

Teen Association of Model Railroading
Great Lakes Region

Wayfreight

May-June

1973

.25

The Station:



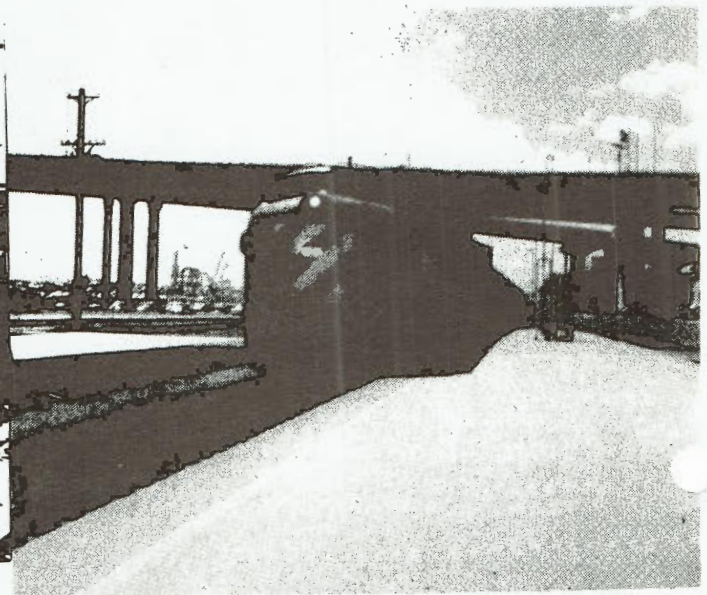
