

THE WAYFREIGHT GLR/TAMR

Volume V, No. II

March-April 1974

Well, here we are with the WAYFREIGHT again.....

Unfortunately, I am announcing my resignation as editor, effective immediately. Bob Sterner has volunteered to take over the job, and an article by him appears elsewhere. Actually, I am just changing positions, tho, because I will continue to publish most issues of the WAYFREIGHT for some time, in addition to my duties as HOTBOX publisher. The main result of the move is to make for more efficient division of duties. Art Mulligan is also stepping down as publisher, as you will read elsewhere. Actually, he began this issue, but never was able to finish it due to his other responsibilities.

If this issue seems a bit garbled, with some of the news old and some of it new, that's because it is. This has been in the works for several months, and a somewhat motley assortment of information has resulted. Also the fact that two editors and two separate publishers all worked on putting this issue together has created a break in continuity. My other concern is that ~~this issue contains mostly club news, and little railroad news.~~ However, from what I have heard of the next couple of issues (in the works now and coming soon), they will more than make up for it.

Terry Burke pointed out that we are really getting ahead of schedule with the WAYFREIGHT in that the last issue was labeled "Nov.-Dec. '74". Actually, it was supposed to read "Jan-Feb. '74". We're glad to see that our readers are on their toes.....This issue bears the date "March-April '74", altho you are probably reading this in the middle of July. The "excuses" for this are given above, and throughout the issue, but it is not a mistake.

The sketch which appears above will be carried for the next few issues, as I went and ran off 150 copies of it. This will provide a recognizable "trademark" for the WAYFREIGHT, and carries on in the grand old tradition of Tim Vermande, whose boxcar appeared on the cover for the entire time both he and Terrence Burke were publishers.

A listing of GLR members is carried on page 6. Altho it is only as of March 21, it is still fairly up to date, as there have been very few changes. Now that you know who you are, I hope you will

(over)

get into contact with each other, after all, that is what we are here for.

I wish Bob the best of luck as editor, and hope you will continue to support him as we work to get the WF back on schedule. All for now....

---Doug

From the Cupola.....
with the President

Starting with the next issue of the Wayfreight, I will be both regional rep.* and editor. Doug felt he could no longer keep up with his job of editing the WF since he became publisher of the HOTBOX (and now of the WAYFREIGHT too!). Look at it this way: you're not losing a WAYFREIGHT, you're gaining a HOTBOX!

There are a couple of things you will notice about this issue: one, it's very late; two, it's fairly large. This was Art Mulligen's decision; he felt he would wait and receive more material than send a small issue out. This will become a policy of mine, especially since our HOTBOX's are few and far between (last word, a HB will be out shortly). Art has more on this later.

You can look for the GLR CONVENTION August 31 and September 1. Planning has begun, but there isn't enough decided yet to print. Next issue (look for it soon) will more details on a great convention.

This is the last issue for GLENN FARLEY, TIM VERMANDE, TERRY BURKE, ALAN COOPER, BENGT MUTEN, TIM TONGE, and GARY TEMPCO. You can renew your subscription by forwarding one dollar to me.

Next issue will be my first solo. I hope you will be pleased with my efforts. Have a great summer and keep in touch.

Bob Sterner

*The title "regional rep." is synonymous with "president" in the GLR.

RAILROAD NEWS

CNW---After nine years, CNW will go back to making yard slugs. 9 are scheduled for life at the sacrifice of S-1's, 2's, 3's, 4's and 12's.

IHB---Indiana Harbor Belt must have felt the motive power pinch a bit too painful. IHB ordered five SD38-2's scheduled for delivery in Mid '74 (that's now!). Also, they lease 2 PC GP30's for on-the-line use only. (PC owns the IHB, and their power appears on the road regularly on their own runs.) (Both from X2200 South)

MILW---If you see those new Milwaukee Road F40C's once you'll never forget 'em. Silver, orange, and blue colors are enough to blind you. The new engines, similar to Amtrak's SDP40F's are being used on MILW's commuter service. (Doug Johnson)

THE NORMALLY SILENT PUBLISHER SPEAKS.....

