

# The Great Lakes Region - TAMR

# WAYFREIGHT

Vol. I No. 6

September, 1968

## ELECTIONS

by Doug Kocher,  
TAMR Treasurer

You've already been seeing and reading a lot on this subject in the national publication, but I'd like to take just a few lines to say my two cents worth.

Our third annual election is coming up. The TAMR is run democratically, so it is of highest importance that you vote in the elections towards the end of this summer. Only by doing so can you be assured of a truly representative governing body for your organization which will guide the TAMR to better and greater efforts.

I hope that many of you have entered your names on the nomination ballots for this fall. It has always been the objective of the organization to have as many candidates as possible to assure a true election, and therefore it is vital that some of you choose to give up some of your time to help the TAMR. Officers are indeed a vital part of this organization, for it is through their efforts that we progress and make the TAMR more and more worthwhile.

One of the worst things any officer can do is to attempt to hold on to his office for as long as possible. For this reason I am stepping down from my post as Treasurer and will run for the office of Vice President this Fall. I do regret that some people find it necessary to run for a third time, since I honestly wish everyone to have a chance, and by attempting to run for a third time you only decrease the chance of a truly representative organization. In the coming months I intend to work on a resolution which will be designed to forbid an officer to run for more than two terms, since I consider running for a third straight year an outright bid to "hog" the office and not give anyone a chance. You will recall that earlier I stepped in to avoid a clause in our Constitution which prohibited an officer from running for more than one term. I feel that an officer is entitled to seek his office twice, but that trying to run for a THIRD straight year is ridiculous.

At any rate, please DO remember that it is not only your privilege but your responsibility to vote this Fall. Only by doing this can you assure yourself a hand in running the TAMR. This is your organization, and it just simply cannot come up to its fullest capabilities without your express and individual help. Thank you.

Three NYC U-25C's appear at Naperville, Ill. as part of a very successful NYC-CB&Q power pool on Nov. 23, 1967. Photo: Pete Stonitsch.



Many of us in the GLR just don't realize how lucky we are. Not only do we have the largest membership, but we also have the best paper.....AND a total lack of spirit. What good are the largest membership and the best paper without pride in the organization itself? Look in the WAYFREIGHT. You see the names of Kocher, Eller, and Beck. Where is YOUR name? Where is YOUR article? Think about this the next time you sit down in front of the "boob tube" to watch the Beverly Hillbillies. You might find yourself saying this: "Gee whiz..... instead of watching this stuff on TV, I could turn out a good model or prototype article for the WAYFREIGHT." I like to remember the member who wrote Dick a lengthy letter and schedule explaining why he didn't have enough time to do an article. He could have turned out a fairly decent article in the time it took to make up the schedule, even if it would have been only a paragraph or two. This isn't logic.....it's excuses. What is the good of the organization if only a few give a #&(\$%±@ ??!!! To those of you in the GLR who have been active: Thanks, and keep up the good work! To those who haven't been so active: Get with it! Although the summer is rapidly drawing to a close and school and other activities will be starting again, don't forget about the GLR. Try your hardest anyhow to get in some information from which an article can be composed. And if you don't have the time for that, then by all means send in a shot or two of your best railroad pictures! Dick has told me that they need not be copies, and all prints are returned in the shape in which they were sent, without damage. So if this has been holding you back, don't let it anymore! Remember: It's YOUR Region, and it's YOUR Organization!!

The WAYFREIGHT costs a good deal to print, and the \$1.00 from each member who paid doesn't cover it by a long shot. If you can afford it, send in a little something extra. It may not seem like much, but believe me, it'll go a long way!

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IN ACKNOWLEDGEMENT

The editor wishes to publicly thank the president of Data Listing, Inc., Mr. Alfred E. Strege, for his gracious donation of the use of the two Friden Justowriters used in the typesetting for this issue. Not only was the use of the machines donated, but also his own personal time in training the typist, yours truly. It was hoped by both of us that the addition of this feature to the GLR WAYFREIGHT would make it truly outstanding and pleasing to the readership. Thank you very much!