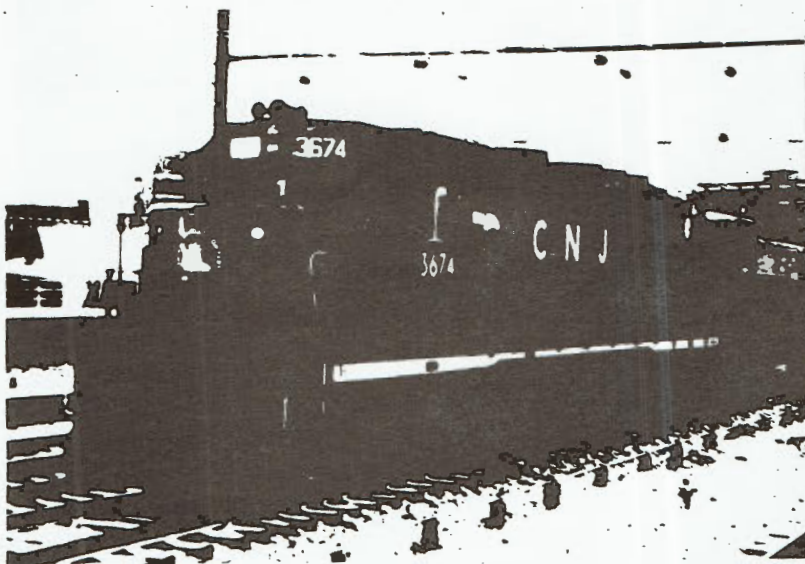
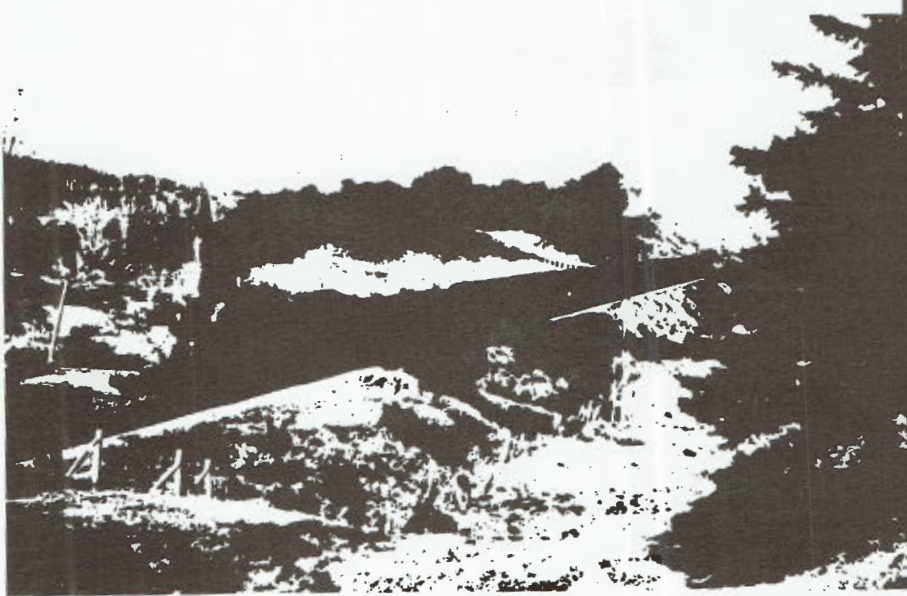
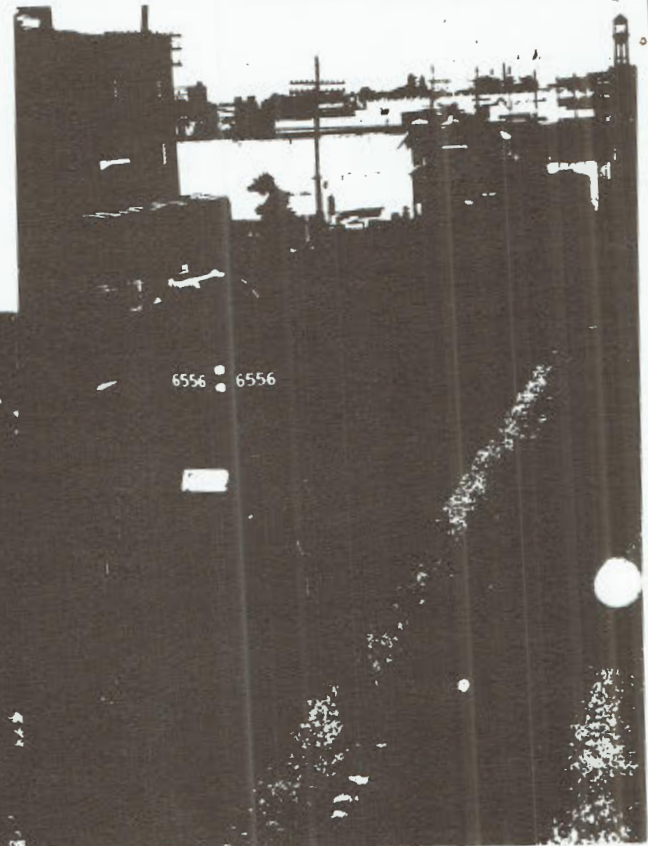
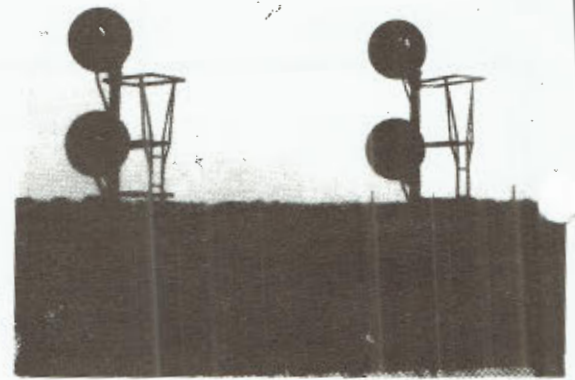
On the move !

