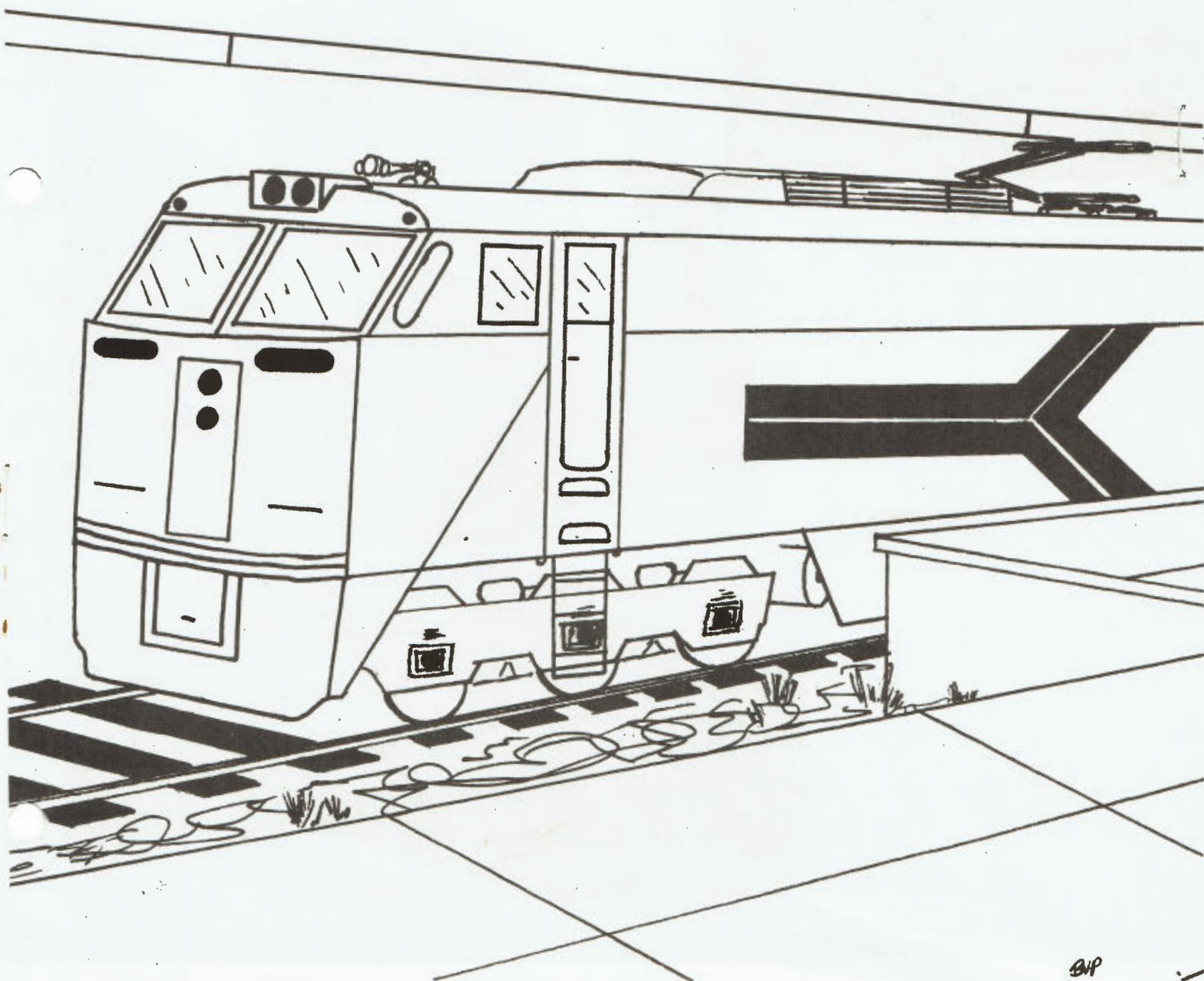


TAMR
GREAT LAKES REGION

Wayfreight

July - August 1973 25¢

AMTRAK'S E-60C-P



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.

MoPac 788 by David Busse..



Our COVER: Bob Polasky slaved over this line drawing of future traction line systems. Not bad for a photographer.

Above- THROUGH THE CAB of the Metro (Paris, France) B. Mulligan.

New South Pacific SD 38, sent courtesy Craig Walker.

Ontario Northlands new painted engines outside shops. We've heard they wash their units once a week and keep them spotless. There's the prototype some of our U.S. roads could follow. Ken Borg.



