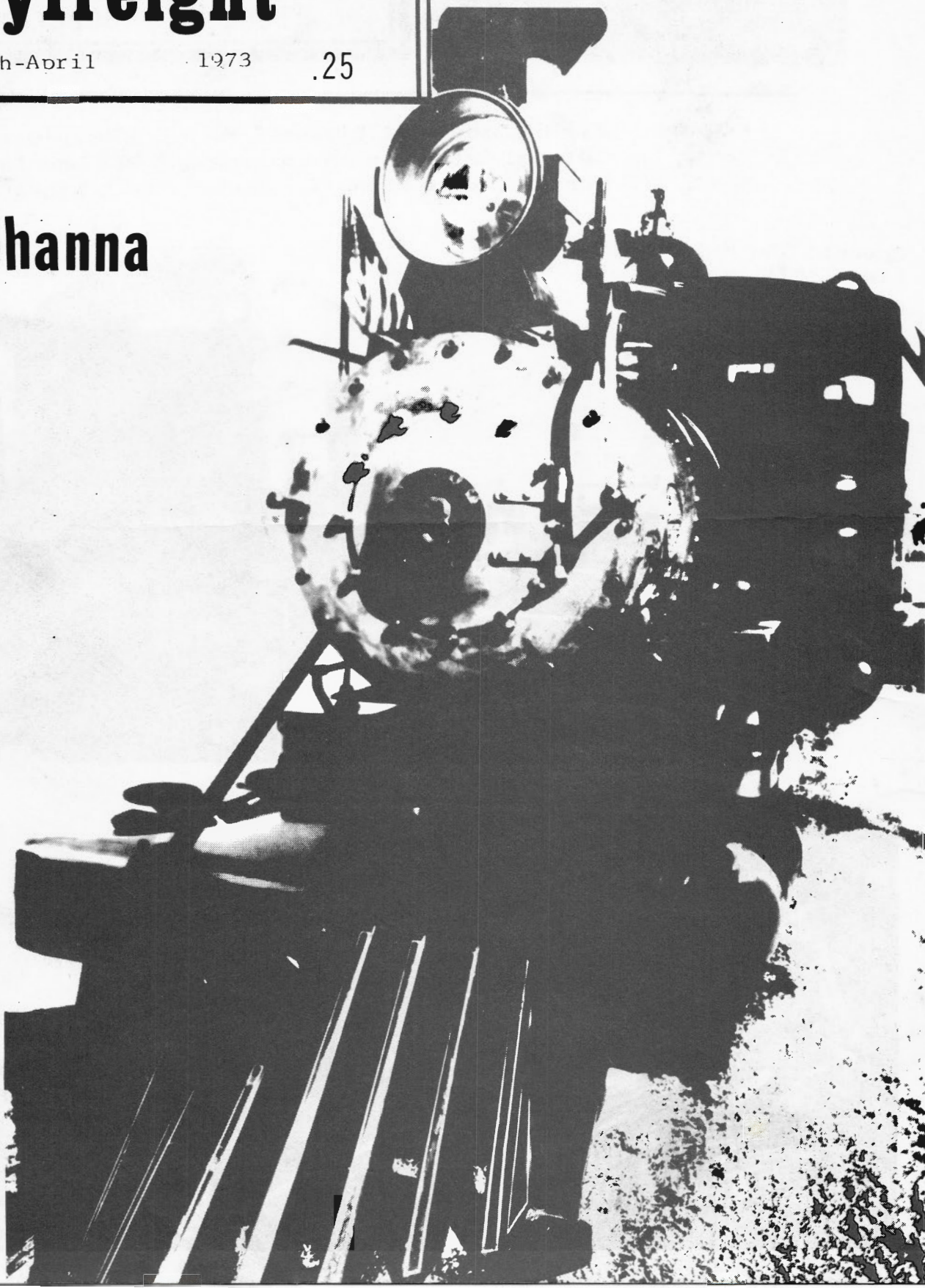


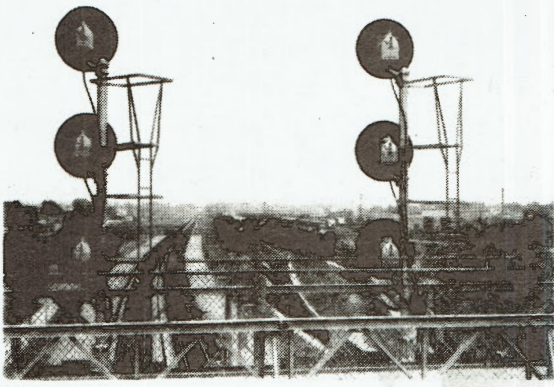
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Wayfreight