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CORRECTION

In the July issue of the WAYFREIGHT we stated that some articles did not meet the deadline date and therefore were not published. While this was true with some articles, it was not the case with the articles from the president of the Region, Charles Tubman. Unfortunately, his articles were mislaid and were not seen when the pages for the July issue were being typed. These three articles appear in this issue instead. Some of the information may be outdated, but please bear in mind that the information was written last May. We apologize if this has caused any party inconvenience. The Editor.

## LETTERS TO THE EDITOR

### - Thoughts On Benchwork -

Editor:

I would like to comment on John Beck's article concerning benchwork. He says that the legs on the table should be cut three (3) feet high. This would mean that the table height would be three (3) feet except where risers are used. He also says this gives a better view. My comment is that three feet is way too low except for a child's layout. Your highest track should be at eye-level. The only time you get a prototypical view is at eye-level or very close to it. In my opinion the legs should be cut no shorter than 42 inches, as this gives the highest rail at about eye-level.

Also, John Beck says that he screws his L-girders together every 12 inches. This is not necessary. I have tried the following two methods with great success: 1. Apply glue to the top edge of a 1x4 and then screw on the 1x2 every 3 feet. When the glue is dry you can remove the screws and have a very strong girder. I have stood on my L-girders, and I can assure you that I am of no small physical size! They can take it. 2. You can also buy 2x4's and rip them (or have them ripped) in the form of an L-girder. With this method you have a 1x2 atop a 1x3 instead of atop a 1x4. However, this method is very strong and most economical.....you get two L-girders from every 2x4!

DAVE NEUMANN  
Belmont, California 94002

### - Consolidation -

Editor:

I agree with John Beck's plan of consolidation. To me it would mean a stronger organization - a more united effort. Our present arrangement is similar to that of the ancient city-states. Like you said, though, it's hard to give up such a great region as the GREAT Lakes Region. I think the regional idea could remain to form a basis for a representative government. The number of representatives from a given region could be determined by regional membership or it could remain regulated at two representatives from each region. The regions could also be differently numbered in accordance with regional membership. For example, the GLR, with 25 members, would be first (or number 1); The Yankee Region, with 15 members, would be second (or number 2); etc. This would promote "competition between the regions" if nothing else! With representatives from each region, each member could vote for his regional delegates to the national governing unit. If John Beck has not yet sent a similar letter to the TAMR HOTBOX Editor, I suggest he do so immediately, suggesting these as well as other possibilities. This could be a big thing and other members of the TAMR should know about it. I realize that there are undoubtedly two sides to the matter and I would like to hear the other side to see what John Beck and I (and anyone else in our favor) are up against.

Participate In '68!  
CHRIS BAZZETT  
Reed City, Michigan 49677

### - GLR vs. MCR? -

Editor:

So the GLR has finally gotten a first over the MCR. It's about time, after all, what with your having 25 members, and the MCR only 13. But I feel that your photo pages were nothing more than attention-getters. There was only one article which those photos supplemented.

(Continued on page 4)

(Continued from page 3)

The rest was there because you had nothing else to use.

While you now can go on and on about your great paper, and go on telling everyone else how progressive you are, the MCR EXPEDITER will be celebrating its first anniversary. Looking back, the MCR and its paper have together done more for the TAMR member (and the TAMR as a whole) while the GLR kept going off on tangents, saying how they were going to do this, that, and the other thing. The GLR was constantly assaulting its members with the threat, "Support your paper and region or else!!" And then, when you finally got your paper out, you did not play the role of a benevolent administration but laid down the harsh demand of, "Pay your dues or else no paper!!" And this harsh demand came from the GLR administration in spite of the fact that it had many more members from which to draw funds. It seems to me that you'd rather give a super-paper to a chosen few than a paper of a somewhat more conservative nature to ALL the region members, as the MCR EXPEDITER has done. We feel that ALL members should benefit - not just those who pay their dues. Herein lies the secret of our success: we try to do things simply and for all members, making it easy for them, instead of laying down a bunch of harsh demands.