The Bridge

The Bridge would like to see your best shots. Send pictures, negs, and slides to the publisher. All will be returned upon request.

We've improved on our printing procedure, so our pictures will be much improved too. But I couldn't resist printing the three pictures by John Held (CNJ bottom), Steve Harper (PC top right)/PECT, and the steam -PECT, in a high contrast film to eliminate the grays. Had some interesting comments on the previous shots copied this way.

Doug Johnson sent in the bottom F-7 unit. Keep 'em comin'!



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48219	60438	48010	60640

DON'T FORGET! The 1973 Teen Association of Model Railroading National Convention
Chicago, Illinois

August 24, 25, & 26

CONTESTS CLINICS LAYOUT TOURS CLUB VISITS BANQUET

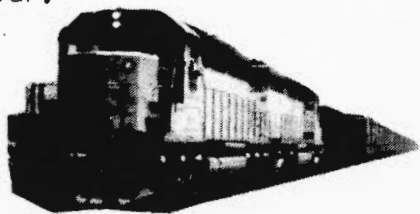
PROTOTYPE RAILFANNING

for information, contact Terry Burke, 1636 Hawthorne, Westchester IL 60153

The Wayfreight welcomes the
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is dated/ June 28th is the dead
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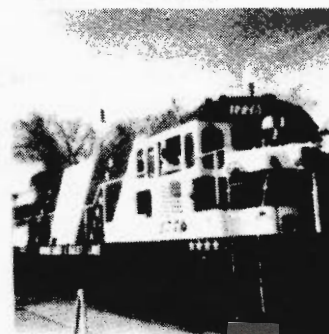


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IN THE CUPOLA . . .
with the Editor

The Great Lakes Region of the TAMR has its strong points and its weak points, as does nearly every region in the TAMR, or the NMRA, or what have you. Yes, we have a strong tie among our members, that of the WAYFREIGHT. I think that besides reading items of interest and news of the region in the WF, people are also kept informed of activities through letter writing and phone calls on Sunday afternoons or evenings. If you study these facts, you'll find that we pretty much parallel the parent group, the TAMR itself, EXCEPT in one area, that of holding a convention.

First thing that you will probably say is that we are hosting the National Convention in August, which is true. Our members in the GLR will pretty much get together at this event. However, what about all of the other times when we do not host the rest of the association, which, I would say, figures out to approximately 99% of the time. I think that the majority of GLR members would like to get together at least once during the year to express their ideas for the region, in, say, a full-fledged bull session. They probably would like to see some other railroad points of interest besides the PC yard down the road a ways from their home. Many are probably searching for ideas to help improve their pike. And probably there are those, who just like to get together with other hobbyists their age to discuss and do things on interest common to model railroaders.

All of these items strengthen the need for a once a year regional convention. Members in the GLR should come together and discuss the ideas just presented, and maybe we could come with a terrific one or two day convention for GLR members ALONE. And I don't mean just the fellows in Detroit, or just those in Chicago. I mean the region as a whole - the guy in Detroit, the guy in Fowlerville, the guy in Toledo, the guy in Goochegamie (if there is such a place in this area of the States!) Lets see some real convention action!

Until July
Bob

Suydam's Union Ice Station

by Bob Polasky

Even though the line of Suydam structure kits has been around for quite some time, many are still selling strong on the HO market all over the country, and even in Australia. They have all carried the NMRA Seal of Conformity up to this day. One kit which is very popular with the modeler who has room on his pike for a fairly large industry is the Union Ice Station

Composed of cardstock, stripwood, along with a few little items of metal and plastic, the model should suit the average hobbyist who has had a little previous experience with a kit of this nature. Construction time should take approximately 25 hours, including painting and weathering, if desired. Some detail items are included, such as an interior kit assembly for the main office, scale 300 lb ice cakes made from clear plastic, etc. Three basic step-assemblies are described in the well diagramed instructions; the main structure, the cooling tower, and the icing platform. All three assemblies, when put together to form the entire structure, measures approximately 14 inches by 7 inches in the base area. One should take a little care when assembling the icing platform, as the total assembly is a delicate one.

An industry of this type would need plenty of ice reefers, and perhaps a boxcar or two for supplies, such as wood for cake-molds, freon for the refrigeration system, and anything else that might come in handy for the freezing system. Priced at \$5.75 this is an excellent structure for the 1910 pike to the 1970 pike.

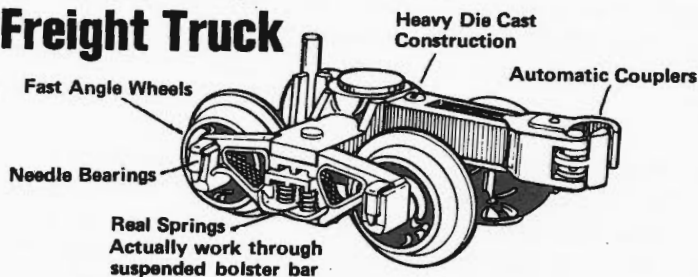
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NO. 271
MOTO-TOOL
KIT

A true story of how someone moved
and renovated an old Santa Fe depot
and of their experiences...



The Station: On the move !

