

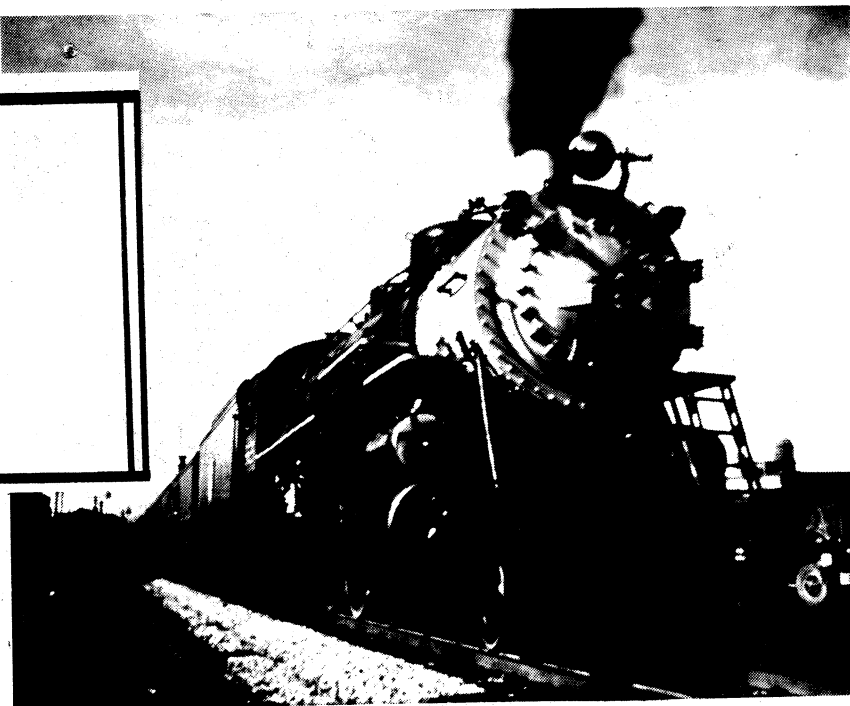
TAMR

GREAT LAKES REGION

# Wayfreight

February-March '73

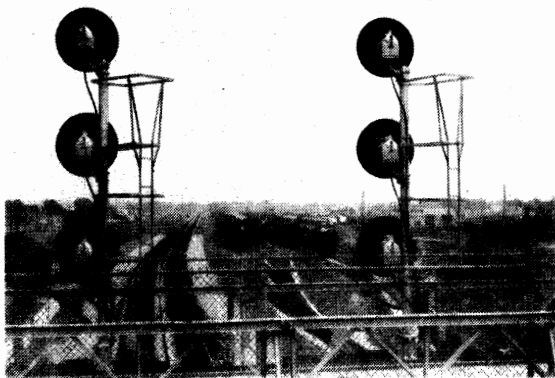
THIS ISSUE: Report on  
the San Pedro RR & the A&LP-  
The Bridge- Big pictures-  
Articles you'll enjoy...



## SAN PEDRO RAILROAD

*"Always on the Move"*





# The Bridge

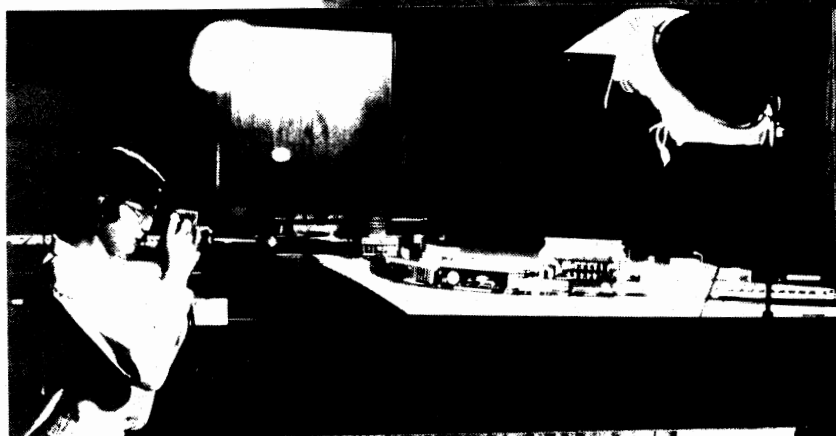
A New Photo Page Dept.