If you want to go counting firsts, then I see the score to look like this: MCR: 4; GLR: 1. This is a consistent rating of the progress of each region, as I see it. And while your region has nearly a 2:1 lead over us in size, we have twice that advantage and lead over you in progress and accomplishments.

Yours for a better TAMR,  
GREG THOMPSON  
Lone Jack, Missouri 64070

-It seems to me that the boys in the MCR are getting rather hot about a lot of nothing. Let's face the fact that all of what each region member says about another region is his own valueless opinion. There are so many prejudices that enter in that one can't even make an honest evaluation no matter how hard he tries. And, what's more, the way the paper is done reflects the personal tastes of those who produce it, and also of those who are behind it. And, obviously, because these people are all made from different "molds," the papers will most certainly be different. Opinions about them will differ, too. And even if the opinions differ radically, that's healthy, because in theory a newspaper is SUPPOSED to be controversial. There's a lot more that could be said about this, but let this much suffice. - Editor.

- Again ..... Consolidation -

Editor:

First, a quick reaction to the regional system question. I think that the regional organization of the TAMR is only a vestige of an immature sense of competition much along the lines of "...my dog's better than your dog..." In light of the TAMR's small membership, it would seem that the regional structure could lead only to division within the ranks of the entire organization. I suggest simply that the TAMR take example from other governments and corporations whose success has arisen from their unity.

PETE STONITSCH  
Glen Cove, New York 11542

- And Again..... -

Editor:

As Treasurer of the TAMR it is very easy for me to observe the progress of anything concerned with money. From my observations, I can make this general conclusion: The TAMR HOTBOX is not nearly as successful as was hoped and is currently plagued with a wide variety of problems, almost enough to stagger the imagination. The quality of the articles, while good, could be much improved upon but the content of the publication itself is horribly inconsistent. Ask yourself this: Of what real value is the HOTBOX to a person who is an above-average modeler, for example? Why should such a person care about HO Trade

(Continued on page 9)

Not so long ago here in the Copper Belt area, and also in northern Michigan, there were quite a few railroads left. Now there are only two left. Here is the story of the roads that didn't quite make it.

The standard gauge roads (4' -8-1/2") were the Copper Range; Duluth, South Shore & Atlantic; and the Mineral Range (owned by the DSS&A). Today, only the Copper Range remains of the DSS&A, and the MR is being absorbed into the Soo Line. In addition to the standard gauge roads, there were several small steam narrow gauge lines serving the copper mines themselves. All of the narrow gauge track has been torn up and the equipment scrapped except for two decrepit steam engines sitting in a heavily guarded boarded-up roundhouse near Calumet.

When passenger service was really "big," there was a lot of service to, from, and within the Copper Country area. The Milwaukee Road and the MR branch of the DSS&A ran the through-train, the "Copper Country Limited," between Calumet and Chicago. The Copper Range also ran the "Chippewa" with through cars between Houghton and Chicago in connection with the Milwaukee Road. The DSS&A also ran through trains between Mackinaw City, Calumet, Marquette, and Duluth. Not too long after the war, most of the service was discontinued; and when the Soo Line took over the DSS&A, only the "Copper Country Limited" remained. On February 15, 1968, the "Copper Country" made its last run, ending all passenger service to the Copper Belt region.

Action is still great, though, and long trains are constantly moving on the trackage of the Copper Range and the Soo Line. Surely few areas in the United States can boast a richer railroading heritage!



**LEFT:**  
View of Penn-Central (then NYC) yards near Kankakee, Ill. in mid July, 1966. Can anyone identify the equipment? Photo: Dick Wagie.



