

OFFICIAL PUBLICATION OF THE GREAT LAKES REGION, TAMR
Volume II Number III July/August 1971

NEWSLETTER:

CLUB

CONVENTIONS--Allegheny Region just had one. National convention in New York City in August, GLR was July 15-17, Report in next issue.

-P-A-S-S-E-N-G-E-R-S-

AMTRAK HAS ADDED four routes to its service in all: Chicago-Cleveland-Buffalo-New York, Boston-Worcester-Springfield-New York, Seattle-Minneapolis via southern Montana, and Denver-Oakland via the Rockies

FIRST 100,000 copies of Amtrak timetable have been sold out. A new printing of 250000 is due July 15.

BRITAN has unveiled a new type of passenger train capable of 200 mph on convention track. The APT (Advance Passenger Train) does not have wheel flanges, but have tapered rims. Hydraulic rams and rubber pads are used to keep the cars running true and to bank them on curves. Total cost is \$20 million, or 1/10 of the highly-publicised (and totally unneeded) Concorde SST. It is expected to be running in 1974, and does not cause sonic booms or disturb the ozone layer. (All Doug Johnson, except last line of APT is the editors)

-M-I-S-C-E-L-L-A-N-Y-

AMTRAK has signed five contracts with the Postal Service to carry mail with a value of \$2 million. (NARP)

DOT Dedicated its testing center for high-speed ground travel on May 20. (Doug Johnson)

CHICAGO DIVISION

A Chicago Division of TAMR/GLR is being started for those in that area. Anyone who is interested and has not been contacted write Terry Burke, quickly!!!

**BE HEARD!!!
VOTE ON THE
CONSTITUTION**

YES ☒ NO ☒

EDITOR'S COMMENT

First, does anybody have an idea for a better title for this space? "Editor's Comment" is awfully boring.

We are still in much need of help. Articles and news items are especially needed. News items can be sent in on a postcard, which is only 6¢. I would like to see train ride stories and book reviews.

The Allegheny Dispatcher, under Steve Harper and Bob Sprague, has eight members. Why don't you make it nine? Only a dollar.

Next issue deadline is August 21, see extra section on page 7.

Tom Schulz of Lansing, IL joins us as a newmember this time. In the Southeast Region, Edward Shelby is trying to get things going again.

Thanks to those who asked about taking over Hotbox circulation. Leo A.D. Stupur, Jr. of Chicago has been tentatively appointed to take the post in September, when yours truly starts the production side of things.

NEW CONSTITUTION--enclosed in your Hotbox.c Please study it and vote no matter which side you take. As Editor, I encourage you to vote for acceptance, but there are certain shortcomings which should be amended as soon as possible:

Article VI, Section 3: The amount of dues will be set by the unanimous consent of the executive board and will be subject to a referendum.

Article VII, add Section 4: No monetary compensation shall be given for any service rendered except reimbursement of legitimate expenses.

Article VIII, specify what a meeting is. The way it is currently worded could conceivably give the President the authority to overrule visits.

Article IX, add Section 3: It shall be understood at the time of ratification that all current regions shall continue with their publication and boundaries.

Article X: Section 2: Such a system shall be approved by referendum, in the meantime the current quarter system will continue. The collections system shall be made a part of this constitution on approval of 3/5 of the members.

Article XIII, Section 2: such articles...and consistent with reason and the laws of the United States of America.

I assume that the constitution will take effect on August 1 if ratified since no date is given except for returning the ballot. Several spelling and grammar mistakes should be corrected for future editions, but as it stands the document will serve us well.

