

the
Wayfreight
TAMR



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Comments from the Editor's desk:

The GLR Region's new representative is Douglas Johnson, of Chicago, IL. Gary Tempco also volunteered, but decided to let Doug take the position. However, thanks are due to both, since they are two of the most active members in the region. We will be looking up to Doug for continuation of the region's car travels, and for good communications with other TAMR members outside of the region.

The response for WAYFREIGHT articles has still not improved much from the last issue. This issue is considerably smaller, due to the small volume of material. It will continue to grow smaller, unless more articles are sent to the editor soon.

I have decided to publish a special edition of the WAYFREIGHT sometime this Spring, which will be sent to all residing TAMR members in the GLR. This thought behind this issue will be to enlarge the region's membership, which now stands at 24. Anybody requesting extra copies for distribution in their area hobbyshops, clubs, etc. contact either myself or Terry Burke.

Members whose last issue is this one are the following:
Don Roe, Pat Golden, Dave Hepper, and Tom Cummings. If you wish to continue receiving the WAYFREIGHT, with the Jan./Feb. 1973 issue, please mail your \$1.00 to the editor by January 31, 1973.

New members: Dale Madison, 342 Shepard Ave., Kenmore, NY. 14217 / Ralph DeBlasi, 105 Charlann Circle, Cherryhill, NJ. 08003 / Vince Chiavavalli, 18981 Fenmore, Detroit, MI. 48235.

From members that I've talked to recently, it seems that the majority would like the 1973 TAMR Convention to be held in Chicago or somewhere on the California coast. I urge all GLR members to write a letter to the new TAMR president, Ralph DeBlasi, supporting the idea of having the convention in Chicago. Chicago has at least 8 model railroad clubs, many private layouts, and also is the prototype rail capital of the world. Centrally located Chicago would provide the easiest travel access to all TAMR members, either by car, train, bus, or plane. It is a railroader's paradise! The GLR and its members would be happy to sponsor such a convention.

See you in '73!

-----Bob

Penn Central is in the process of abandoning 450 miles of trackage in Michigan, from Grand Rapids, to Mackinaw City. This will also defunct the PC-SooLine carferry.

Detroit will soon have only one passenger depot left. The C&O-B&O Union Depot will soon be demolished, along with the GTW commuter depot, within the next year or so. A new Detroit station and various other skyscrapers will replace the old depots. The Michigan Central depot will be the only one left, and it is in very sad shape.

PROJECT 1225 : AUGUST 1973 is the DATE
by Bob Polasky;
member MSU Railroad Club

What is PROJECT 1225? It is the restoration to running condition of Pere Marquette #1225, which was retired in Wyoming, MI. in 1957. Her sister, #1223 rests permanently on the Michigan State Fairgrounds in Detroit. The project, underway for about 2 years, is being carried on by Michigan State University railfans, and members of the MSU Railroad Club, in cooperation with the C&O Railroad.

Almost all work has been completed, except for boiler renovation, and a new paint job. Rebuilding the 32 year old loco has been quite a job, and many new parts, from #1223, have been replaced on #1225. She is expected to pull her first train since 1956 next August or September, if no great difficulties block the way. She will be Michigan's first live steam excursion locomotive since the mid - sixties.

If you would like to become an associate member of the MSURRC please write to: Michigan State Univ. Railroad Club, MSU Museum, East Lansing, MI. 48823. The associate membership, which costs \$5.00, includes a membership card, subscription to the club's bi-monthly newsletter, and the privilege to work on #1225, and to ride behind her in 1973.

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GREAT PHOTO OF THE MONTH??? Well, this one and many others are now in the new Photo Exchange Library. But, to keep growing, we'll need your support. Just keep sending in those great negatives and prints and slides to the library. And, to say thanks, to all who have contributed, ARM PHOTOS and the Photo Exchange Committee brings you another PHOTO PAGE.

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THE GREAT LAKES WAYFREIGHT.....