**RIGHT:**  
The "Creole," at Kankakee, Ill. in mid July, 1966, with the north-bound train at a station stop. Note the metropolis in the background. Power: E-7 A, E-9 B. Photo: Dick Wagie.

Last time I guess I was a little optimistic about the materials I could get for this issue. However, the show must go on without the tracklayer and pictures! The tracklayer wasn't available in time to use for this article and besides, spikes are just as good if not better. As for photos, I just plain ran out of time. I use color film (Kodachrome II) in my Zeiss Ikon single lens reflex, so it takes time to use a 36-exposure roll of film and get some black and white in for publication. Maybe I'll come through with them next time, but I'll not stick out my neck twice in a row!

Well, now it's time to retire to the basement to see what's up. If you have been following the series you that by now I've described everything but the most important item: track. Last I heard, all trains needed track, so I'll get on with this vital part of our smoothly-operating (?) railroad!

For many years the choice of those who wanted good, fairly easy-to-build track has been Tru-Scale. As a plain roadbed, it makes a good base for hand-laid ties. These are the ultimate in beauty but they do have drawbacks. Everyone knows that they are supposed to be hard to lay but few realize that it takes a real expert to be able to keep the track centered on the ties. Here, a slight miscalculation is enough to ruin the fine looks gained by individual ties. You should also sand the tops of the ties after they have been laid to insure that they are all the same height.

Next in popularity is the famed "Self-Gauging" roadbed. Little needs to be said about it other than it is very good for most purposes.

Ready Track is Tru-Scale's version of "snap track." It is fine for most purposes except that if your layout is small or you're itching to throw away all that hard-earned green stuff it will kill you where it hurts - in the old bankroll.

By now you should see that I'm pushing SGR ("Self-Gauging" Roadbed), which makes sense since I use the material and like it. SGR is easy to lay on the subroadbed and it's also easy to lay rail on the SGR. I haven't tried a trackspiker for spiking rail on it so I can't tell you what you'd be up against there. The advertisements say that it will work, so I'll take their word for it.

Remember when I said CAREFULLY draw lines showing the location of the roadbed? Well, for you believers, here's the payoff. All you have to do is put it where it goes, following the lines. It wouldn't hurt to doublecheck anyway through at this point. I have not found any advantage in staining the roadbed ahead of laying rail other than the fact that you can lay rail as soon as the glue is dry. I think that it is easier to paint or stain it in place on the roadbed, because you won't have any bare unpainted plywood showing between the SGR and plaster edge when you get around to ballasting.

Don't worry if some of your roadbed is warped a little when you get it. Right now I have a ten pound sledge hammer and two clamps holding a switchblock down. Use any good white glue. I use Elmer's Glue-All, and spreading this in good measure, combined with about 50 hours of drying, give me the equivalent of another "welded" play on my sheet of plywood.

As for rail laying, you're crazy if you try to lay anything without the NMRA gauge. It is better for checking than any other gauge on the market. I usually spike about every 5th tie, and this seems to work well for everything except such things as turnouts, for example. Get good spikes and a good needlenose pliers and, combined with the help of the NMRA gauge, you can't go wrong. Just take your time and check your alignment as you go along. Don't depend too much on the tie plates for proper gauge - sometimes they're a little too much off for me. Be real careful if you usually operate brass engines since the narrow treads on their drivers like to allow the engine to drop between the rails if the gauge is at all too wide.

(Continued on next page)

(From preceding page)

