

6th ANNIVERSARY!

Official Publication of the Great Lakes Region, TAMR

Volume I, Number I

Nov./Dec. 1974

Comments from the Cupola.....
with the President

There has been some talk of a GLR regional convention. The New England Region and the Hudson Bay Region held a joint convention in Hamilton, Ontario, also the West Coast Region held its first convention the the PCR/NMRA. If this wasn't enough, the Allegheny Region had its 3rd convention last spring.

Its time for us to get in on the action. Conventions are a tir to get out of the house and talk about trains for two or three solid days of fun. Last summer the GLR held the national convention in Chicago with tremendous success (see Sept./Oct. issue of the WF).. It was well planned (many thanks to Gary Tempco) and came off well. We could do it again on a regional scale this summer.

Such things as layout and prototype tours and contests (possibly photo and model) could be included. No doubt you will find more information on this topic in future issues of the Wayfreight. (Editor's note: It is my understanding that Bob Polasky and a few of the 'college kids' will be visiting Chicago around May 13. If anyone is interested we could hold a mini-convention right then.)

Don't forget about that GLR boxcar! For the small price of three stamps (for postage and handling) you can have it for several weeks. Photograph it on your layout and send the pics to Doug.

Bob Sterner, GLR Regional Rep. &
President

From the Cab.....
with the Editor

As you have probably noticed, a few things are different in this issue. The first is that it is a little late. This has been due to various problems in the printing of this paper, and also my own work load in trying to put the HOTBOX back on its feet, although I could have printed it about a month ago if I had had the means.

The other thing which you have no doubt noticed is that instead of being offset printed as it has been for over a year, this issue of the Wayfreight is all-mimeographed. This is because the TAMR has purchased a mimeograph machine and we are going to use it, for this issue at least. Future issues will hopefully be done by Art Mulligan at Downtown Train and Camera, where he works. DT&C is leasing a Xerox machine that we can use for free, in exchange for ad space. Xerox
(over)

reproduces almost as good as offset, and on short runs like we have, it is cheaper. The only problem with using the Xerox is that we are not sure when DT&C will get their Xerox machine, and when they get it how long they will keep it. For these reasons, we will use mimeograph as a back-up printing method whenever we have to use it.

With this in mind, I am going to have to ask for someone else to help out on the production of the WAYFREIGHT. I don't have the time to edit the WAYFREIGHT and print the HOTBOX and publish the WAYFREIGHT as well. When we are using the Xerox printing, Art Mulligan will be doing a good amount of the work, but just the same, it would be nice to have someone else helping out on this. The work would involve typeing the stencils when we use mimeograph and doing some of the layout when we use Xerox. If anyone is interested write to me, Bob, or Art. Even if you're not interested how about writing us anyway! That's what the TAMR is all about, after all.

Doug Johnson, GLR WAYFREIGHT editor

GREAT LAKES REGION 1973 Financial Report for

1973 was a year that was marked by a new innovation in WAYFREIGHT printing (actually, if you read Doug Kocher's article, this was not so new after all). This was the move to an all-offset printed WAYFREIGHT. Surprisingly, due to the advertisers recruited by Art Mulligan, it had little effect on our finances---the costs remained almost the same as they were using ditto after the commercial ads paid for the rest. The system used by the editor and publisher was to have all of the advertising revenue go directly toward the printing expenses instead of into the GLR treasury. Anything left over was paid out of the dues which had been collected. Because of this, the GLR treasury remained fairly constant all year.

We started out with \$5.91 in January and ended up with \$11.42. The last two issues of 1973 paid for themselves, which has caused our accumulation of wealth to increase to \$19.17, our present total (as of Feb. 1974). All in all, it looks like we are in pretty good shape.

Projected costs for the future based on keeping our present count of 27 members would be as follows: Each issue of the WF which is mimeographed and about this size will cost about \$4.25 to print and mail. Over one year, this works out to almost exactly \$27, the amount of revenue we will get from dues. Anything extra, such as recruitment will have to be paid out of ads and donations. The issues which are Xeroxed at Downtown Train & Camera will have no expense involved at all, so that mush money will be free for other things.