A bi-monthly publication of the Great Lakes Region of the Teen Association of Model Railroading. National dues are \$3.00 per year. Regional dues are \$1.00 per year and include subscription to the WAYFREIGHT. Single copy price: 25¢.

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Detroit, MI	Lansing, IL	Birmingham, MI	Chicago, IL
48219	60438	48010	60640

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

August 24, 25, & 26

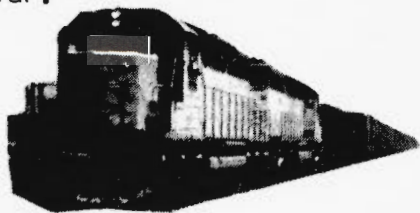
CONTESTS CLINICS LAYOUT TOURS CLUB VISITS BANQUET

PROTOTYPE RAILFANNING

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

AD RATES are available from the publisher. Normal printing dates are the 28th of the preceding issue is dated/ June 28th is the dead line for the July/August issue.

You'll always be highballing with a 1 year subscription to Wayfreight. One year, one dollar.



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NOTICE OF EXILE:

Yes, your faithful Publisher has split for Oregon. Off for some fun and pictures, and to spy on that West Coast Region.

Both Bob and Art plan on attending the TAMR National Conv. in Chicago and will bring you accounts of their adventures. They hope to see all of the GLR in attendance.

Assuming the Hotbox is out (it's not very funny John), you'll be receiving detailed info. on the best TAMR convention ever planned.

REALISM . . .

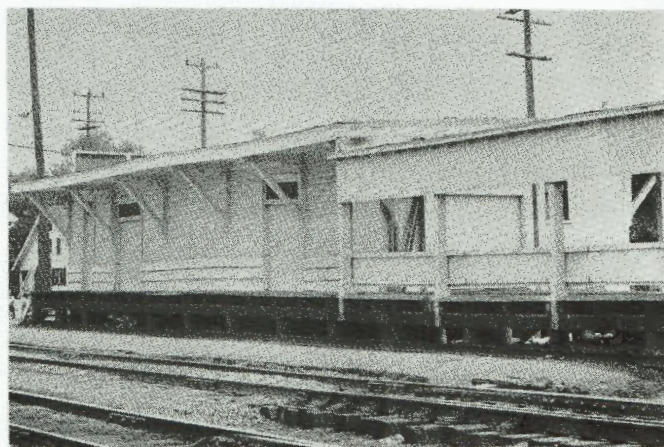
is what you want in your railroad. Realism
is what you'll get from Wayfreight Models.



This steam era freight house still serves the C&O mainline outside of Plymouth, Mich. This limited run model will hold four 40' boxcars with its 170' covered (loading) platform. We've taken our dimensions from the original, so you know that you'll be following the prototype. Excellent for that extra long siding.

A GROUP OF SERIOUS MODEL RAILROADERS, like you, comprise **WAYFREIGHT MODELS**. We are going to specialize in fine quality wood kits. Recreating an era. More than just a copy. A quality kit we think you'll enjoy putting together, as well as looking at.

TAKE OUR FIRST MODEL. A limited edition of a unique freight station in Southern Michigan. All die-cut, Bass wood construction. The pictures show our prototype, in November you'll see our HO kit.



WE KNOW WHERE IT'S AT. You're our future customer, so we want to know what you'd like to see. We listen to the modelers. Some want us to expand into O gauge. Others want easier instructions to read.

WE'RE GOING TO DO IT RIGHT THE FIRST TIME. BUT ONLY WITH YOUR HELP.



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IN THE CUPOLA.....

with the Editor

Now that summer is upon us, I hope that everyone is not laying down X-acto knife and GOO, letting this perfect time for modeling slip away. If you are, then I hope that you are either taking pictures of the prototype for the WAYFREIGHT, or putting pen in hand and using some paper and ideas, as our president has done for this issue of the WAYFREIGHT.

See you in Chicago.....

---Bob

IN THE CAB.....

with the President

As most of you know, I have been the acting president of the GLR for some time now. The Great Lakes Region is not experiencing a financial drought at the moment. We are not forced to cut back on our programs because of a lack of interest. Instead, we are continuing to gain new members, and our publication has been improving constantly over the past couple of years. We owe our success to our officers, past and present, and to the entire GLR membership.

This does not mean that there is nothing left to do! We need all the articles and photos that we can get for the WAYFREIGHT. ANYONE can send in a negative, news item, or advertisement for your pike. No special talent is required. Just share what you have with others.