LAYOUT OF THE MONTH

Chicago,
Chattanooga, &
Atlanta Railroad

Gary Tempco
President

The CC&A started present construction two years ago. The CC&A's predecessor was the Lake Shore Terminal Rwy., which was torn down because the CC&A president was having a new room built in the basement. The present CC&A track starts in Chicago and heads south, crossing over into Indiana several hundred miles down the line. The first major stop after Chicago is Lafayette, Indiana, home of Purdue University. The line continues down to Terre Haute, Indiana and then Evansville. The reason we go over to Lafayette is because of the C&E tracks going down the state line. This is the main reason for our snake-like route: the L&N and C&E. Continuing south, we cross the Ohio River and then head east along its bank to Owensboro, Kentucky. Then down thru the Smokies over to Bowling Green, Kentucky, and south west over to Clarkville, Tennessee, Nashville, McMinnville, and into Atlanta, where the newly finished Florida division brings trains to the Sunshine State. East coast passenger service is handled by the Florida East Coast Rwy out of Jacksonville. The CC&A is considering the construction of a new line from Chattanooga to New Orleans via Birmingham, Montgomery, and Mobile; and a New Orleans, Mobile, Pensacola, and Jacksonville Line also. The Pacific Rwy is a CC&A subsidiary which runs from Chatham, to Percy and Pacific Florida (by the way, all Florida towns are imaginary). The CC&A has a lot of citrus business because it goes through the Florida Citrus Belt. Fast freights rush the golden juicy pices to the middle west and other points in the nation via the Milwaukee Road, Burlington Northern, Chicago and Northwestern, and Grand Trunk/Canadian National. The CC&A will also connect with the Kansas City Southern if the New Orleans line is built.

The CC&A supposedly has a large variety of power. Fast freights are pulled by gleaming red and white SD-45's. Passengers will be pulled by PA's. Passenger service is excellent on the CC&A. the crack train is the streamlined FLORIDA FLYER. Other trains include the Gulf Coast Express, and the Atlanta Limited.

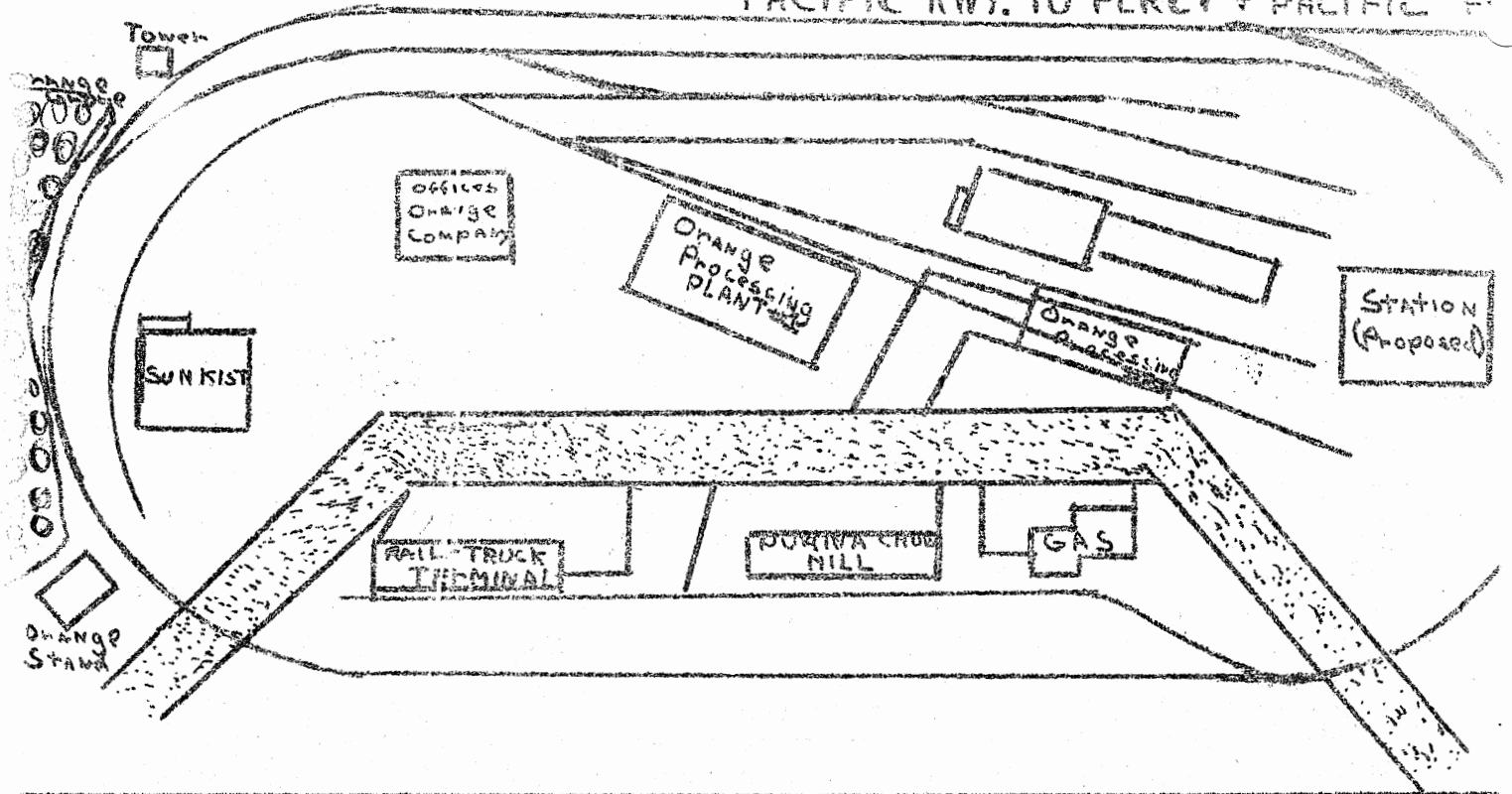
So, the next time you eat an orange, think how it was rushed to you via the CC&A