A PC switcher has just finished pushing cars over the Detroit Hump yard.

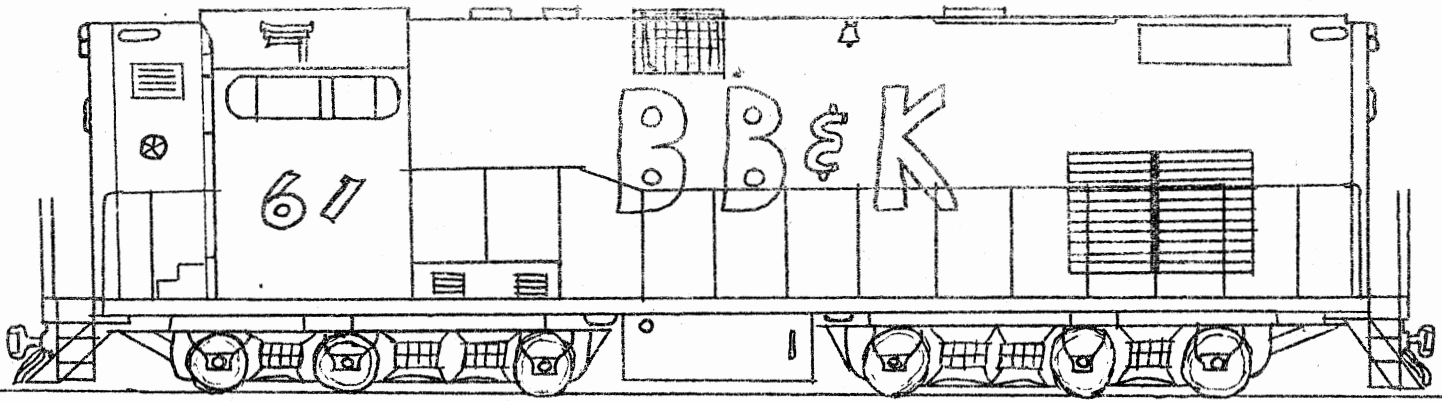
Below, is the scanner for classifying.

Two shots of the San Pedro. Art is busy taking pictures with just a few lamps.

A big control panel, and walkaround throttles, are just some of the many features.



Send your slides and negatives to:  
 Art Mulligan  
 32300 Bingham Rd  
 Birm., MI 48010



### THE WAYFREIGHT

Official Publication of the Great Lakes Region, TAMR

Volume IV, Number 1

Jan/Feb 1973

Comments, thoughts, ideas and expressions .....  
.... from the desk of the Editor

Due to a strangulation of the flow of articles reaching the editor's desk, this issue is probably the smallest ever read by Great Lakes members. Here it is straight: NO ARTICLES, NO WAYFREIGHT! Some of you may find this issue a little dull. This is due to the fact that almost all of the articles are written by the editor. If everyone likes it this way, then I will continue on in this manner. Personally, I think that it is VERY dull. There is only ONE REMEDY; and that is PARTICIPATION. Participation depends on you.

PLEASE TAKE NOTE... Terry Burke is no longer publisher of the WAYFREIGHT. Other duties to the TAMR are catching up on him, and thus he must relieve himself of all responsibility to the Great Lakes Region. We welcome Gary Tempco as the new typist, and Art Mulligan as the new publisher. I wish to thank Terry for all that he has done in the past to better the WAYFREIGHT and its content.

Sorry about the lateness of the NOV/DEC issue of the WF. Holidays, sickness, and a lack of communication on the part of the editor and the publisher were the main causes. This issue should make up for the past few weeks of being without a WAYFREIGHT.