For me, the trick in turnout-building is to ignore the instructions and lay the straight (or stock) rail first. With that down and secure, prepare to put the pivot piece in place. Before any of this, be sure you cut a place for a tiebar if you use one. I don't use it, but a space for it is still needed to allow for the sunken tiebar pivot point. A bind can develop if you don't cut enough away. With this in mind, let's put the pivot piece down. A pin vise is nice but not entirely needed. I use a hammer and a small nail - that's all. In such soft wood as the roadbed the hole should be just big enough to provide guidance for the screw. To find the location of the hole, locate the tiebar in its location and gauge the rails at the pivot hole. THIS IS IMPORTANT. GAUGE AT THIS POINT MUST BE VERY CLOSE TO EXACT. Also check to make sure that the straight rail is truly straight. Now hold the piece in gauge down with one hand in positioning the pin vise or nail. With it in position you can let go of the pivot assembly and use the free hand to drive the nail or pin vise home. With the screw in place check the gauge along the stock rail. It should be pretty close, at least within NMRA tolerances. Now take the rail angles and carefully spike through the two holes provided. Spike the straight route in gauge with the stock rail. Now with the frog closed as tight as it will go and the route set for straight, check the gauge at the points. If it is not good, a little bending of pieces may be required. If it is way off, start checking for your mistake and correct it. Now set the turnout for the curved route and lay the diverging rail. This should pose no problem, but don't get careless on it. When finished, roll some trucks and then whole rollong stock through the switch, set for both directions, just to check. If you did it right, obviously, you'll have a fine switch, one of which you can be very proud.

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#### SO NOW WHAT ???

In this and the past issues of the WAYFREIGHT you've probably heard just about all you want to hear about the problem of the regions. We've talked about consolidation, about the competition aspect, and other related minor topics. Maybe you're fed up, or maybe you're concerned, or maybe you're interested enough in the problem to try and do something about it.

John Beck thinks that consolidation is the answer. Apparently, Pete Stonitsch agrees with him. Doug Kocher, on the other hand, hold just the opposite view. As my own personal opinion, let me say that I do not favor either of these two views wholeheartedly. I agree with Doug in saying that the regions should continue and should eventually all have their own publications, but I can't see reducing the National effort any more than it is right now. I know that we're trying to pull at both ends when we ask for articles for these pages, and also request the same for the HOTBOX. Maybe it's just that we aren't big enough in size yet to really produce well on both ends as the NMRA seems no trouble in having to do. Should we reduce efforts proportionally on both ends? Are we putting too much into our region? Shouldn't all regions participate equally ... each having its own 8-page or so paper? Shouldn't the national be primary, and the regions secondary?

All of these questions aren't answered easily. Many people feel many different ways about them. Now comes the question which is the purpose for this entire Spiel: What do you think? My address is available. Let me know, so we know how to proceed. Your opinion may mean the death or the profound continuation of the GREAT Lakes Region of the Teen Association of Model Railroading! - The Editor.

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#### CORRECTION

We thank reader Dan Cupper of Wexford, Pennsylvania for pointing out to us that the Pennsy E-8 pictured on page 11 of the July WAYFREIGHT is not number 3, but number 305. Believe me, the number WAS there, but the printer had his share of grief with that page. If you'll look at the caption above this one you'll note that some copy has been cut off there, too. You'll also see no page number at the bottom, when there should have been one. Through a maladjusted press, the right hand edge of this page was accidentally cut off. Our apologies. -The Editor.

(Continued from page 11)

DRAWING 11 - The stairway is drawn at the top left on page 10. Note its position near the direction indicator on the actual floorplan. I did not draw in the actual staircase because it is impractical to model anything below the upstairs level of the barn. The interior down-stairs, with different levels of concrete, a maze of pipes and stanchions and the like, make it totally out of the question.

Note that below the word "Granary" there is a double wall to seal the grain into the room in which it is stored. This discourages rodents and, ultimately, costly grain leaks.

Again, door and window bounds are their nearest "squares." The "Hole for Blower Pipe" is used when that type of pipe (7 inches in dia.) is used in connection with a high-RPM blower to blow the grain from the ground level, below, where it is unloaded from trucks next to the barn. Obviously, this type of pipe gets used only once yearly, and that's about late August.

The "Straw Mow Retaining Wall" goes on the drawing on page 9, and takes the place of the horizontal beam directly to the left of the "Random Flooring."