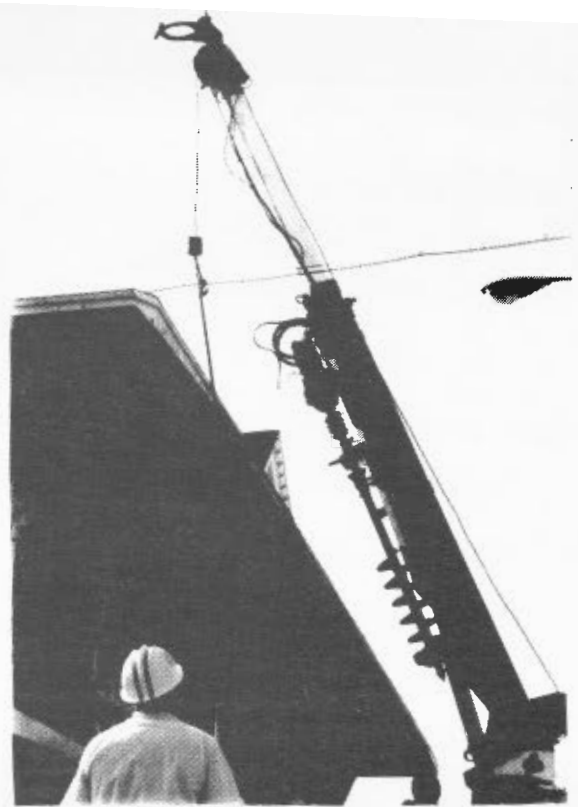
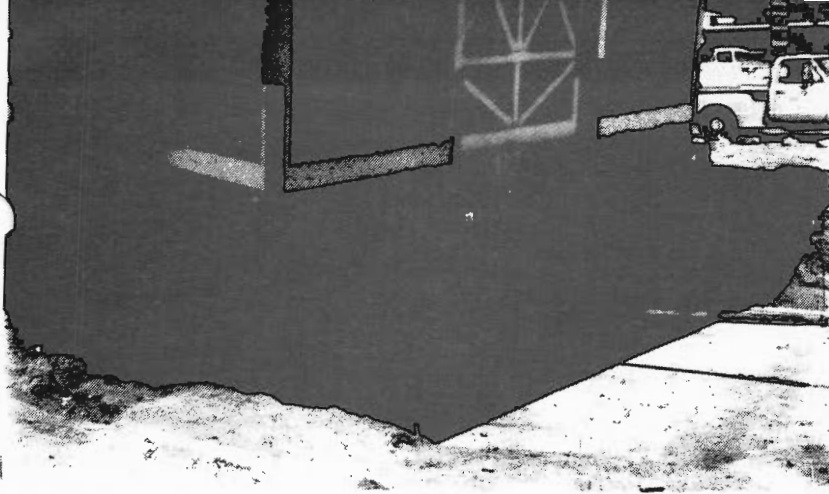
We found it one day while...

Driving through Encinitas, California for the first time after moving to Cardiff, in 1971. After seeing the abandoned train station, I thought, "What a great place for a hobby store!". Lots of people had the same idea (as we later found out from the 2,000 'almost' station owners we have talked to) but not too many followed through with a call to the Santa Fe in Los Angeles with a bid. We had to wait through the failure of several parties who'd bid before us, to move the station.

At Christmas of 1971, when the previous takers had not moved the station, we became the owners. We moved the depot to a temporary site near the railroad track and began to look for a piece of real estate. The ability to get the station moved was obviously the skill that won us the station, it was also the most dramatic part of the renovation. We had to move the station down the tracks the first time; the second time, we moved it down the main street of Encinitas (with the help of the gas, electric and water companies). Seeing a red victorian building moving slowly down a major thoroughfare is a sight many people found quite amazing. It was recorded in most of the San Diego newspapers that day, including our near catastrophe with a tight utility wire.