Members whose last issue is this are: Glenn Farley, Tim Vermande, Terry Burke, Tønnes Bekker Nielsen, Gary Tempco, and Mike Matejka, New member this month: John W. Held, 72 Bell St., Belleville, NJ  
---Bob

The GREAT LAKES REGION WAYFREIGHT is a bimonthly publication of the Great Lakes Region of the Teen Association of Model Railroading. Dues are \$1.00 per year, and include subscription to newsletter.

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ELMER  
IRA 8717

## FIRST CLASS NEWS ITEMS...

\* The 1973 TAMR CONVENTION is scheduled to be held in Chicago, Ill. August is the month, but the dates are not yet known. Terry Burke is the convention chairman, and Gary Tempco is the Transportation chairman. So far, a visit to the Illinois Central Gulf engine facilities and a photo contest are two maybes.

\* THE HOTBOX has a new editor. John Held was appointed by Ralph DeBlasi early in January to replace the current editor, Mike Bonk. Printing problems are still prevalent, however, and costs of each HOTBOX rise with each issue.

\* The Photo Exchange Committee has a new newsletter, the FERROTYPE. First copy to be released in early March. Available to PECT members at \$1.25 per year. Non-members can receive it for 35¢ per issue. All the latest diesel news, photos, library lists, etc. Contact: Mike Napolitano, Editor, 11 Gunther St., Mendham, NJ 07945

ITEM: For those of you who have not taken a close look at the diesel sketch on page one, look again. The Boom, Boom, & Catastrophe ran into a little catastrophe when they lettered and numbered their one and only diesel, a cross between an ALCO and an EMD, with trucks by W.I.ERDO, Inc. Now they'll have to repaint the entire cab because of one little goof.

## Diesel Feature

continued from last issue

## THE BALDWIN VO-1000 DIESEL SWITCHER

by Bob Polasky

This carbody design was in production for about 2 years until it was superseded by a body that was a little shorter, with a pointed nose somewhat like a GP-9. It rode on AAR trucks. The VO-1000 with this body remained in production until 1947, when the new DS4-4-1000 appeared, with a flat nose and new frame. 1200 h.p. model was later offered also in the same revised body.