**IMPORTANT NOTE:** The scale for these two drawings (and these two drawings only) is NOT 50% HO scale, as was stated. Rather, it's 87% of HO, or 87% of 87:1. The fact that these two numbers are the same is purely coincidental. To save words, let me just say that the originally typed version of the July issue was reduced photographically to 87% to fit on the size of paper used. It just turned out that 87% was the amount of reduction that I needed, so I used it. If only ONE member writes to me and asks for the correctly-scaled drawings, I'll be glad to reprint them, at full HO size. All it will take is one request. Otherwise, I won't bother.

This ends the series on the barnplans. If any of you have any questions, or if anything is unclear to you, just write to me and I'll be happy to answer your question.



March 3, 1967 brought the first thaw to South Bend, Indiana, as well as E7A 4010 on NYC 57, the "Cleveland Limited." The first frost brought its Perlmanesque demise. Photo: Pete Stonitsch.

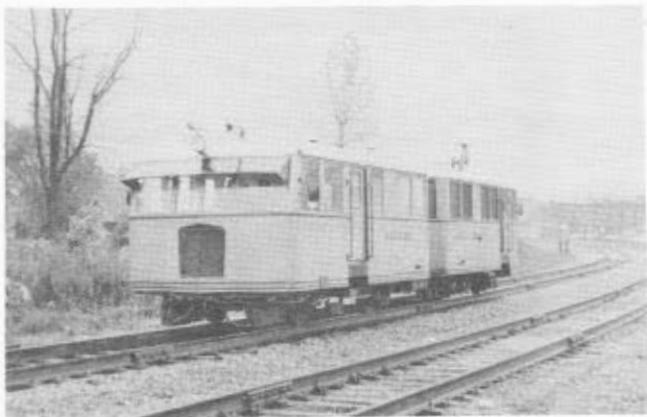
(Continued from page 4)

Topics reviews, HO tunnel portals, and all manner of other medium-type articles? I have talked with quite a few other TAMR members and have come to this conclusion along with them: The TAMR HOTBOX caters, distressingly, to the beginning model railroader and to the HO gauger. Everybody else who doesn't fit into those two categories gets left out in the cold.....it's that simple.

What to do, you ask? I don't have any sure-fire answers, but at the present time I'm convinced the real hope for all modelers in general lies with the regional publications. The most ironic fact is this: There are currently three regions which produce regional publications: the MCR, the GLR, and most recently the WCR. ALL OF THESE PUBLICATIONS ARE SUPERIOR IN QUALITY AND CONTENT TO THE NATIONAL PUBLICATION. I'm sure I don't know why this is the case, but it ought to point out SOMETHING to us. Frankly, I would like to see the TAMR withdrawn from the national publications standard and put on a regional basis. This would mean that every region would be producing its own paper, and members of other regions could subscribe to them if interested. There would still be a national Directory, and the need for officers on the National level would still be apparent. If the organization were put on such a basis there could be a small national bulletin which would list all regional publications, news of the regions, etc. Its purpose would be sort of a coordinator for the regions (ALL of them). But what about printing sources? We know that not all of the regions are fortunate enough to have their own sources. Again, the national machine could help out these "handicapped" regions by producing papers for them until such time as they could get their own sources.

This, then, is the answer for me: to replace the weak (and it is weak) national publication with strong, individual regional publications. Such a step would have to be worked out so as not to alienate the regions from one another. This fact, however, is clear: TAMR has a need for more, not less, regional publications to strengthen it. Even if the organization stayed on a national publication basis, regional publications could give experience to the more timid and would-be authors to help develop their style. I sincerely hope that the WAY-FREIGHT stays, and is able to continually progress as it has done for the past several issues.