I would be nice if we could have commercial ads in all our issues, but selling ad space in a mimeograph publication like this is a bit hard to do.

The best thing we could do for our region financially (and otherwise) would be to double our membership and thereby lower the cost per member. All in all, it looks like we are going to survive, and with a little luck, we might be able to make 1974 even better than 1973.

Respectfully submitted, Doug

HISTORICAL SPECIAL

Believe it or not, this issue commemorates the 6th Anniversary of the GLR. I know it sounds hard to believe, and when I first had the idea of a historical issue I had no idea it was so long ago, but the facts are all here, in old-timer Doug Kocher's authoritative history.

A BRIEF HISTORY OF THE GREAT LAKES REGION -- TAMR

by Douglas J. Kocher

When the Teen Association of Model Railroading was formed during the cold winter months in Oregon in 1963 (see the History of the TAMR by the present author, to be published in the TAMR HOTBOX) it quickly moved to organize itself into regions. Why this occurred so early has always been a mystery to me; perhaps it was the desire of so few widely dispersed individuals to communicate on a less panoramic scale. At any rate, regional activity during the early years of the TAMR, and especially following the elections of 1966, was widespread. At the time everyone wanted to get into the act, and forming a region was one of the best ways for would-be TAMR politicians to become better known. I doubt that this was the prime motivating factor behind the organization of the Great Lakes Region, but it must have influenced the formation of certain other TAMR regions.

The Great Lakes Region was formerly known as the Midwest Region, copying the NMRA region of the same name, but it was to have that name only a short time. By the time the region brought out its first publication it was known as the Great Lakes Region. Dick Wagie has attributed the name change in part to work done in the formative years of the GLR by a rather shadowy figure named Mike Gahagan. It appears that Mike and Dick did much of the organizational work of the region during its most early years, but that Mike dropped out of the picture by the end of 1967. Mike served as the first President of the GLR but apparently this was an appointive position which he soon tired of. He did, however, name Tim Eller as Region Secretary.

The inactivity of Mike Gahagan annoyed Dick Wagie sufficiently to set out on a campaign to formalize the region. He sent a letter and questionnaire to all GLR members on September 18, 1967 which has become known as "Newsletter #1" even though it was not specifically titled as such. In this newsletter, believed to be the first official GLR correspondence to the membership and a very rare document in the annals of TAMR, Dick Wagie asked for comment on a wide range of subjects pertinent to formally organizing the region and a region paper. Wagie stated in Newsletter #1 that he had asked Mike Gahagan to distribute such a questionnaire but that the erstwhile "President" did not take any action other than to consult Tim Eller--who neglected to reply to Mike. Always the organizer, Dick prepared on his own time the first two newsletters to the GLR membership to help resolve the problems of organizing the region.

Newsletter #2 contained some fascinating information. Mike Gahagan was sent out to pasture and TAMR President Jerry White (a Canadian, Jerry is the only non-American to have served as TAMR President) appointed Charles S. "Dutch" Tubman, Jr. as the new President of the Great Lakes Region. In this second newsletter, dated October

16, 1967 Dick informed the membership of his uncertainty as to whether Tim Eller would stay on as Secretary. He did, but his contributions to the organization appear at this time to have been minimal.

These two early newsletters are certainly rare items, but I wonder if anyone recalls an even rarer publication, the issue which follows Newsletter #2: because Dick felt "Newsletter" was inadequate and because a name contest for the GLR paper was in progress, this issue was simply called "GLR--?" and is the only issue of its kind in the region's history. But it is an extremely important issue, for it marks the start of GLR's first paper. Table of contents for that issue included "From the Business Car" by President Tubman, Trade Topics by Dave Knauff, The Narrow Gauge Corner by the present writer (the beginning of a series), "GLR--Great Lakes Railroading" by Dutch Tubman, and the first installation of a series on barns by Dick Wagie. It was an auspicious start for the region.

