hours between coats. Leave the model dry overnight, and then remove the masking tape. The next step is to paint the number boards white, on both the front and back of the engine. After all the paint is dry, apply the numbers to the number boards. Use the numbers given in the package for O or N Scale, or use the numbers from the ACE REFRIGERATOR LINE car decals for HO Scale. One tip for this step is to slightly wet the areas to be decaled. Apply the C&NW herald to the sides of the cab, and the numbers to the sides of the long hood of the unit. Spray the model with another 2-3 coats of Dullcoat, and give it time to dry. Finally attach the handrails, air horn, headlight lenses and step guards (which should have been painted green earlier. Weather the engine to give the appearance of use.

The opinions expressed in this issue are not necessarily those of the Editor, WAYFREIGHT staff, or the now sober authors. (but they might be.)

WELCOME NEW MEMBERS:
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Contributing members for this issue included Gerry Dobey, John Vincent, and Todd Werner. I apologize to Todd for the long delay in printing his submissions. Thanks!

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.

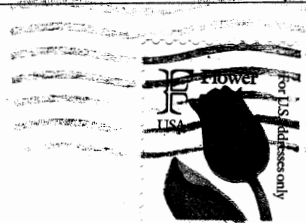
FREE NEWSLETTER : All official TAMR members can receive a free newsletter promoting the TAMR and Central Region. For information contact the new Central Region Representative.

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