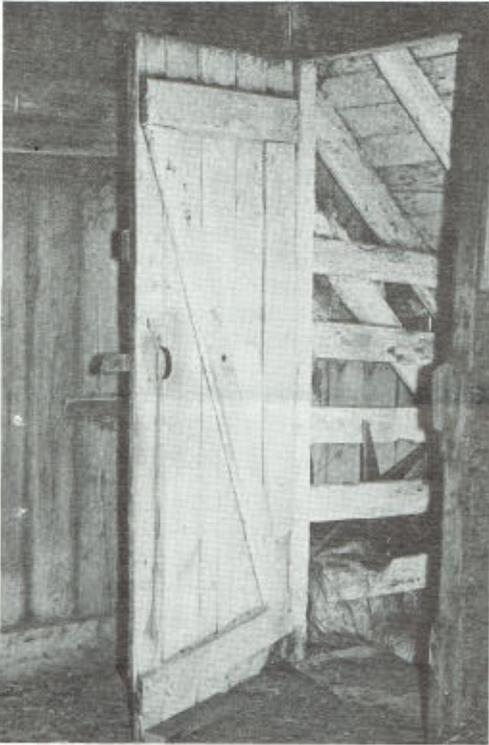
DOUG KOCHER  
Winamac, Indiana 46996



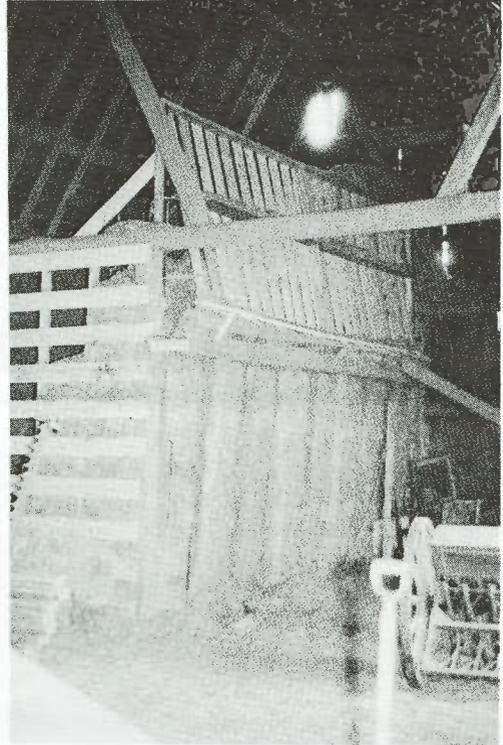
On November 1, 1967, an AAR rail test car appears on Pennsy tracks in Logansport, Ind. Photo: Pete Stonitsch.

DISCONTINUED...The Santa Fe's Chicago-to-Los Angeles "Chief," and SF's Chicago-to-Kansas City "Kansas City Chief-Chicagoan." With the termination of the SF night trains, all that's left with overnight accommodations between Chicago and Kansas City is the CB&Q's coach-only "American Royal Zephyr." .....The Illinois Central's Springfield-to-St. Louis section of the "Green Diamond" is also up for discontinuance. The Chicago-to-Springfield section, renamed the "Governor's Special," will continue to run.

The ICC is presently considering a proposal that would set the standards of service on trains. The AAR, backed up by its member railroads, opposes this, saying that the Commission does not have the authority to do this.....The CB&Q-GN merger has been delayed by the Supreme Court. It is expected to be a while before this is straightened out.



View of stairway door, with camera looking west/northwest. If you were to come up the steps, walking straight ahead, you'd be heading south. Note to left of stairway door is large barn door, of which little can be seen. Photo: David Baxter.



View of the straw mow retaining wall with the camera looking southeast. The actual original retaining wall, as drawn in the series, is found directly below the new upper portion you find on the right side of the straw mow. This is a picture of the area in which machinery is stored (see article). Photo: David Baxter.

Comments on drawings 10 & 11 are appearing in this issue instead of the last (July) issue due to space limitations last time. Refer to pages 9 and 10 of the July issue in order to correlate the following remarks with those drawings.