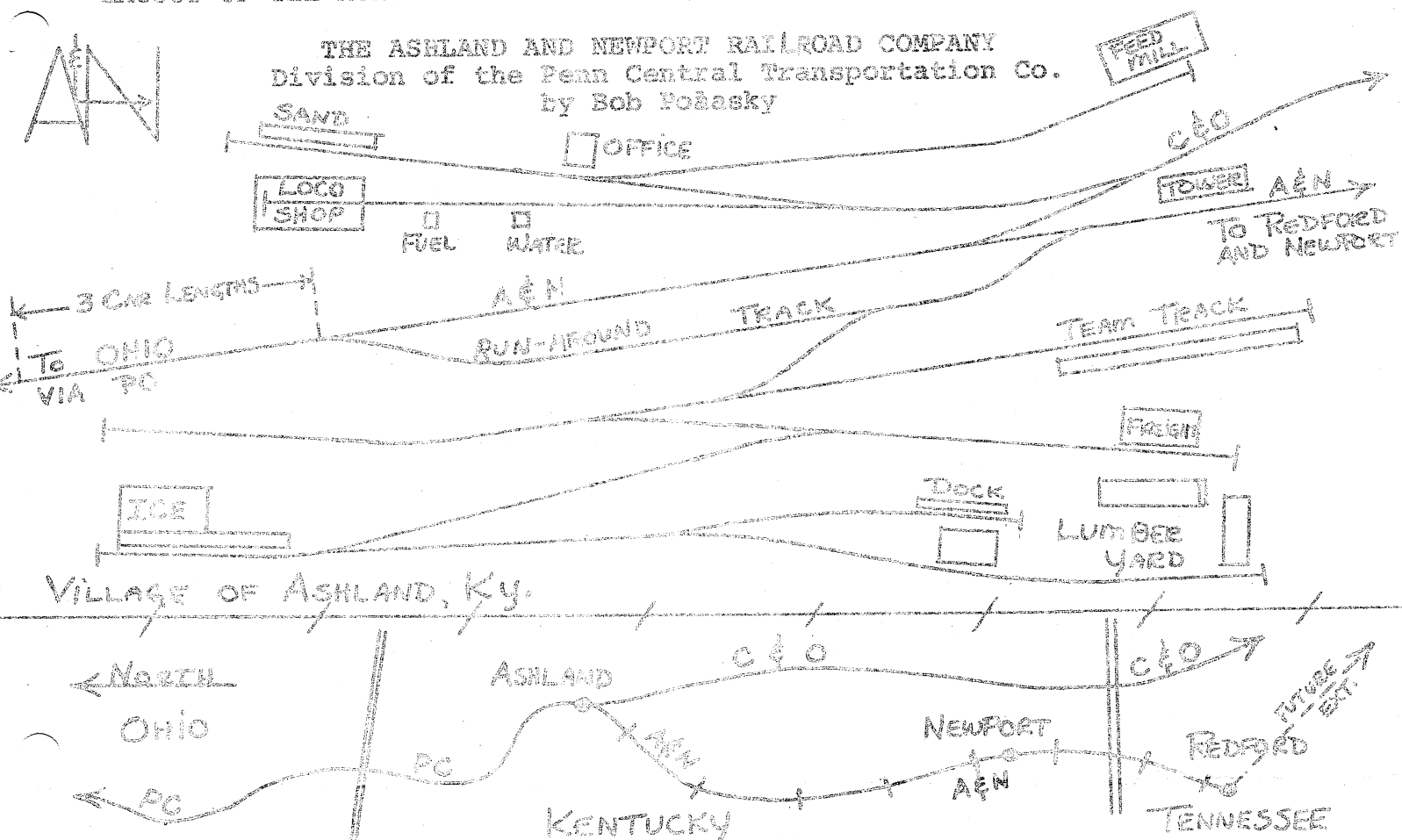
A great boost to Baldwin, in the sales of the VO-1000 was the fact that in World War II, the War Production Board ordered EMD to build only road freight units (the FT), while others were free to build only whatever they wished. Thus the opportunity for Baldwin to corner the diesel switcher market. Nobody built passenger units now.

The VO-1000 proved to be a rugged unit with rapid acceleration. A switchman once remarked that you could not stand on the ground behind one of them, give the engineer a highball signal, and expect to catch the rear footboard. The diesel engine sounded much like a modern ALCO.

Most of the VO-1000 switchers are now gone, as is the case with most of Baldwin's models. Many of them lasted into the late sixties, with 20 plus years of service behind them. Obtaining parts and mechanics with Baldwin knowledge became more and more difficult. Trade-in material was now present for many roads, in the form of Baldwins. As one hogger put it, "They wuz wore out!"

There are still a few VO-1000's in operation or storage. The Detroit Terminal R.R. operates #102 in transfer freight service. Penn Central has #8047 & 48. Santa Fe has approximately 10 in storage. Tennessee Coal & Iron still has 3 on the active list.

## LAYOUT OF THE MONTH:



Back in 1919, Marcus Thinkus Fineas thought that rails were the transportation of the future. And you want to know something: he was absolutely right. Shippers in Northern Kentucky were complaining of the inefficient horseback carrier service - it stunk! Therefore, one logical answer appeared to Marcus, build a railroad. The line originally stretched for 7 miles in Kentucky, from Ashland, to Newport, and beyond to Redford, Tennessee. And it still runs this way today, although Penn Central now reigns over the operations. (Only Marcus could be persuaded that PC was a money maker!)