That issue of the GLR paper was called Volume I, #1, and as stated above may be thought of as signalling the beginning of the GLR's formal publication program. Volume I, #2, carried the new name of the GLR's paper: The GLR WAYFREIGHT, the name which it is still called today. In the name contest WAYFREIGHT tied with HEADLIGHT, so Dick Wagie arbitrarily decided in favor of WAYFREIGHT. This first issue of the WAYFREIGHT contained all the regular series of articles that appeared in "GLR--?" as well as the first article by Secretary Eller, given the rather magnanimous title of "Your Secretary Speaks". These utterances are to be cherished, since they are among the few times he ever did speak. Also new in this issue was Letters to the Editor and Random Notes From Your Editor. It will not come as a great surprise the Dick Wagie was the first GLR WAYFREIGHT Editor.

WAYFREIGHT #3 came along in March, 1968, and contained plans for the Freistadt Model Engineers layout, the first and only 100% TAMR model railroad club. "GLR--?" had made its appearance in November, 1967, and WAYFREIGHT #1 in January, 1968, thus establishing a bi-monthly publication schedule which was, unfortunately, not to be very reliable. The March issue listed 14 subscribers to the WAYFREIGHT at \$1.00 per year. Judging from the current WAYFREIGHT subscription rate, inflation has yet to hit the GLR.

#4 came out in May, 1968 complete with an offset printed cover showing a Florida East Coast passenger train (contribute by the present writer). Previously all other GLR publications had been printed by spirit copier; this issue had the offset cover and was done by mimeograph. An unusual article was the aforementioned "Your Secretary Speaks" by Tim Eller in which he outlined the perils of model railroading in college (Tim was attending the University of Toledo at the time, although he lived in Cicero, Illinois) and interferences to the sacred hobby of model railroading afforded by the opposite sex. But Tim kept a stiff upper lip and urged would-be GLR-collegians to accept both women and model railroading. To show that he of all people was certainly not biased either way he charitably stated that "some of my best freinds are girls." The article was, unfortunately, marred by a distinctly unliberated remark that women were all out "to get their cluthhes onto you", and once accomplished would not settle for free entertainment. On what constituted "free entertainment" Tim had no comment. To this day we may only wonder what he meant.

The offset cover on #4 was a clue to #5, which was entirely offset printed and bound nicely. Besides the usual articles there were pictures by Dick Wagie of contented Wisconsin cows in line with his series on barns. Photographs of freight and passenger trains

appeared on the last page. Tim Eller's mental resources, apparently exhausted failed in "Your Secretary Speaks" and he stated his intentions to open the column to "guest writers for the next few months."

WAYFREIGHT #6, September 1968, had a lead article on the TAMR national elections by this writer (who was running for Vice-President after having completed two years as the TAMR's first Treasurer), the usual articles, and a lengthy Letters to the Editor in which the membership commented on the rivalry then ongoing between the GLR and the Mid-Continent Region. This little rivalry resulted in name-calling and charges of the most ludicrous nature, along with the usual and equally ludicrous counter-charges. The opposing forces were led by the dubious Greg Thompson (probably the one person who most adversely affected the TAMR) who was never at a loss to think of ways in which the MCR was "better" than the GLR. He would have had a hard time proving it with #6, which like #5 was entirely offset printed and beautifully done by Dick Wagie. It was to be the last issue of the WAYFREIGHT edited by Wagie, and the quality thereafter has never been as good. Gary Tempco, an exceptionally loyal TAMR member well known to GLR members, became the editor/

It is perhaps appropriate to close the history of the GLR at this point, for after issue #6 the WAYFREIGHT was well established. It has since that time seen a number of editors, and always there has been an interest of some kind in maintaining a GLR paper. Like the HOTBOX, the WAYFREIGHT has never been at a real loss for an Editor and it is a tribute to the many persons that have worked on the WAYFREIGHT that it still exists. The present writer would like to remind younger members that TAMR and the GLR have histories that deserve their attention if only to remind one of the tremendous past our organization has had in ten years. The GLR is a strong part of that past, and it is certainly worth mentioning that no other region contributed as strongly during the first five years of the TAMR to maintaining the growth of the national organization. The Great Lakes Region produced many national officers as well as important contributors to the TAMR HOTBOX. Currently the East Coast, and in particular the ALLEGHENY Region, are the prime motivators of the TAMR. I, for one, would be especially pleased to see GLR recapture the title.