DRAWING NO. 10 - On this drawing you will note the Barnhill limit at the very top and also its centerline. Now if you'll look on page 10 you'll see the other limit (north boundary). An important, but not overly obvious, fact to realize is that the centerline of the barn is NOT that of the barnhill also. I can't explain why it isn't - it just isn't. Next note the bounds of the large door (we're still at the top of the drawing, working our way down), going from the "square" (actually an upright beam) on the left to the other "square" just before the window, to the right of the door. On the other side of the barn centerline there should have been marked another door, whose bounds go from the square centerbeam (just to the right on the window on page 9) to the other square at the upper left corner of the stairway (page 10).

The straw chute extends from the floor upstairs in the barn down to the concrete floor downstairs. A lightly-built frame covered with chickenwire encloses it so that the straw stays in its place. Its function, obviously, is storage of bedding materials for the cowstalls.

Note the double beam (to the left of the words "Section B") used for added support in a critically heavily-loaded area. In the two areas above and below the horizontal beam pointed to by the arrow for the "Double Beam," we find machinery stored below, while on a shelf constructed above hay is stored in baled form. Last year, with a lot of hay on the upper level, even the double beam gave way, allowing the hay bales which were above to come tumbling down on the machinery stored below. In the mess, a tractor's front end was pushed right through the plank floor down into the lower barn, hanging only in back by its rear axle. Other machinery was also damaged (a grain drill, corn planter, and hay rake), and it took about six months before the debris was finally cleared up!

The Hay/Feed Chute is merely a hole in the upstairs floor which has a trapdoor to cover it for safety's sake. Hay bales just manage to squeeze through the opening, with just enough clearance on each side.

The "Random Flooring" is truly that - just randomly laid boards. Many spots have been patched over where a tractor tire scratched futilely when the machine was under heavy load coming up the barnhill with a load of hay. The drawing shows the flooring much too symmetrical. There ARE spots where the flooring is this perfect, but these are few. When modeling this, good taste and judgement can be your best guides. Besides, prototypically, most of the floor is usually covered with hay, straw, and the like most of the time anyway.

The east door, at the bottom of page 9, can be seen in the picture at the top of page 8, just to the left of its partner which was thrown off its roller-track. Its size is indicated, again, by the two "squares."

The east window, at the very bottom of the drawing on page 9, can also be seen in the picture at the top of page 8, immediately to the left of the "offended" door.

Sections "A & B" refer to a previous set of drawings in which one drawing looked from the BARN CENTERLINE toward section A. The other "half-barn" view looked from the same point, but south toward section "B." These two sectional views are drawings 8 & 9, which appeared in the May, 1968 issue. Unfortunately, there was not sufficient room in that issue also for Drwg. 9, so it will appear in the November issue. Drawing 8 looks NORTH from the centerline, and drawing 9 looks SOUTH from the centerline. This should help you to put the pieces together.

If you would piece pages 9 and 10 together at the "Break Line," you'd have the full complete view of the upstairs basic floorplan, which is what these two drawings tried to bring to you.

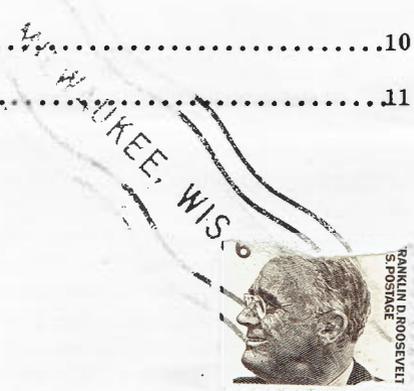
(Text concluded on page 8)

The TAMR - GREAT LAKES REGION "WAYFREIGHT" is the name of the official publication of the Great Lakes Region of the Teen Association of Model Railroading.  
 Third Class postage paid as Thiensville, Wisconsin 53092.

EDITOR & PUBLISHER ..... Dick Wagie

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The Great Lakes Region, TAMR  
 WAYFREIGHT  
 Richard C. Wagie, Editor/Publisher  
 13106 N. Granville Road  
 Mequon, WI 53092



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