LAYOUT DESIGN ON NEXT PAGE!!!

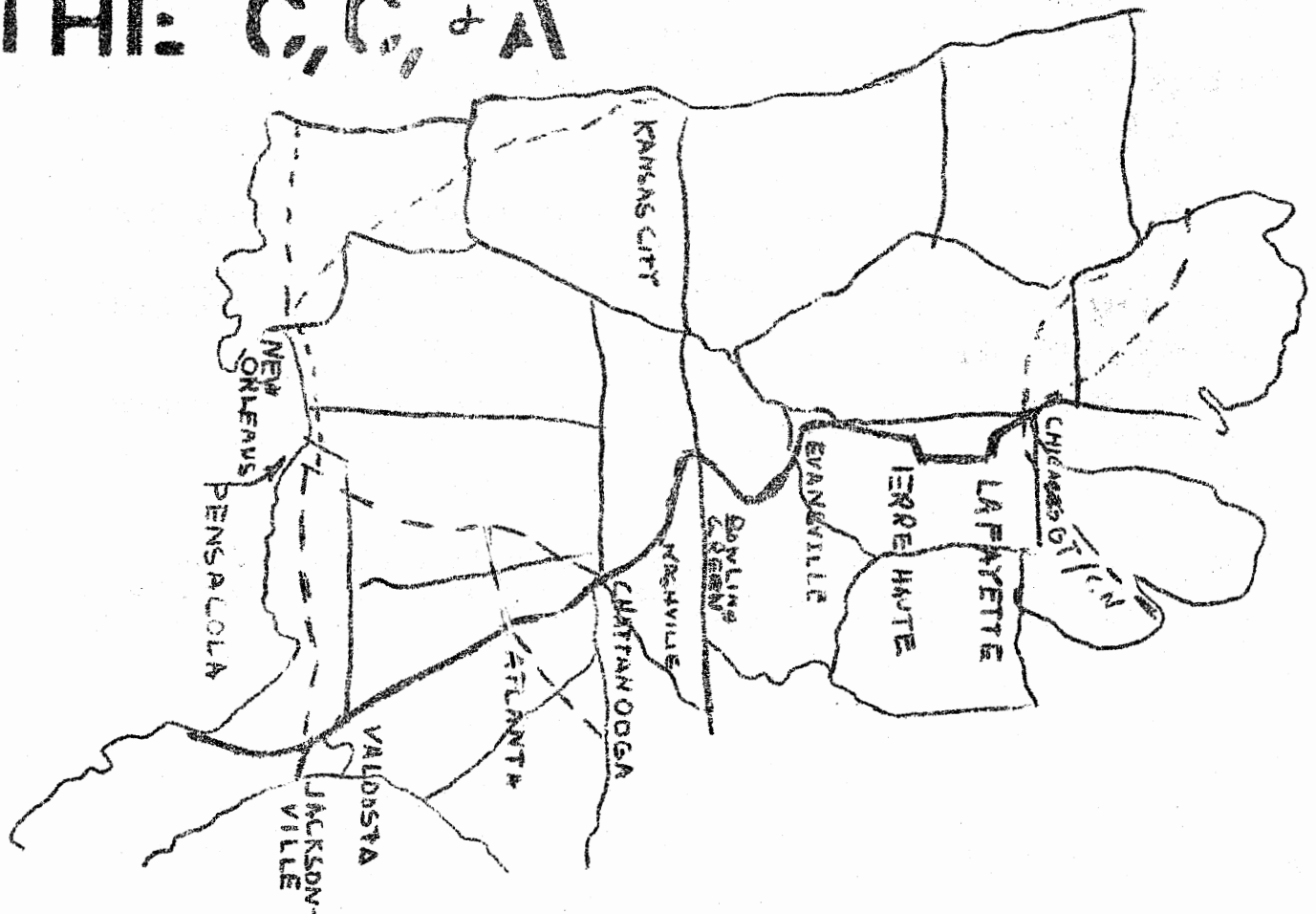
NEXT MONTH SEE: Grafton Pacific and Illinois Valley Electric,
by Mike Matejka. (This is the only department where we have
material for future issues)

CHICAGO, CHATTANOOGA + ATLANTA RAILROAD CHATHAM, FIA (PACIFIC JUNCTION)

PACIFIC R.WY. TO PERCY + PACIFIC F.