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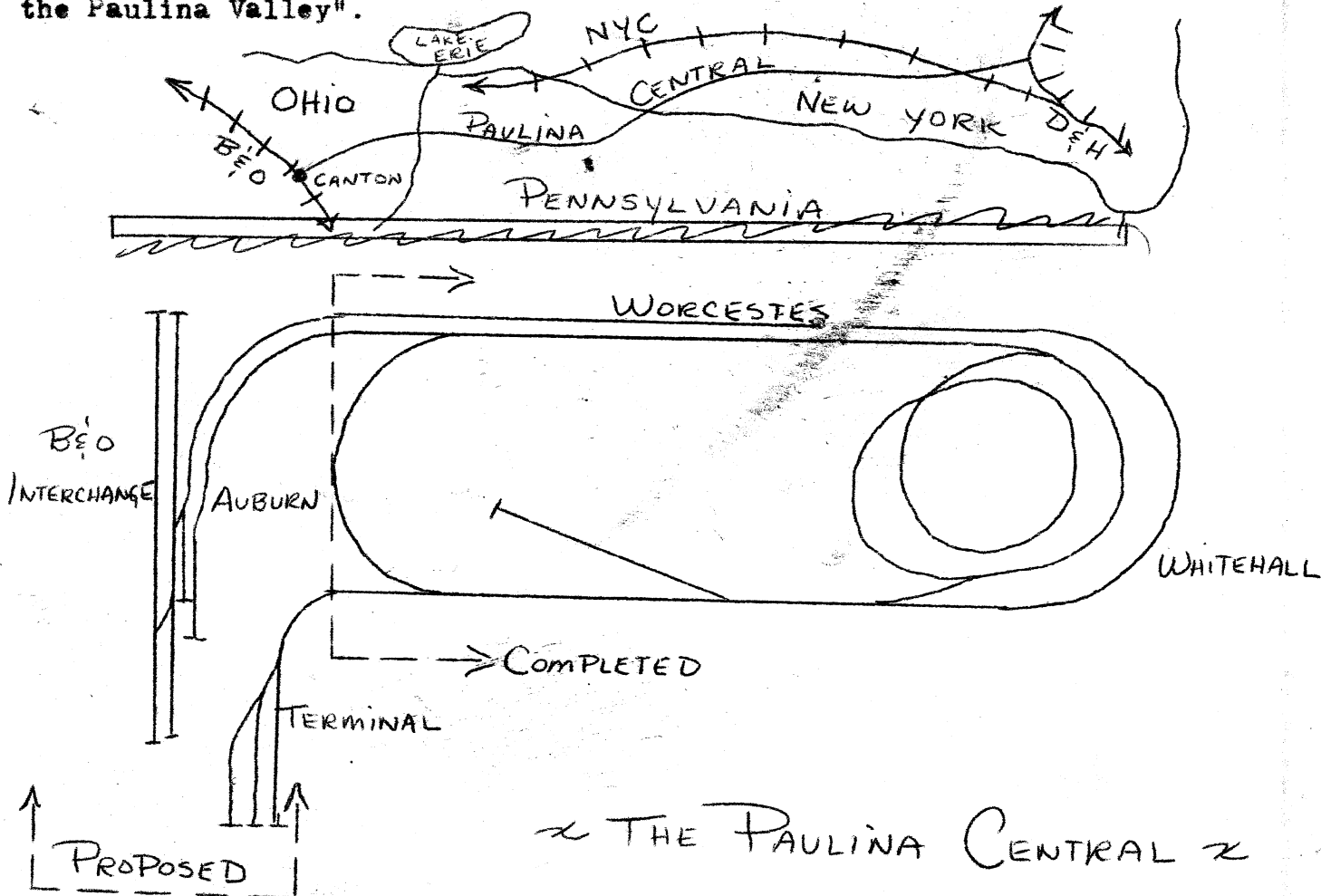
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THE PC OF THE 1940'S.....the PAULINA CENTRAL
by Doug Johnson

Somewhere in upper New York state, the land of Rip Van Winkle and other famous legends, lies the Paulina Valley. In this depression formed by the Ninevah River, runs the Paulina Central Railroad. In the beginning, the PC was built to serve as an outlet for the valley. In the 1800's, however, it was joined with several other roads by the financial wizards of the period in an attempt to rob some business from the New York Central. This did not work out too well, and during the Depression, the road decided to fall back on the resources of the valley. Now, (I figure 1942,) the road has regained some bridge line traffic and turns a neat profit. It is unusual in some ways, because it derives a substantial portion of its revenue from passenger traffic. Some of the trains are run in conjunction with the B&O and are in stiff competition with the NYC.

The general idea behind the Paulina Central is a NKP-Lackawanna type railroad which derives much of its income from passengers instead of freight, if you can imagine such a thing. In theory, the Paulina Central connects with the D&H and the NYC near Albany, and the B&O near Canton, Ohio. The B&O has running rights over parts of the system.

In terms of actual benchwork and track, my pike is not anywhere near as grand as it sounds. Less than half of what I eventually would like is done. But, I think that is nice to dream of the future. My biggest interest in passenger trains is shown by the large terminal that I plan to build. Like the ad for Kalmbach's 1940 'Cyc', I like the best of steam and earliest of diesel. Motive power consists of three steamer at present. I will add to this whenever I get the money. That's about it for the Paulina Central. Remember: "We SERVE the Paulina Valley".



"TAKE YOUR OWN PICTURES OF YOUR PIKE"

by Art Mulligan

Photos can relate a wealth of data and information, especially when taken correctly. The snapshot of that 'certain car' or your new pike in the attic can be a great reminder in 5 or 10 years. Well, I'm going to help you get that shot, whether you own a Nikon F or an Instamatic.