Publishing a small paper with a total circulation of thirty is not what it used to be. But then I was warned by several: "Are you sure this is for you?", "Good luck, you'll need it", and other beauties.

With all of my ridiculous delays and excuses, though, I really do enjoy working on this type of a project. Even though I can't type, can't draw decent lines on Galleys, and can't even write a decent story on the life of a BIG-TIME PUBLISHER, it has been great.

This is no hard sell for a new publisher. Between Doug, Bob and myself, I believe we've worked out some solutions to 'what ails thee'. No miracles promised, but we try harder.

You remember me, Art Mulligan, you guys kissed me goodbye last year because I was moving on to bigger and better things (?), namely the TAMR office of Treasurer. Well I broke down and my affection for spewing out this carbon ribbon compelled me to write one last issue of the WAYFREIGHT. Well I tried, and failed.

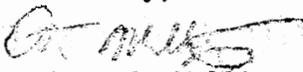
I'm speaking of the date you'll be reading this and the date on the cover. I vowed to put this paper, and any paper that ever came into contact with me on a normal delivery date. This means reading the December issue in December and not February.....

Excuses you say? This publisher refuses to bite the dust and yield to a bunch of flimsy lines. My favorite one would have to be the Post Office. The most used, yet least understood service our government ever offered. No, this WAYFREIGHT is late because of me, and no one else.

In case you're wondering what I'm trying to say (IF YOU'VE READ THIS FAR, YOU MIGHT AS WELL FINISH) is that we have problems like every other regional paper, but the GLR has dedicated people willing to support it and its functions. We may never hear from half of our members except to receive that renewal, but this would demonstrate that they care and want more of the same.

This parable has no moral or words to the wise. Just a bunch of personal observations on a regional organization that has its ups and downs like everyone else, but it still has something more, I may never be able to pin it down but it's there. Believe me, it's there.

Sincerely,


Arthur R. Mulligan
Former Publisher

June 15, 1974

**SUPPORT THE
REGION**

TAMR NEWS:

...As you should know by now, the TAMR national elections were reheld due to the fact that ballots were missing from about half of the copies of the election issue.

...Region member Terrence Burke lost in his bid for Vice-President to Dale Madison. However, our former publisher Art Mulligan did make it to the post of Treasurer. A grand total of 32 (count 'em) votes were cast out of approximately 275 eligible voters. A hearty thanks to all for this tremendous showing.

...TAMR National Convention will be in Cherry Hill, New Jersey this year, on August 24-26. Cherry Hill is a suburb of Philadelphia where a number of our members are located, incidentally. If you can possibly make it there, by all means do. Write to Bob Sterner and we may be able to match you up with someone else from the GLR who is going.

...If you can't make it to the national, come to ours, on the weekend following the national (Aug. 31-Sept. 1). Let's have a good showing!

...Unfortunately, I am going to be realistic and predict that the HOTBOX will not come out for at least two months from now (July 8), a deplorable situation. Reasons are varied, I won't go into it here. However, when it comes, members will be asked to renew and we expect to trim the rolls down to around 100 (from 325) and in effect "start over".

(c.d)



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PARK RIDGE, IL 60068

"ANY AND ALL CRITICISM
WILL BE PROMPTLY
FORGOTTEN"

SCHEDULED for COMPLETION in the distant FUTURE

THE UPSEYDAISEY ELEVATOR CO.