Having found the final resting place for the station by August of '72, the preliminary plans were put into action. Plans called for placing a basement under the original structure and for landscaping the large grounds to be as park-like as possible. I can't think of anything funny that happened during our tenure as construction superintendents. It was mostly misery with labor and misery with county inspection people who couldn't make up their minds. We had a good deal of joy from the 'classiest architect' in town who donated his services for the preservation of the building, and a lot of college students helped out with labor when we had a crisis. No one wanted to





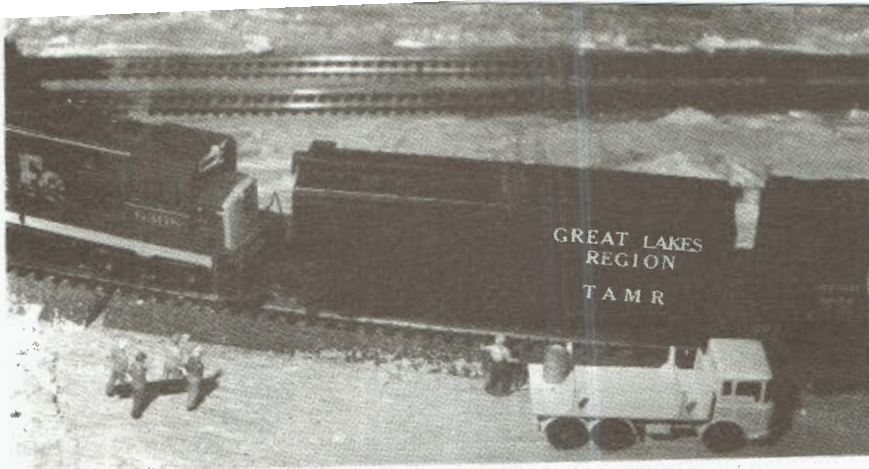
put shingles on the high-peaked roof, so we hired three members of the University of California, San Diego mountain climbing club to shingle the roof. When the building was ready for a final inspection by bankers, two college kids (normally wash trailer trucks) came over and washed the exterior of the station like it was a big Mac.

It will take years to remodel the station. Everyone loves it and has an opinion on how it should be renovated. We've had lots of compliments on what we have done so far- but we have only just begun. We are trying to keep the building (despite the commercial store equipment and pegboards) as close to the original as possible. What we are trying to duplicate is not the looks but the atmosphere of an old station. I feel that we had nearly won the battle when a customer recently walked in and said things reminded him of an old-fashioned general store.

The station is across the street from the Santa Fe railroad tracks in Leucadia California (one mile North of the original site). We still have people who come in and ask for tickets! The station is still the red and white it has been since the mid 1900's. The architecture is Victorian gingerbread. Inside, we have kept the old Southern Pacific colors which once were on the exterior as well, yellow and brown. The floors have been restored and covered with a special sealer. Everything in the 'fright house' is the same. The goodies acquired under the fright house dock- old square nails, antique apricot tins, freight bills, etc. are all boxed in their freight house for future display. The victorian windows and doors go up an overbawling height. The doors are nine feet, the windows are sixteen. An extra door, salvaged from the stations master sun porch, is now the exterior sign for the shop.

We have had an enormous number of people come up and tell us about their association with the station, people who remember the station as children, when trains still stopped there; once or twice an old Santa Fe engineer. It really never stops. What we have seen in just a month of business is that people really loved that station and that the edifice complex does not have to rule business. The people around Leucadia are pretty artsy-craftsy and they rather in favor of their informal way of doing things. I guess (geuss,geuss) it has been a worthwhile project, as they like our 'pickle barrel' way of operating, and that the returns are well worthy the headaches of the move.

Prepared for the Wayfreight by the owners, Mr. & Mrs. J. Bowen



GLR Boxcar

by Art Mulligan

The official boxcar of the Great Lakes Region is back as a service available to all GLR members. Your regional rep is responsible for the service,

distribution, and maintenance of the car, which is in HO scale and equipped with both NMRA and Kadee couplers for your convenience. We'd like to see this car attend future conventions as well as pay a visit to the various members; pikes. Send 24¢ in stamps to Doug Johnson, 4855 N. Paulina, Chicago, IL 60640 in order to receive the car for a period of 3 weeks. As others have in the past, you may put the letter of your road on the car side. Support the region by requesting a transfer of this fine car to your interchange soon. (in the picture above, a maintenance crew repairs track outside of the hump yard on the San Pedro RR., as the GLR boxcar and an ATSF U-boat pass by. Photo by A. Mulligan)

MODEL PIKE NEWS ITEM:

The Ashland & Newport Railroad, route of the SWITCHBACK, wishes to announce its newly acquired parent, the Chessie System, which has purchased the road from the 2 year bankrupt Penn Central Railroad Co. (Now the PC has a little cash in its pocket!)

Bob V. Polaksy is still the General maintenance Man!

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