March-April 1973 .25

The Susquehanna Line



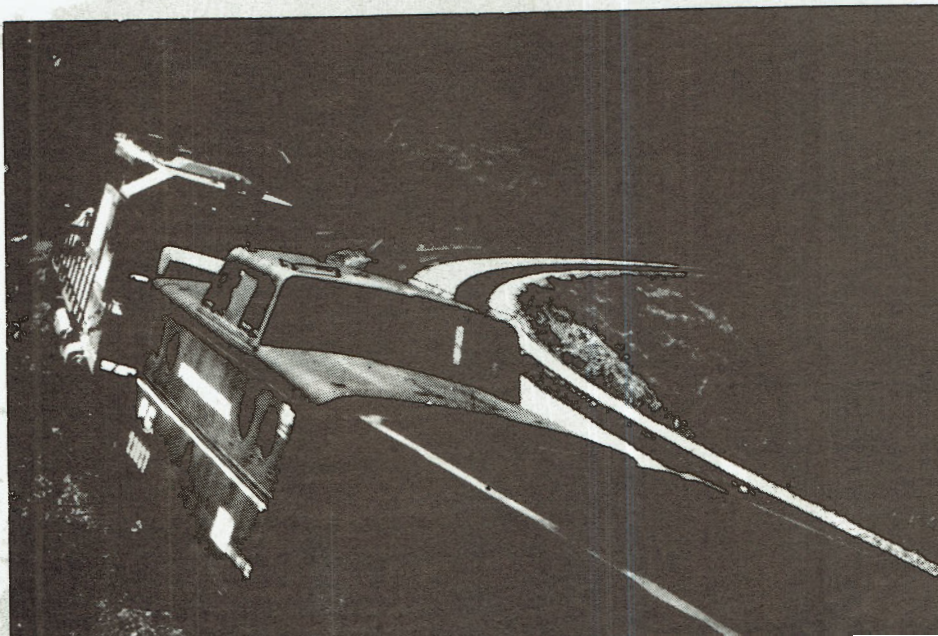
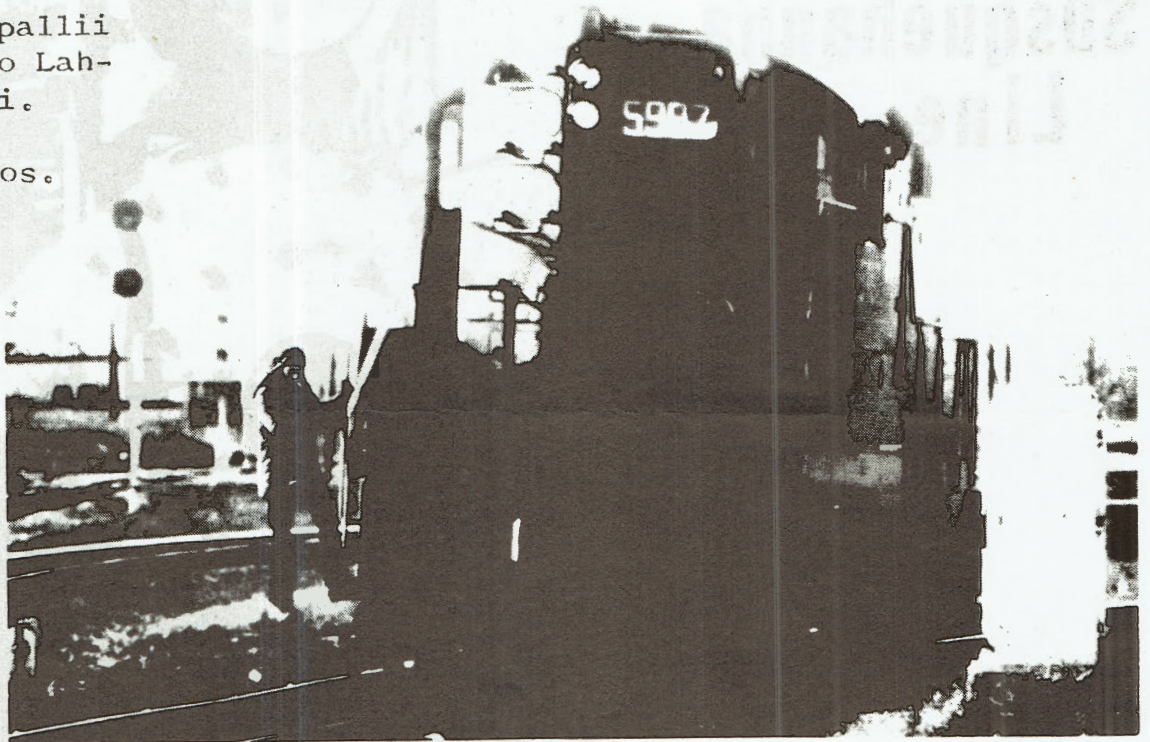