by Bob Polasky

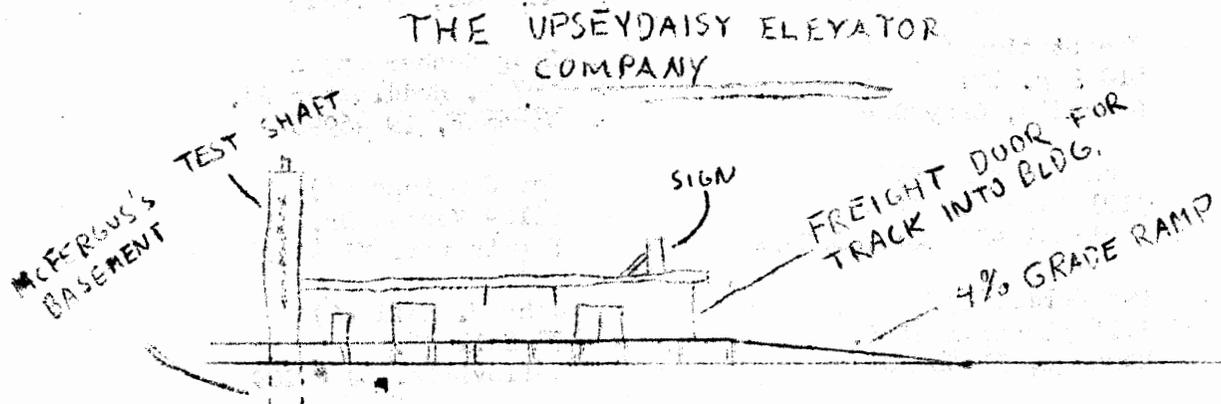
After constructing the new HO Plymouth Freight depot kit, by Way-freight Models, for my Ashland & Newport HO scale railroad, I began to wonder if a modification of some sort would be possible, using the structure for N scale. This is how I came up with the idea for the Upseydaisy Elevator Co.

Construction of the main structure follows the same method as of that for the HO version. The only modification would be the Elevator test shaft. SEE DRAWING. Since the long platform on the right of the structure comes in two 80' lengths, the use of only one platform would provide the material for the elevator shaft. The test shaft could be anywhere alongside the main structure. You could even construct it right on the roof of the main structure. Use the excess cardstock from the one platform not used for the roof of the shaft.

Since the entire structure is built upon pilings which are scaled at an HO level of height, an interesting operation can be introduced here for N scale. Construct a ramp, instead of a stairway, at the far end of the extension platform, and run an N scale spur right up the ramp, along the platform, and into the main structure. This will permit unloading of freight right inside the structure, and, at the same time, provide a challenge for your industrial switcher, when placing cars on the spur.

The Upsey-daisy Elevator Company invites many forms of freight traffic: steel, cable, sheet metals, wood, plastics, and maybe cable mechanisms. The elevator test shaft, with its tall figure poking into the sky, might provide an interesting landmark for your town. Many tales of events inside of the building may also arise among your HO scale residents; such as the time Larry McFergus, a test engineer for the company, accidentally pressed the emergency drop button, couldn't stop the elevator, and created a 'basement' instantly upon reaching ground level.

Have fun!



ROSTER OF GLR MEMBERS AS OF MARCH 21, 1974

Glenn Farley (1)
1822 Greendale
Park Ridge, IL 60068

Tim Vermande (1)
51528 Pond St.
South Bend, IN 46637

Terry Burke (2)
1636 Hawthorne
Westchester, IL 60153

Alan Cooper (2)
12700 Murray
Taylor, MI 48180

Bengt Muten (2)
6409 Lakeview Dr.
Falls Church, VA 22041

Bob Sterner (2)
1124 Potter Rd.
Park Ridge, IL 60068

Tim Tonge (2)
42 Outlook Ave.
Hawthorne, NJ 07506

Gary Tempco (2)
1840~~2~~1 Wildwood
Lansing, IL 60438

Doug Johnson (3)
4855 N. Paulina
Chicago, IL 60640

Russ G. Larson (3) A
Kalmbach Publishing Co.
1027 N. 7th St.
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The Station (3) A
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Leucadia, CA 92024

Jean Brisson (3)
3101 LaPointe Blvd.
Montreal 429, Que. CANADA

Pat Golden (3)
1116 Michigan Blvd.
Hammond, IN 46320

Ren Fong (3)
106 Garrison
San Francisco, CA 94134

Bob Polasky (4)
20403 Beech Daly Rd.
Detroit, MI 48240

Art Mulligan (4)
32300 Bingham Rd.
Birmingham, MI 48210

John C. Eull (4)
259 Haddon Ave. South
Hamilton, Ontario
Canada.