You can help to increase our circulation by getting hobby shops to sell the WAYFREIGHT over the counter, or set up displays to attract new members. This is what is paying for our recent improvements in the WF. If you are interested in doing this, write Art Mulligan for details.

The GLR Boxcar is also available for interchange with anyone who is interested. Do not forget about the convention our region is sponsoring this August in Chicago. If you have any suggestions, please send them to Terry Burke. Make plans to attend, as this will be the only convention in the area for quite some time.

So do something worthwhile and participate in the activities of the GLR and the TAMR as a whole. You might even have fun!

---Doug

"HO Santa Fe Caboose Marker Lamps"

by Art Mulligan

Now, I'm an operating man myself, but now and then I go wild. GH Products, Dallas, Texas, manufactures pushbuttons and little things for the layout, but they've now come out with a caboose marker lamp for the rear of your ATSF Crummy. For a dollar, I tried it. Fingers, here, though, has trouble putting cars back on the track, but I fared well with this one. They give you the lamp, wire, two markers (for front and rear), and cardboard. The instructions were not too bad, either.

(Con't. next page)

ATSF Marker Lamps con't.....

The markers can be internally powered with a dry cell, or with GH track 'pic-ups', from the rails. The prototype markers are used by several different roads today, but the Santa Fe introduced them to protect the rear of their freights.

I can use all of the realism that I can get, so this little addition can be found on all of my caboose. So, you might want to visit your dealer or write to GH, because they have a good thing going here. And for the price, you can't lose.

PROTONS....

** On the cover is the depiction of the new GE E60-C's that Amtrak has ordered for Northeast corridor service. Top speed will be 120 mph with a maximum short time horsepower rating of 10,000. They will feature double-ended cabs, and steam generators. They are scheduled for mid-1974 delivery.

** The Reader Railroad was officially abandoned June 3, 1973. This abandonment left Waterloo, Ames, and Anthony Switch, Arkansas without rail service. Steam locos were placed into storage.

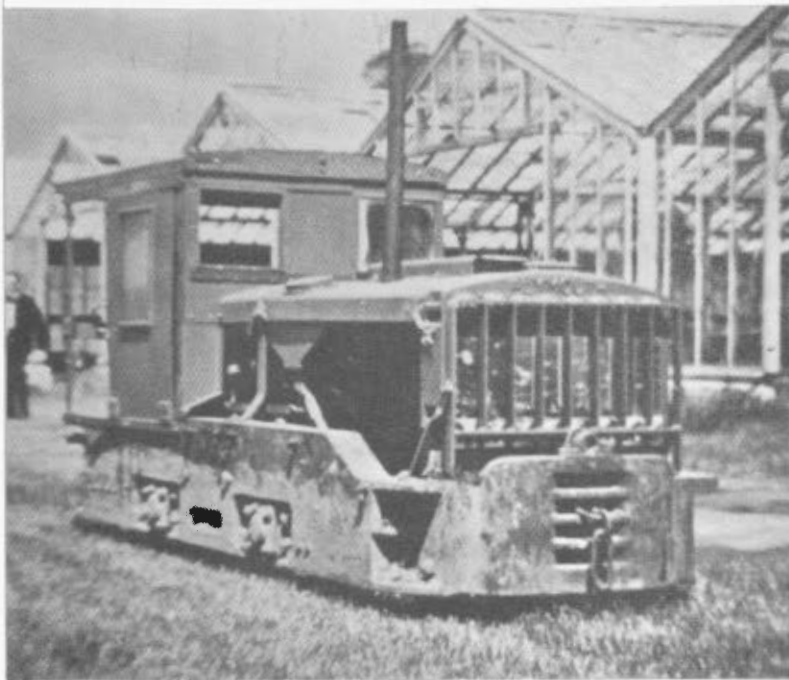
** At approximately 3:32 PM, June 12, 1973, CP Rail train #946 collided head on with CP train #949 at 35 mph near Whitemouth, Manitoba, just outside of Winnipeg. 2 units were destroyed, with 3 others extensively damaged. About 50 cars were derailed. Both eastbound and westbound tracks were blocked for 3 days, and trains were re-routed via CNR.