THE C, C, & A



FROM Y TO Z

A HUMOROUS BIT OF INSIGHT INTO THE LIFE OF THE EDITOR OF THE WAYFREIGHT WHEN DEADLINE TIME COMES, OR HOW TO GO CRAZY IN AN UNKNOWN NUMBER OF STEPS, WRITTEN BY THE EDITOR HIMSELF.

PART ONE

Standard reference works used in the WF office.

WE ALL AGREE that communication is important to TAMR, and to communicate effectively we need certain rules. Therefore, in editing articles, certain standarts are used. Our dictionary is the Grosset-Webster Dictionary, with 75,000 words and 1,000 pictures, written in 1966. Since the editor got it for sale for 97¢, it is doubtful that another standart will rise soon. Our thesaurus, used when we start to wear a certain word out, is the New American Rogets College Thesaurus in Dictionary Form, purchased used for 25¢. Will be replaced when it falls apart. Our grammer is determined by the rules set forth in Warriner's English Grammer and Compostion, my high - school text. Latin phrases are in accordance with the College Outline Series book and sometimes with what I'm taught in that class. For transcription and dictation, the standard Gregg Shorthand/Notehand system is used. Thoreau's quotes are from the Airmont edition of his works. Bible references are from the New English Bible. Now that you understand how we manage to get grammar and spelling correct, move on if you dare

PART TWO

The editor

ON FIRST GLANCE, the editor does not appear to be any different than many people you may know. He is of average height, keeps his thick curly hair cut short, (but not crew-cut) wears sideburns down below his ears, and has a light mustache. Like all good boys, he goes to school from 8 to 3:20 and goes home where he diligently (?) studies his Latin and Algebra/Trig, and whatever else may be stuck upon him. Then he will answer some of his mail, practice his guitar, recorder, and piano. Then when time is left, he may listen to his records, compose, or work on the Wayfreight. Then every once in a while he will notice that it is time to work on the WF again, at which time his desk becomes a picture of chaos. A thick notebook with almost no paper in it, containing his articles, is pulled out and sifted thru. He finally gets a good idea of what he thinks his loyal subscribers would like to see and begins typing. (and correcting errors in same) At times, he also has the opportunity to engage in the ritual known as sleeping in. When there is no school, no work, no Wayfreight, no mail, no composing to do, he may allow himself to sleep until 8 in the morning! (WOW)

PETITION TO LLOYD NEAL, PRESIDENT OF THE TEEN ASSOCIATION OF
MODEL RAILROADING:

We the undersigned, officers and staff members of the region known as the Great Lakes Region, hereby ask that the region be allowed to continue under the new constitution, if adopted, as before, with the states included being Minnesota, Wisconsin, Illinois, Indiana, Michigan, and Ohio. A financial statement is enclosed as proof of self-sufficiency. As proof of activity, we cite the region's publication, the Great Lakes Wayfreight, which has been coming out bimonthly on a regular schedule for nearly a year now. Also to the sponsoring of a convention in Lansing, IL on July 15-17 by the ~~regi~~ region members of that city.

It is understood that the current representative will stay in his office until he resigns or a new election is held, and that the editor and publisher shall also remain until they resign or are recalled. It is further understood that the G. L. WAYFREIGHT will be recognized as the official paper of the region.

The region will be constituted to have the officers: representative editor, and publisher, in order of succession, the publication, and conventions as approved by the TAMR President. A constitution of the region containing these points will be drafted and submitted for approval to the President and TAMR/GLR members.

Mike Matejka
Representative

Tim Vermande
Editor

Terrence Burke
Publisher

A RIDE ON THE TWIN CITIES ZEPHYR

by Douglas Johnson

One morning just a few days before Amtrak, I got to ride the Twin Cities Zephyr to Minneapolis with my little sister and grandmother. So that morning we were at Union Station in Chicago at 7:30 a.m., first in line. As my grandmother and sister boarded, I went up front to take some pictures. The train had a very unusual consist: baggage-buffet car and two domes. I returned to the others in the last car, and sat down. The train was sparkling clean and had a nice atmosphere.