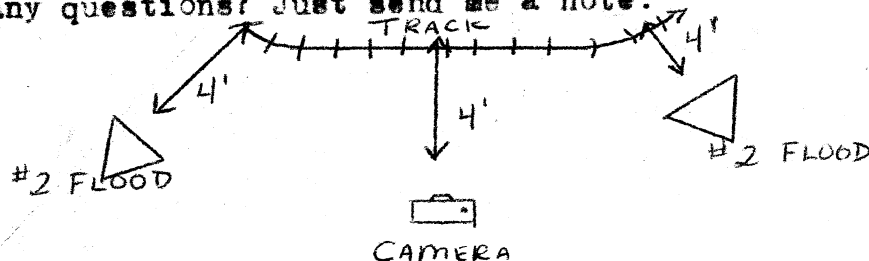
First, I want to emphasize that we are going to try to create an atmosphere or mood in the picture, with our main goal of recording the subject. For reasons, we will assume that you at least have an Instamatic type camera, know how to use it, and are willing to follow a few rules.

Select a black&white film; Verichrome or Plus X are great. Now is decision time. If you are going to use the following floodlights, then I would recommend buying them. (I am referring to your light source for the shot.) Flash bulbs are out! I recommend two, #2 Photo-Floods. You should have movable sockets, and have them placed 4 feet from the subject. Or, you could obtain some 200 watt Frosted house bulbs, and use these for the light source.

Now, look at your subject. Would an overhead angle look better than a low profile? Shadows present? Position yourself and the lights to eliminate the heavy shadows. Try to keep the lights 4 feet away from your main subject, though.

Shoot away! Instamatic owners should keep the lens at least 4 feet from the subject, or it will be out of focus. Hold camera very still. Use lots of film, and use your creativity. That is what distinguishes a photographer.

Have any questions? Just send me a note.



DIESEL FEATURE.....

"THE BALDWIN VO-1000 DIESEL SWITCHER"

by Bob Polasky

400 units represented the lesser - known Baldwin VO-1000 diesel yard switcher, built during the World War II era of 1941-46. Baldwin, one of the biggest steam locomotive manufacturers, had been experimenting with diesel locomotives since 1925, but it was not until 10 years later that a really successful loco was developed.

The diesel engine used by Baldwin was based upon the De La Vergne marine engine, with cylinders of $12\frac{1}{2} \times 21\frac{1}{2}$ inches, operating at 625 revolutions per minute. These engines, designated as model "VO", were used in the period 1937-1946, with the 660h.p. version of six cylinders and the 1000h.p. version of 8 cylinders, all with normal aspiration. A 1500h.p. version was acquired with Turbo-aspiration. After the VO engine was proven fit in a few experimental units in 1937-38, Baldwin began to offer the 660h.p. version and the 1000h.p. version, models VO660 and VO1000 respectively, in 1939. These were in a carbody similar to an early EMD switcher, but higher in the hood

area. Santa Fe and MoPac purchased the first VO units.

(continued next issue)

**"Steam in Michigan's Upper Peninsula;
The Story of the Keweenaw Central"**

by Doug Johnson

August 1972 TRAINS carried an article about the Calumet & Heleca Railway. This was not the only railroad that once served Michigan's Copper Country. The Copper Range has survived for the most part until the present. Another railroad serving the range was the Keweenaw Central.

The Keweenaw Central started operations back in 1906 with a 3 foot gauge line. At that time it was called the LaBelle & Calumet. Later it was standard gauged, and changed its name to the present. In 1907 it was extended to join the Copper Range RR. near Calumet. Many excursions were run during this time for the public between Calumet and a bluff overlooking Lake Superior.

The railroad did not last very long. In 1918, 12 years after the first operations were started, it was absorbed into the Calumet & Heleca Railway. Most of the track was torn up, and what was left, was used by the C&H and the CR. Some of its engines were used by the C&H, and others were scrapped. Of 7 locos and nearly 160 cars, only 1 car has survived the years. It is in a rail museum in Winnepeg.

In 1967, the Keweenaw Central resumed operations once again, thanks to several dedicated individuals who wanted to preserve steam passenger operations in Northern Michigan. A 135 ton 2-8-0 Consolidation was purchased from the Copper Range RR. A wood coach with outside vestibules was also obtained, along with a small diesel switcher. Later, ex-CB&Q motor cars and coaches were acquired.

With this equipment, the KC started operations once again. I rode the line in 1970, while on vacation. The ticket depot was an old caboose, and our coach was from the Burlington. The train was not exactly a speedster - it took 1 hour for the 13 mile round trip, but the country was very wild and scenic.

For most people, the highlight of the trip was the crossing of bridge #30, which is 350 feet long and 120 feet high. When we reached the end of the line, the engine was switched from the front to the rear of the train, to pull us backwards. This gave us all what amounted to a small photo run-by. Then we went back to the old caboose-depot. We were in the last coach, which was directly next to the engine, and were allowed to ride out on the vestibule. We were practically on top of the engine for the return trip!

The KC held its last run on October 10, 1971. The Copper Range abandoned its connection with the KC, which cut the flow of all rail traffic to and from the Keweenaw Central tracks. Revenue thus left the KC bare, and it was forced to close. 55 years after it all had started, it ended for the second time.

***This month's photo page is of the Keweenaw Central 2-8-0 locomotive in the summer of 1970. Contributed from the collection of Douglas Johnson.

MERRY CHRISTMAS and HAPPY NEW YEAR, from the Staff of the WAYFREIGHT!



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