THE HBR/NER REGIONAL CONVENTION IS COMING!!!

reported by George Redburn

On August 20 & 21, the HBR/NER will be holding a convention at the Sheraton Connaught Hotel in Hamilton, Ont. Canada. Reason for these dates being picked is so that after the convention is over we hope to send a delegation down to the National Convention at Chicago on the 24, 25, and 26. Total price per conventioneer will be 10.75. This includes guest speaker, hall rental, banquet, publicity, and cost of slide clinics. The more people that come, the less the cost per conventioneer. Planned convention activities include the following: Tours of the CN Hamilton facilities, TH&B yard tour, slide clinics, CP Rail Agincourt tour, GO Transit ride, model railroad club tour, and, of course, bull sessions. On the morning of the 22nd, those going to Chicago will leave at 9:45AM on the CN Tempo Train to Windsor, for transfer to Detroit on Amtrak's Wolverine to Chicago.

The price for a hotel room will be \$6.00 per person, three to a room, per night. Pre-registration is necessary, and all TAMR members are welcome. For more information, or for pre-registration, please contact: George Redburn, 97 Belmont, Hamilton, Ont. Canada, L8L-7M2.



HELPERS???

by Bob Polasky

May 5, 6, & 7, 1973, saw the gathering of NMRA-NCR members at the Spring convention, which was held this year in Lima, OH., home of the old Lima Locomotive Works, and the Lima Sewer Treatment Plant. Sewer plant, you ask? Yes, your eyes have not deceived you!

The City of Lima, has operated the plant for many years. All of the city's sewer system connects on the plant grounds. Since the grounds cover acres of land, a method of transport-

The City of Lima's Plymouth idles before her run to the sludge dump.

(Photos by Bob Polasky)

ing tools, men, and so-called 'fertilizer', was needed. A 2-foot gauge Plymouth locomotive, with a six-cylinder Chrysler diesel, and electric starter, was purchased, along with several side-dump cars, and a couple of thousand feet of steel rail and steel ties. The rail was laid in a large u-shaped pattern, running from the 'fertilizer' drying house to the sludge dump, which was located about 1/4 mile away, on a high hill. No ballast was used, and, as a long-time result, most of the trackage today is hidden in half-foot deep grass. The grade up the hill was approximately 8%. But after a good rain, with wet grass, and damp rails, that grade could be 25%, to the employees. And with no sandbox on the Plymouth, this could really present a problem, as the NCR conventioners soon found out, on their visit to the sewer plant.

As the engineer connected the 3 loaded cars to the bright red Plymouth with the link & pin couplers, everyone was taking pictures of the rolling stock, paying no heed to the wet grass and damp rails. Round the 'U' the train moved, and to the foot of the grade. Half way up, she began to slip fiercely, and finally, the train stalled. The brakeman brought forth a coffee can filled with sand, and began to throw handfuls on the rail. Meanwhile, nearby photographers became helpers, and the incident became history, as the train slowly crawled up the grade, to the sludge dump.



NEW

30 YEAR-OLD!

by Bob Polasky, CP Rail

Joe Frost, a retired CP Rail diesel mechanic supervisor, just completed a 3/8 inch to the foot model of a CP Rail 2-8-4 steam locomotive of the 5900 series. The metal model took almost 30 years of spare time to complete. It features working hinges on the tender water covers, removable seats for the fireman and engineer, upholstered in real leather, and working headlights.

The locomotive was constructed of brass and steel, mostly welded together wherever possible. All brass tubing is featured, and an operating air brake line runs the length of the main frame and tender. Cylinders were cast with brass, and feature all valve openings. Plastic windows in the all weather cab actually have frames made from toothpicks.

The Canadian Pacific 5900 Series of steam locos worked the Revelstoke division of CP Rail in western Canada back in the 1950's.

This WAYFREIGHT is the last issue for the following GLR members: Steve Harper, Mike Bonk, Doug Johnson, Tom Schulz, Pat Winkinson, Lone Eagle Payne, and Len Castelli. Please renew your membership by mailing one dollar today to Bob Polasky, 17595 Trinity, Detroit, Michigan 48219.

NEXT WAYFREIGHT,

Ride the HOCKING, with the WAYFREIGHT staff, visit the one-family railroad, post-convention review, the Bridge....all this and more in the next special post-convention issue.

And, don't forget: to see us at the TAMR Chicago Convention, August 24, 25, and 26 - LaSalle Hotel, downtown Chicago, Illinois. Features include: visits to ICG Woodcrest Shops, EMD at LaGrange, Illinois Railway Museum, various individual and club pike tours, photo contest, freight car weathering contest, slide clinics, banquet, bull sessions, and good 'ol railfanning.

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