The Bridge

Photo Page Department

TYPICAL Scene at Plymouth Mich.. There's always lots of action in an interesting wye and industrial center. Ektachrome-X, Courtesy PECT Library

Cover: The Kaanapallii Line, that runs to Lahaina, Maui, Hawaii. Kodachrome-II Courtesy ARM Photos.



HANG ON! This PC is really moving, around Horseshoe in Pennsylvania. Courtesy Steve Harper/ PECT Library.

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comments thoughts ideas and expressions
. . . . from the desk of the editor

Here we are, right back on publication schedule again! And, believe it or not, the articles are beginning to trickle in one by one.

Hope everyone enjoyed the new front photo page and the BRIDGE that was introduced in the January-February issue of the WAYFREIGHT. Yes, the contrast was not up to par, but we are working on it. I think that you will find this issue a little more pleasing. By the way, we could use some contributions for the cover and the BRIDGE page, so dig out some of the 'goodie' shots that you have stashed away, and mail them in to myself or the publisher. I would also like to see some comments on the new format of the WAYFREIGHT. We think it is a 100% improvement, and we hope to better ourselves in the near future.

However, along with improvement, comes the problem of rising costs. Up to now, the WAYFREIGHT has been breaking even with every issue. (See the treasury report on page 3) However, our costs are on the realm of rising with this issue. No, we don't plan to raise the regular GLR subscription rate of \$1.00, but we do have two alternatives which will become effective with this issue. Number 1, single copies are now available to non-GLR members at 25¢ each, and also in large quantities to area hobby shops clubs, etc. Number 2, newsletter advertisements will no longer be free. Pike ads will be 25¢ for ten words, and 25¢ for the herald, which should be drawn in black ink on white paper. Classified ads will be 5¢ per word. Names and addresses will be free only for the classified ads. special rates can be obtained from the publisher for full or half page ads. Your comments are, as always, welcome.

Members whose last issue is this are: Scott Lake and Bob Sprague

happy railroading!

--- Bob

contents

the bridge	1
editor s comments and thoughts	2
news items	3
annual treasurer s report	3
the new york susquehanna and western	4
nys and w locomotive roster	5
seebold and sons manufacturing kit review	6
a request from lone eagle payne	6

PROTOTYPE NEWS

* Pere Marquette 2-8-4 #1225, presently being restored to operating condition by the Michigan State University Railroad Club in East Lansing, Michigan, is forecasted to have steam in her boiler in July '73. She is preparing to have all of her flues removed very soon for renewing.

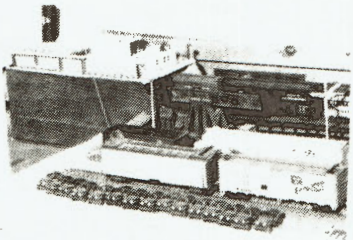
*Chessie System GP-40-2's are now being sighted in Canada on joint C&O/CP rails in Windsor. They cross under the Detroit River via the Penn Central tunnel.

TAMR NEWS

* The September/October issue of the TAMR HOTBOX should be out by now, thanks to the effort of the new editor, John W. Held. Dick Wagie, our long time publisher of the HOTBOX, has ceased operations. Many thanks to Dick for a well done job. The HOTBOX will now be printed in California. A special Nov/Dec/Jan/Feb/Mar/Apr issue will be out soon, and it is predicted that it will be 60 pages long.