Greg Robinson (4)
P.O. Box 766
Sugar Creek, OH 44681

Al Tillotson (4)
3 Volger Drive
Park Ridge, NJ 07656

James Nawrocki (4)
3737 W. 51st St.
Chicago, IL 60632

Lone Eagle Payne (4) A
1028 Whaley, RD#4
New Carlisle, OH 45344

Glen Orebaugh (4)
5335 Harvest St.
Dublin, OH 43017

Dale Madison (5)
342 Shepard Ave.
Kenmore, NY 14217

Doug Kocher (5) A
607 S. Huddleston Rd.
Winsmac, IN 46996

Tom Cummings (6)
31129 Verona Dr.
Farmington, MI 48024

John W. Held (6)
72 Bell St.
Belleville, NJ 07109

GLR ROSTER, continued

College addresses:

Chuck Scheerle (6)
1445 Massachusetts Ave.
Somers Point, NJ 08244

Rick Lecki (6)
41655 Wilcox Rd.
Plymouth, MI 48172

Paul Bengtson (6) A
4952 North Seeley Ave.
Chicago, IL 606205

Notes:

Chuck Scheerle

- (1) Membership expires with Jan/Feb issue
- (2) " " " Mer/Apr "
- (3) " " " May/Jun "
- (4) " " " Jul/Aug "
- (5) " " " Sep/Oct "
- (6) " " " Nov/Dec "

An "A" denotes an Associate member, one over 21 years of age.

- (1)'s, your membership has expired, renew today.
- (2)'s, your membership expires with this issue. Same remedy as above.

PASSENGER NEWS:

RDC's are being operated regularly out of Chicago on the new "Blackhawk", which goes between Chicago and Dubuque, Iowa by way of Galena. Two to three cars are used on the train. It runs on the ICG line to Souix City, Iowa. Service is financed by the Dept. of Trans. of the State of Ill.
(Terrence Burke and Doug Johnson)

AUTOTRAIN is begining operations on a second route, Louisville-Sanford (Orlando), Florida in addition to the train presently operated from Lorton, VA. Service is expected to draw from all over the Midwest, and full page ads were placed in Chicago newspapers. Autotrain three new U36B's and all remaining UP domes to provide equipment for the run. (X2200 South & Doug Johnson)

Due to the current equipment crunch, there are practically no more servicable passenger cars available in the United States (or Canada fro that matter) that are not already being used. This despite Amtrak claims when it inaugurated service that it "rejected out of every three cars" as unsatisfactory.
(Doug Johnson)

The WAYFREIGHT is the bi-monthly publication of the Great Lakes Region of the Teen Association of Model Railroading. Yearly membership, including subscription to the paper is one dollar. All WAYFREIGHT business is handled by the editor.

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CLOSING NOTES.....

With the current personnel changes, the office of GLR President and Regional Representative is open. The job requires only writing a few paragraphs for each issue and that you write letters for the region to new members of the TAMR. This is not hard at all—anyone can do it. If you're interested, contact Bob Sterner. If two or more people apply, an election will be held.

Incase you were wondering, the much-ballyhoed Xerox printing of this paper fell through because the machine which came did not have suitable quality. In the future, however, we may use commercial photocopies to reproduce pictures and complicated drawings.

Speaking of printing quality, thanks to suggestions from Terry Burke, and others, plus all the practice I'm getting, the reproduction of this paper is improving. If you have any further suggestions as to how to improve our paper, send 'em in.

I

I see after all that yak about printin quality, I went and obliterated Chuck Scheerle's adress on page 7. Here it is again: (Sorry 'bout that, Chuck)
1413 Massachusetts Ave.

Douglas Johnson
4855 N. Paulina St.
Chicago, Illinois, 60640

Return Requested

FIRST

CLASS

MAIL