December 16, 1973

Winamac, Indiana

So that is an account of the very early days of the Great Lakes Region. Doug stops when Gary Tempco took over the editorship of the WF. In the region files, the first issue we have was the first issue by Gary's successor, so not very much is known by me of Gary's reign, which lasted about a year and a half. On March 1970 the WAYFREIGHT came out again after a several month lapse with Doug Finney as editor. At this time the numbering system was re-started at Volume I, No. 1, and has carried over more or less (last year Art Mulligan made a change so that each Volume would correspond to a year, i.e. Volume IV began in January and ended in December of 1973) until now. Doug Finney, and then Tom Schlitzgen kept the editorship for a total of four issues, GIVING IT UP TO Tim Vermande. Tim also held the position of editor for about a year and a half. After Tim was Bob Polasky for about a year, and then me (Doug Johnson) for the last two issues. Tim tells about his days as editor in the article on the next page.--ed.

"FROM W TO X"

by Tim Vermande

Ah, the joys of working for the WAYFREIGHT....it almost reminds me of my do-nothing city job I have now! Back when I had just joined the TAMR---about three and a half years ago---I awaited communication from anybody. When my first renewal notice came; Gary Tempco offered an invitation to come up on the South Shore some time, and from there I got going. Thus, things were set for me to receive a badly-mimeographed, but interesting newsletter with "The wayfreight is Back!" on top. Gary told me about this, how the editors---Doug Finney and Rich Fuermlyher were trying to get a defunct regional paper goin again. I don't think Gary knew what he was getting me into.

For a dollar, I got a year's subscription. After two or three issues, Doug and Rich announced their resignations and asked for help. I did nothing---typically. The next issue came from Tom Schiengen, along with an appeal for help. Not wanting to edit the paper, I said I'd help by publishing it and mailing if he'd like. OK, OK, as if that would be it. No, for after I'd published a couple of times, Tom said he was busy---would I do the layout? Like a fool, I said yes. Within a year of my joining the GLR I was editor, publisher, collator, mailer, and self-appointed boss. One day, a fellow named Terry Burke wrote in and said that he was glad I'd answered his dollar with a nice letter, and he had a spirit duplicator. Would I like to have him print it? Well, the cycle started again---when I couldn't publish any more, he did an issue, then he mailed the next issue, then he started collecting dues, doing layout, until things got into an incredible mess, the result of which was the GLR constitution.

We had at that time a Regional Representative---Mike Matejka---who was just as busy as I, so as long as things went okay, he recieved my reports and wrote to new members. I was still taking money, keeping the mailing list, while Terry began to collect some money, and did the purchasing and printing. When Mike said he'd have to quit before long---and I could see my demise coming too---we had to have an orderly means of change. So I took the recently adopted Allegheny Region constitution, one for a school club, and put them together. When his sucessor was found, I turned the WF over to Terry and Bob Polasky. ~~The~~ (Editor's note: the GLR constitution, which is still the same one that Tim talks about here and little known, will be discussed in the next issue) Thus, my active involvement ended. But there still are many memories of those times.

For some time, I not only edited the AWYFREIGHT, but typed and mailed the HOTBOX too. After mailing the copy to Dick Wagie, I'd wait for the printed sheets to come back to be stapled and mailed. One issue was rather late (yes, even then the HB was at least a month off) and Dick said to get it in the mail as fast as possible. I could have put the issue together in one night--no trouble, except for homework, so I took two. When school was canceled the next day due to snow I finished the HB and waited for the mailman to show up and take them. No, he never came, and I ended up riding an old Schwinn to the postal station. It is one of the most ironic memories of the time, school closed because of the snow, and I'm riding a bike down US 31 to mail some "newsletters".

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Over the past years, the GLR has grown a lot. When I took over as editor, a ballot on something was being held, I forget what, and we got three votes. It took about six months to get a decent vote, and that only after I threatened to dissolve the region's structure if at least half didn't vote or send a blank ballot. I sent addressed envelopes, ballots cut out, everything I could think of, and just over half responded.