* TAMR Convention will be 24-26 August in Chicago, with headquarters at the LaSalle Hotel. According to Convention Chairman Terry Burke, cost for room will be \$5 per night. Pre-registration will be \$12, including banquet and transportation in Chicago. If you are planning or interested in attending, please contact Gary Tempco, who is transportation chairman. More detail to follow.

* Treasury Report. January 1, 1972 saw our treasury with 14.66, which remained at or above this figure, until October, in which we made the purchase of 100 stencils for the WAYFREIGHT. The figure dropped to 6.91, and has remained close to this figure up to the present. Besides stencil expenses, we also have postage, ink, paper, and picture development costs. And yet, we have managed to remain at the 6-7 dollar treasury level, due to renewed memberships and the enrollment of 4 new members within the last two months. Now, we are asking members and non-members to help contribute funds for the WAYFREIGHT through the utilization of ads, and to help increase our circulation throughout the Great Lakes Region.



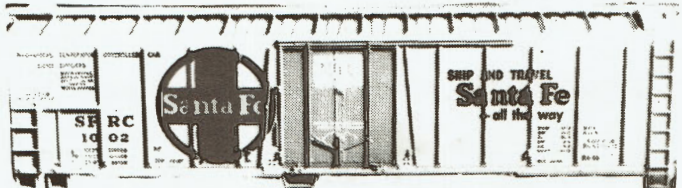
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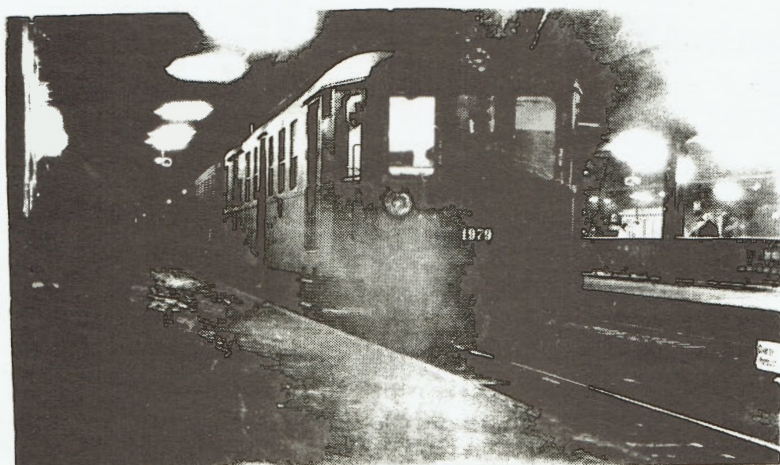
New York, Susquehanna & Western R.R.

by Tim Tonge

On January 8, 1973, I visited the home of John Treene, who is currently a brakeman on the New York, Susquehanna & Western Railroad. We discussed the present Susquehanna and its facilities in Little Ferry and Edgewater, both in New Jersey. At one time, the railroad used a large yard which had both a double mainline track and a large engine facility, but as time moved on, the State of New Jersey bought out the yard for a turnpike, and the Susquehanna was forced to move to their present location in Little Feery. This yard now has a turntable with an eleven track roundhouse. Of course the usual sanding and maintenance facilities are also there. The company owns one wrecking crance, which is kept near the roundhouse. Of five cabooses owned, only number 111, 112, and 116 are in use. Numbers 115 and 119 are being repaired and repainted. Almost all of the windows are boarded up on the cabooses; only those needed for safe operation remain. Pelting of stones and rocks by trespassers of trains ahs forced this practice.

The NYS&W has no cars to interchange with other roads today. At its peak, the Susquehanna owned many hundreds of cars which it interchanged with other railroads all over the country. It does own two cars, though, which are rented out to sutomers with locations on the Susquehanna mainline in the need for extra car space. Some others are undergoing repairs. They are usually rented out for a few weeks at a time. The NYS&W does interchange non-owned cars with the Penn Central in Jersey City and Little Ferry, and with the Erie Lackawanna in Passaic and sometimes Hawthorne.

