

THE WAYfreight

TAMR #1



OFFICIAL PUBLICATION OF THE GREAT LAKES REGION, TAMR

May/June 1972

Volume III Number 1

COMMENTARY KOMMENTAR
COMMENTO COMENTARIO
REI DICTUS CORRENTAIRE

We would like to thank all who have written to the WF in the past times. Also thanks to those who have renewed their subscriptions, although... heavy work load has prevented me from acknowledging any of the letters and getting receipts for dues out. These will be out by June 9, which for some reason is when I get out of school.

Likewise, no arrangements have been made with Bob Polasky, but hopefully he can take over with the next issue, at least partially.

People who owe money for the WF effective this issue: Tom Papadeas, Steve Harper, Mike Bonk, Tom Schuis, Pat Wilkinson; Effective next time (get ready, but don't send until next issue due to changeover): Lone Eagle Payne, Ed Shelby.

Nothing has yet been determined on Photos except that we want them. This will be left to Bob to get going, so send ideas to him.

THE MEMBERS SPEAK A WAYFREIGHT SPECIAL!!!!

A rather pleasant answering of the members to the last column on the election is bringing on more than expected. This will be the end of publishing on the election, but comment on other things, especially on Bob Sprague's letter is welcome.

"Thank you for reprinting my rebuttal in the WF. Did it ever occur to you that I don't care who signed the election results, nor do most other people?... Put that in your Xerox and copy it." (Tom Papadeas)

"Personally, I think you put too much of the blame on him. Granted he should not have appointed Bob Sprague to count the ballots, but the holding the election over was necessary. Also, why is it that nobody has said anything about Tony Stenbuck who caused this whole mess in the first place by fouling up the circulation and refusing to cooperate to straighten it out?" (Douglas Johnson)

Ed. note: Tony was quickly dismissed by vote of officers. Over this, there was no controversy. Several attempts were made to reach him including writing his parents, but have failed.
Note directly from the TAMR Secretary: Tony is no longer a member of the TAMR

"Is no one in the CLR speaking to me? It seems that way, and I thought I might try to re-open communication with some comments about "foreign relations" between our regions."

"Okay, the biggest problem between our regions seems to be the 172 re-election. Looking back on the fiasco, I have come to the following conclusions:

- 1) Since none of the members not receiving ballots made an official protest, it should never have been held.
- 2) Since it was held, Tom Papademas should have counted the ballots, or at least handled the dispersal of the results."

However neither of these occurred. But since the recount upset no candidate elected nor caused much trouble in itself, I have also come to the conclusion that the resulting actions should not have occurred:

1) You wrote an editorial protesting the recount that, although, it contained a valid protest, a) was written rather poorly (the lack of a comma seemed to indicate a 'third party' of TMP's rebuttal, for instance). b) it appeared after we of the east had come to the conclusion that the issue had been put to rest, causing a resumption of hostilities, c) it was written in an insulting belligerent style that managed to snub almost everyone in the AR.

2) You rebuttled the auditor's rebuttal in a much better and logical manner than your original editorial." (Pub. Note: Why Thank you!)

(Bob Sprague)

"Tom Papademas had no authority to act as auditor, being elected to that post in that election. If the election was void, he was not auditor. The election chairman was an independent member, who normally should have handled the recount. Since he made the first tabulation, he was familiar completely with the situation and past TAMR decisions on various matters.

"The auditor certainly did do a job, considering that all the things that he did were done while he was not officially auditor. I don't think the auditor has a right to knock the Vice-President as his record during the term as editor of the HOTBOX was very impressive; issues never came out on time; they were farther delayed; issues were skipped to get caught up, but the editor still found it possible to remain late, all of this I'm sure lost many dissatisfied members for the organization. All that was necessary was for him to do his job, but since he evidently didn't see a need for the HOTBOX, we lost unnumberable members, which is one thing we definitely do not need. How many members will he cause the TAMR to lose through his activities as auditor? Hopefully not many!

"It is very plain that if the first election was void, the auditor had no right to take the action that he took. Therefore the second election is void. The second election should have been left to the discretion of the previous president and election chairman.

"Mr. Papademas states that it is unfortunate that there should be such careless method of report and comment in the pages of the WAYFREIGHT. At least CLR members are able to hear the truth and have a paper that is put out by responsible people, which is more than can be said about the past HOTBOX editor. It is unfortunate that we are stuck with Papademas as auditor." (Gary Tempoe)

A few words on Bob Sprague's letter, please. If he concludes that the editorial was insulting to the AR, we apologize, the purpose was only to reflect on Tom Papadreas. The more one considers, the more it does seem that perhaps it is just the GJR, AR and a few other centers around, regrettably. This is one thing I would appreciate hearing about. Do you think this is happening and what would you suggest to change it? Write to myself or Bob Polasky.

The editor wishes to apologize for the lateness of the issue. He has been down with an eye infection and a cold.

For Sale: Model Railroader Jan 67-Oct 71, Back issues. GT/CN Posters
Tim Vermeade, 51528 Pond Street, South Bend, IN 46637

Kentucky and Tennessee Midland Railroad

Offices in Tulsa, Oklahoma and Lansing, Illinois

Gary Tempeo, President

THE EVERYDAY TOWN

by Dana Belton

I believe that all over America there are "every-day towns." These towns might have different names but to me they are all Plasticvilles or Atlasvilles.. Model railroaders think nothing about working for hours on a mountain or hand-laying track from 6:00 until 12:00 but we have not time to work on our small towns and cities. Some nuts spend over 1000 hours on a certain scratch-built bridge or a scratch-built pickle car, more power to 'em but I think we should take a good look where the people live and work.