We left promptly at 8:00, and went to the buffet car for breakfast. As the train roared through the western Chicago suburbs, we got our breakfast of sweet roll, bacon, and orange juice. I've tasted better, but this was not the 20th Century Limited, and it was not that bad anyway.

We returned to our car, and went up to the dome. It was crowded, but the sun was streaming in, and a cheery atmosphere prevailed. We approached the Mississippi River, and it afforded excellent scenery the rest of the way to Minneapolis. By the time we had finished lunch, the scenery was on the verge of spectacular with cliffs (bluffs) opposite the river.

We pulled into St. Paul, and picked up a class of school children, presumably to ride the train before it was discontinued. By this time everyone was chatting like old friends the dome, and the children (there were quite a number of them) were playing together in one corner. We arrived at Minneapolis a little late, but nobody noticed. Everyone was too busy having a good time.

After getting off the train, we went to the hotel where we spent the night. We got up 6 the next morning and then went to the station. Unlike the trip up, it was gloomy and raining outside, and the station seemed dismal and deserted.

When the train pulled in, it was a different matter. The BN's Empire Builder, North Coast Limited, and Twin Cities Zephyr were all combined into one train from Minneapolis to Chicago. About ten cars, eight of them domes, and each a different color pulled in. We boarded our car, late of the California Zephyr, with carpeting and reclining seats. As the train journeyed to St. Paul we went up to the dome, which was not even crowded. The train had a full diner and we went in and enjoyed a delicious breakfast. Then we returned to our car.

While discussing Amtrak with the other passengers, the porter asked to see an article I had on Amtrak. He hardly knew what Amtrak was, and the article was a revelation to him. The story was

Continued on p.4

SUPPORT THE REGION

TRIP ON TWIN CITIES ZEPHYR, CONTINUED

THE same everywhere. I asked for Amtrak timetables in both Chicago and Minneapolis, and they not only didn't have any, but they didn't know what the schedules would be themselves. This was two days before Amtrak's takeover date. Nice organization it seemed.

Meantime, we were enjoying the ride from either the dome or our seats. We returned to the diner and had another excellent meal. We then settled down a bit, and enjoyed the ride the rest of the way home. When we neared Chicago we were sad that the ride was over, but thankful that we had a chance to ride the train. I gained something else also, a convert in our family to rail travel, my sister. Who knows, one day when I'm trying to convince my family to travel by rail, she might be able to help.

Editor's note: We would like to hear of your rail travels, no matter how long ago they have been. Especially interesting would be a trip on one of the Amtrak trains and a trip on one of the old trains in the good days. Members parents can write one of these, since few of us have been around that long.

ADS*****

All ad space is free to noncommercial use, TAMR/GLR subscribers only.

FOR SALE: Railroad Model Craftsman: July 66, November 66, August 66, May 69, Railroad Magazine, October 68, February 69, June 69
Tim Vermande, 51528 Pond Street, South Bend IN 46637

WANTED: Railroad postcards, will trade. State what you want and what you have. Dana Belton, W189 N4978 Crest View Terrace

Advertise Your Railroad---your road's new expansion (or contraction) will be printed for free too. New service announcements will also be carried. We ask for ten cents if you want your Herald printed. All collections from this service will go to contact new GLR members.

THE GREAT LAKES REGION WAYFREIGHT

is a bimonthly publication of the Great Lakes Region, Teen Association of Model Railroading. Edited by Tim Vermande, 51528 Pond Street, South Bend IN 46637 and published by Terrence Burke 1636 Hawthorne Avenue, Westchester IL 60153

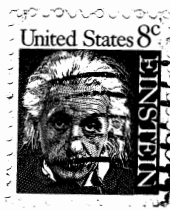
Send free to paying GLR and TAMR members. GLR dues \$1 per annum

Regional Representative to the TAMR, Mike Matejka, 35 School Street, Cahokia, IL 62223

Entered as first-class mail at Maywood (Westchester) IL 60153

**DID YOU KNOW THAT THE
PUBLISHER IS... THIS EXCITING
STORY CONTINUED
NEXT ISSUE**

GL Wayfreight
1436 Hawthorne
Westchester IL
60153



~~FIRST CLASS~~