The Susquehanna operates 24 hours a day, Monday thorough Fridya. It has three operating road engines, numbers 1802, 238, and 240, which do a total of four road jobs a day. (The 1802 does two fo the jobs.) In the yards, number 206 and 203, both Alco S-2's operate two jobs each, for a total of eight jobs a day. Of course, passenger servcie is no longer available. Inside the roundhouse at Little Ferry are locos #509, 202, 205, 230, 234, 244 252, and 1800 and 1804. The latter two are in need of major overhauls and a traction motor. The rest are out of service, and are utilized for parts. Outside of the roundhouse are #231 and 236. An interesting item found in the roundhouse in #509, owned by S.J. Grove. This is a privately owned loco, used to help in the construction of Interstate Rounte #80. It is being stores for the owner and is up for sale. (an RS-3 model).



NEW YORK, SUSQUEHANNA, & WESTERN RAILROAD COMPANY
Roster of Internal Combustion Locomotives

Numbers	H.P.	Builder	Model	Year	T.E.	Weight	Note
150, 151	150	Whitcomb	?	1942	14,000	42,000	1
200	300	GE	45-ton	1958	22,500	90,000	2
202, 204	1000	Alco-GE	S-2	1941	69,000	230,000	3
203, 205	1000	Alco-GE	S-2	1942	69,000	230,000	
206, 208	1000	Alco-GE	S-2	1942	69,000	230,000	4
230	1000	Alco-GE	RS-1	1944	72,400	240,000	
1st 231 & 233	1000	Alco-GE	RS-1	1941	72,400	240,000	5
2nd 231 & 233	1000	Alco-GE	RS-1	1943	72,400	240,000	10
232, 234, 236	1000	Alco-GE	RS-1	1945	72,400	240,000	6
238, 240	1000	Alco-GE	RS-1	1945	72,400	240,000	
242, 244	1000	Alco-GE	RS-1	1945	72,400	240,000	7
246	1000	Alco-GE	RS-1	1947	72,400	240,000	8
248	1000	Alco-GE	RS-1	1947	72,400	240,000	9
250	1000	Alco-GE	RS-1	1947	72,400	240,000	11
252	1000	Alco-GE	RS-1	1947	72,400	240,000	
254, 256	1000	Alco-GE	RS-1	1953	72,400	240,000	12
1800, 1802, 1804	1800	EMD	GP-18	1962	73,200	240,000	
509	1000	Alco-GE	RS-3	?	?	240,000	13

NOTES

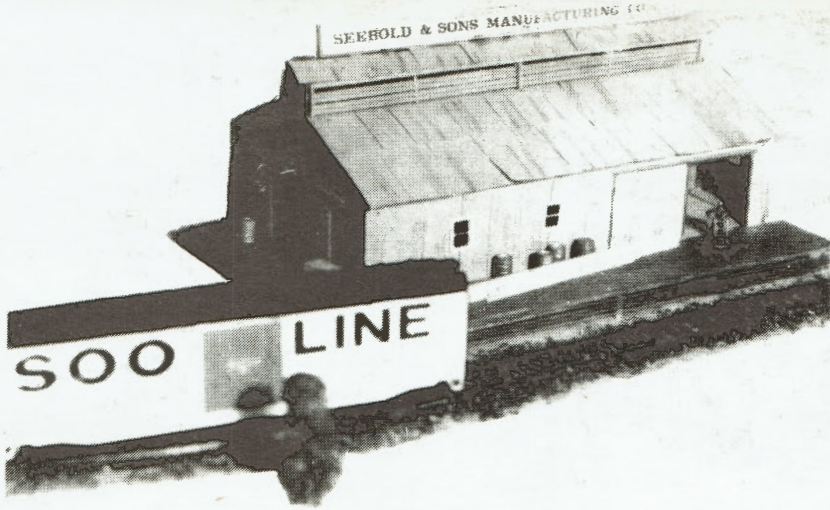
1. Gas Locomotive; ex-US Army; sold to George R. Silcott and Seatrain Lines
2. Sold to George R. Silcott, then to Quebec Iron & Titanium, #24
3. #204 sold to Precision Engineering, scrapped
4. #208 scrapped by Schiavone & Bonomo
5. Requisitioned by US Army for service on Trans-Iranian Railway after a few months service in 1942
6. #232 Scrapped by Schiavone & Bonomo
7. #242 Scrapped by Schiavone & Bonomo
8. Sold to Tennessee Railroad, #6
9. #248 Scrapped by Schiavone & Bonomo
10. #233 sold to the Genesee & Wyoming R.R., used for parts
11. Sold to Vermont Railway in November, 1965, traded by VTR to EMD for SW-1500 #501 in Sept., 1966
12. #254 scrapped by North Hudson Scrap Company
13. Presently stored by NYS&W in Little Ferry, NJ, owned by S.J. Grove

This roster was obtained from the "RAILROAD ENTHUSIAST", Summer and Autumn, 1971, in an article by Peter A.R. Campagna.