The actual A&N pike is in HO scale, and features Lambert Code 70 nickel silver rail on plastic ties, with a half ballasted mainline and mud-soaked sidings and disappearing (or should I say sinking?) spurs. The pike plan is a switching type, with a simulated Penn Central branch running diagonally through the center, and a C&O interchange branch meeting in Ashland. All industries are reached by a maze of switchbacks, because of the terrain and limited amount of railroad property (yes, Markus was a skrimpy saver when it came to land purchasing). A small locomotive terminal serves the roads' 6 diesels and one consolidation. The road offers local passenger service via a 42 foot baywindow caboose, purchased in 1935, from the NYC. The A&N pride and joy is a small 36' business car, built in the loco shop back in 1933. All scenery is constructed of foam and cardboard, with a little cork for rocks. A future extension of the mainline is predicted, with a parallel route of the C&O, to provide a little competition for the employee's pleasure.

# ARM PHOTOS

Page 1

We do more than just pictures. Slides, infrared inspections, Superimpositions, Intercomparisons, Audio Visual Presentations, Graphic Arts, Color Plate Prints, Enlargements, Retouching, Custom Color Balancing, Reproduction, Copy Work, Infrared, and Special Effects, are all part of our work.

Possibly you have some pictures that you'd like copies of? Think of us, because we think that you're capable of doing the best job possible for the money. So keep us in mind next time you think photography.

The Photo Management People

ARM Photos 32300 Bingham Rd. Wrentham, MA 01964

## The Ferrotype

The Photo Enthusiast's Club has a new member called the Ferrotype. It's filled with interesting information and pictures. We'll keep you informed with articles on the latest prototype news, new roads, new cars, and pictures of famous events.

Now, if you're not a club member already send \$1.25 for 1 year of the Ferrotype and your club membership. If you are a registered member, send \$1.00 to Mike Capolitto at 6000 ST. Markham, MA 01945. Available at 35¢ an issue.

We hope you'll order or subscribe to the Ferrotype. For we think it will be a very good publication not to mention the articles.

Remember the Photo Enthusiast's Club

Wrentham, MA 01964

The San Pedro Railroad

The San Pedro is a young modern branch line located outside of Santa Fe, New Mexico. Actually, there is only a mountain by that name. We run diesels, a lot of industrial freight, and one passenger train to Los Alamos, Santa Fe, and back. You will find mostly Santa Fe equipment on our lines although we have a new paint scheme coming.

This being my first layout, I did a lot of reading and checking out new ideas, before laying a foot of track. The basic layout design is mine, although I used a few ideas and plans from Model Railroader. I like to do electrical wiring and operating trains.

After five months of progress I can now run trains all over the layout with success. With a small area to work with, I decided on a L-shaped bench with a lot of switching possibilities. A few industries here and there give the atmosphere to the San Pedro.

In estimate: 15 turnouts 120 ft trk  
74 sq. ft. bench HO scale +not enough cars

I've just started with scenery, will try both hard shell and foam. There will be a more detailed supplement to this in months to come. Hope to hear from you, so I'll sign off and let my pictures tell my story.

PHOTOGRAPHS...

Many of the pictures in this issue are from the PE library. We can lend you copies on request.

We can now have many pictures in the Wayfreight, so please send in a contribution. When writing an article, include a picture.

Our photography editor asks that you send only negatives and slides. He will return your slide on request so don't be worried.

We will publish your picture in The Bridge, and would like to be able to have copies made for the library.

Your contributions and patience is appreciated by the Staff.

ADVERTISING...

We will soon be changing our policy of free ads. All commercial ads are already being paid for.

If you're in need of a photo with your ad, send a letter to Art M..

THE MAINLINE COLLECTION

ARM Photos has a new portfolio of color and B+W engines. Excellent 8x10" steam and diesel prints for framing. Send SSAE and 10¢ for our new catalog.

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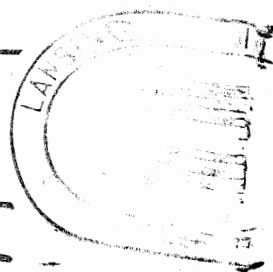
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The Custom Enlargement People

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