We go to the hobby shop and plunk down a buck or two and build the city hall and glue it down. Now I'm not saying these aren't good kits but we all should have something that makes our little town different than Joe's. Take a little time to set yours apart.

Now you say you need some ideas. Well how many model railroads have a golf course? You don't even have to use all that space, miniature golf is growing in popularity and the holes are fun to design. Hobo shacks are interesting and not too many railroads have dumps or junkyards. A graveyard is needed unless you are going to ship people to another town. I think a war monument would be interesting or have some Boy Scouts tenting near a big woods.

Lots of these inexpensive things can be made in one night and help to create a much more interesting scene.

Ride the FREIGHT WAY GOLDEN WAY...To relaxation

with our new observation cars

We trade stock and time schedules

Scott Lake
1166 Leslie Lane
Girard, OH 44420

Other things--the TAMR is beginning to show an upswing in the number of members, due to a lot of responses to the Model Railroader publicity. The editor has about 15 letter at home to answer, plus some sent to Doug Johnson. Overall, close to 100 letter have been sent since the start of the program. This has slowed work on the membership contest.

We need articles very badly. Please send them in.

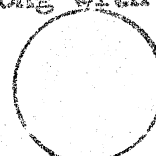
MODELING TIPS-----

9. For insulators on telephone poles glue on small white beads.
10. Paint used flashcubes silver and put them upside down in a gondola for excellent looking load.

Paulina Central--

All complaints should be sent to Dept. 2 along with 50 dollar handling charge.

"We serve the Paulina Valley"
Doug Johnson, President



DYNA-MODEL PRODUCTS GRIST MILL KIT--PRODUCT REVIEW BY DOUG JOHNSON

The item will start off this feature is a DynaModel Products Grist Mill kit. This is a fine quality kit composed of milled basswood siding, various pieces of strip wood, door and window castings and a plastic shingle sheet. Construction is easy as long as you follow instructions. The sides come pre-cut and you cut stripwood for platforms, stairs, and trim using the templates provided. Cardstock and acetate are provided for the roof and windows. The thing that I really liked about this kit was all the detail which comes with the kit such as workers, scales, bags, etc. Printed signs are included. Price: \$5.95

THE GREAT LAKES WAYFREIGHT....

is a bimonthly publication of the Great Lakes Region, Teen Association of Model Railroading.

Editor
Tim Varnaman
51528 Pond Street
South Bend IN 46637

Publisher
Terrence Burke
1636 Hawthorne
Westchester, IL 60153

Regional Representative
Mike Matjke
35 School Street
Gahokia, IL 62206

-Sent free to all paying GLR and TAMR members. GLR dues are 1 dollar per year

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

SUPPORT THE REGION

by Dave Happe

On June 9, 1970, two friends, Ed and Jim, came with me for a rail-fan trip to Minot, North Dakota. The trip had been in the planning for about four months and it took a little encouragement on our part to persuade our parents to let us go alone. Ed had some relatives who let us stay at their home, so we were ready.

We boarded the Burlington Western Star in St. Paul, Minnesota, at about 8:00 AM and got underway about five minutes late due to a faulty hose connection. Pulling our train were two Burlington E-8 units bracketing a Great Northern F7b in "big sky blue". The train consisted of a baggage car, three coaches, a diner, two Pullmans, and about fifteen cars of mail, express, and an Air Force simulator bound for the Air Force base in Minot.

We ate lunch around the Alexandria, Minnesota area, and I will always say that the Great Northern has the finest diners in the country even though I am a Northern Pacific fan. The food was delicious and at a pretty modest price, considering the amount of fried chicken I received.

We played cards and drank cokes for the rest of the way to Minot, where we got off at about 4:00 PM. Ed's cousin picked us up at the station and took us to his home. We bedded down on the living room floor, but we couldn't sleep because we had made arrangements with the personnel at Minot's Graving Yard, the ex-Great Northern largest hump yard, and we were too excited.

For two days, we took pictures and talked with the men at the yard, and like most Burlington Northern personnel, they were very friendly. We also made an arranged visit to the home of Mr. and Mrs. Richard Meyers, owners of the Champion Decal Company. Rich showed us the mailing room with all the filing cabinets that house all the fine decal from Clapp. Mrs. Meyers handled most of the decal orders. Rich also has an "O" scale layout under construction which, when completed, will be a well-known layout among railfans. The third day, we sat around the Minot station and watch trains. We caught the east bound Empirebuilder at 9:00 PM and rode all night back home. We tried to stay awake, but I fell asleep for about an hour. We arrived in St. Paul in the morning where the North Coast Limited, the Morning Zephyr, and the Empirebuilder are combined into a twenty-three car train to Chicago. Three Burlington E-8's and a Burlington E-9 led the "Morning Empire Limited" as we called it. We got off at Winona Jet, Wisconsin and red home with Ed's mom... tired and famished. The trip will be remembered as long as I live, though

WHO EVER HEARD OF THE
MIDEASTERN SHORTLINE?
MIDEASTERN...LARGE SHIPPER Of Absolutely Nothing

Terrence Burke, Chief duster