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Kit Review:

SEEBOLD & SONS MANUFACTURING CO.

by Art Mulligan

If you're the average modeler and have tried at least one of the fine kits of Campbell Sclae Structures, then you're in for good news. A relatively new model named Seebold and Sons Manufacturing Co. has been released. I have found this kit to be well suited for the average pike.

Campbell uses a fine quality wood in the majority of their kits, but in this particular model, they have utilized a very successful aluminum sheet metal. An ample suuply is included to be applied to a cardboard mock-up with ordinary cement. Plastic windows and barrels are included for the finishing touches.

I needed a structure which would fit into an ordinary siding with ease, and yet be fun to build. A large loading dock and many detailing possibilities are also what sold me. This new addition to the Campbell line is well worth investigating at your hobby shop.

A REQUEST FROM LONE EAGLE PAYNE

There are about 25 Great Lakes Region names in the TAMR directory; and yet, only 15 of these are actually members of the region which pay their dues and receive the WAYFREIGHT. How about some of you with time on your side writing a short request to some of these non-members and urge them to join the ranks of 23 Great Lakes members. Maybe you could ask those with whome you correspond with in other regions also. It would be a big boost to the betterment of the Great Lakes Region of the Teen Association of Model Railroading.

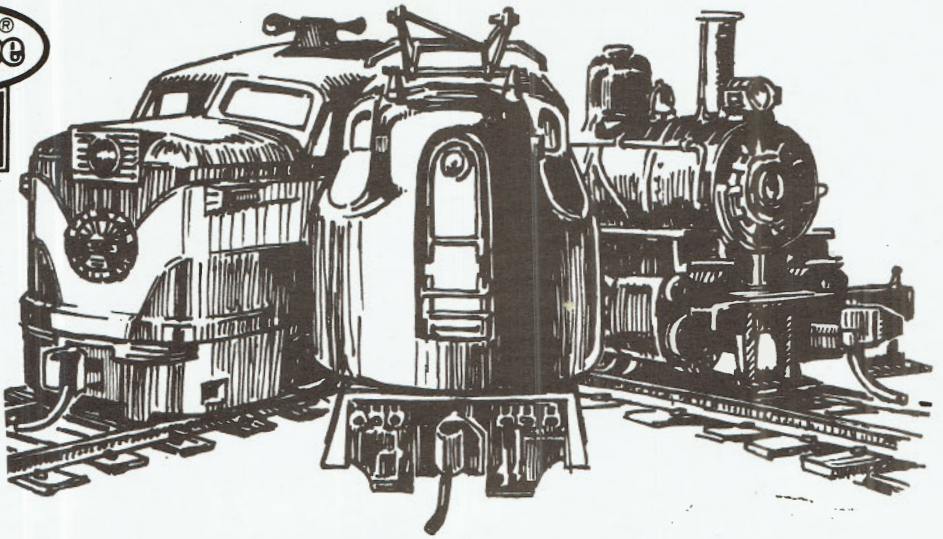
We also need articles and picutres for the WAYFREIGHT, so why not some of you fellows just joining the group tell us how you got started in model railroading, what problems you are having getting things rolling, and what you would like to accomplish with your pike, and maybe someof our readers will have the answers for you. Then later, after you have your pike running, why not send in some articles and pictures telling how you built the pike, what materials you used, the kind of structures you have. It would greatly interest the readers of the WAYFREIGHT.

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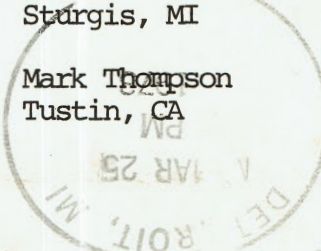
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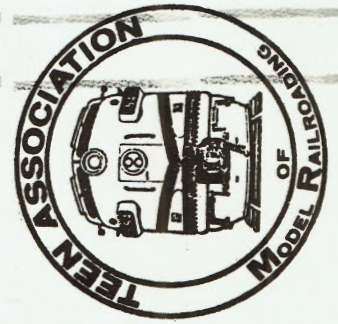
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* Think Convention '73 !



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