But not everything has changed. There still are too few contributors. A lot of people don't know what to write about, and their problem seems honest, because they would write when I got something going. But by and large, it was the same 3 or 4 people. Once I got desperate so that I wrote an article, the result turned up in in July/August '71 as "From Y to Z". Tom Papadeas, the HOTBOX editor, thought it was very funny and wanted to reprint it....if he knew just why I'd written it, it would have been funnier.

As I near the time when I become an Associate Member, there are a lot of things I wish I could say. Perhaps the most important is to have fun in the organization. I used to get involved in a lot of things, which we got all fired up about, but now they look small, even almost funny. We are here to make friends, not enemies. Let's keep it that way, and keep expanding!

* * * * *

ATTENTION:

Want some friends, need some information, want to be a part of the "clan", want to advertise as you wish, or just like to be yourself in writing a growing and exciting publication?

Write to: Chuck Scheerle,
Southwestern College, Reid-
W211, Winfield, Kansas,
and join the CORRESPONDENCE
EXCHANGE COMMITTEE and then
recieve the CXC MARSLIGHT!

NEWS AND OTHER STUFF

TERRY BURKE writes in from Carlinville, IL (on the former GM&O Chicago-St. Louis mainline) that there are only three trains each way daily--two turbos and one conventional (the Statehouse) train---instead of five as reported in the last WAYFREIGHT. The mistake was caused by the editors impression that the two Milwaukee-St. Louis trains would not be taken off, when in fact they were. Meantime, AMTRAK and the railroads in general are booming with traffic, UP electrification studies are going full speed ahead, all due to the energy chrisis.

TERRY ALSO TIES for first place in the editor's private contest last issue by sending in his own college address. His prize of one share of stock in the Paulina Central Railway, good only on the HOTBOX Stock Exchange has not been sent yet. The other winner, John Eull of Canada also gets one share of stock for sending Gary Tempco's college adress. If anyone else is interested, Terry's: Blackburn College
here are their college adresses: Jewell 121
(over) Carlinville, IL 62626

Gary Tempco's college address: Sydenham Hall, I-307
University of Western Ontario
London, Ontario N6A 3K7
CANADA

LOOKING FOR A WAY TO SPEND THE SUMMER? A freind of Lone Eagle Payne, the TAMR's faithful 'pivot pin' hasavery interesting offer for narrow gauge fans in the TAMR: Spend the summer working at Chama Station Lodge in Chama, N.M., home of the famous Cumbres and Toltec Scenic Railroad. Mr. James Demlow, who runs the lodge has openings for two or three "fairly mature youths" of either sex, preferably of college age. The teens would work on a room and board basis, "with liberal time off for train chasing". If you're interested, write to Mr. Demlow at:

CHAMA STATION LODGE
P.O. Box 86
Chama, N.M. 87520

AL TILLOTSON TELLS US about his railfanning experiences last summer: "During the summer I attempted to see the DENVER ZEPHER of Amtrak at Oxford Nebraska several times. It didn't fo through on time once, although they did hit a record of only 10 minutes late, the average being about 40 minutes. One night, which happened to be one in which 3 freights passed AGAINST the train, it didn't even show, so I gave up on it. My father awoke me at 1:30 AM to advise that it was going through. We could see it over a slight hill and corn-fields, three and a half hours late!!"

WHERE'S THE HOTBOX? Maybe I should make a column of that heading a regular feature. Being the publisher, I can tell you exactly where the HOTBOX is: in my basement. It will be mailed this Saturday when I get the offset photo pages from Bob Sterner. Incidentally, due to resignations, the following are now the TAMR officers: Bengt Muten, President; Dale Madison, Vice-President; Phil Simonds, Secretary; David Johnston, still Treasurer.

THE GREAT LAKES REGION WAYFREIGHT is the bi-monthly publication of the GLR of the Teen Association of Model Railroading. One year's membership, which includes subscription to the paper is \$1.00

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