

THE WAY FREIGHT

A PUBLICATION OF THE GREAT LAKES REGION, TAMR

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September-October 1970

EDITOR'S COMMENT:

Many of those who answered the "Member's Informational Survey" (see this issue) expressed their desire of having Wayfreight arrive on its regular bi-monthly schedule. In discussions with former publisher Rich Fuehrmeyer, it was assumed by one or both of us that the other would be responsible for the September-October issue. The conflict was not resolved until October 11th, which accounts for the tardiness of this issue. We're shooting for a publication date for the November-December issue of November 14th, so we ask that if you have something to contribute (and we hope you do) that you have it to me by November 5th.

- Tom

Region Newsletter

Save A PA!!!!

It has been the fervent hope of many railfans that someone would step forward to attempt to save a dying (if not already dead) stalwart of American dieseldom - The Alco PA. At last, that someone has announced his existence. He is William B. Russell, 2647 North 10th Avenue, Merced, California. Bill is looking for your ideas as to how and where this preservation should take place. Existing PA's: sixteen stored in the AT&SF Yards, Argo, Illinois; about four in service on the Delaware & Hudson (ex-AT&SF). Write your ideas down and send them to Bill today.

What's New With EMD?

Plenty. Let's begin with SD55 #5740, built in July. EMD also designates it as SD45X. Unit packs 4200 horses on C-C trucks, and is painted in the demonstrator schemes as used with SD45's #4351-4352-4353. Unit first demonstrated on the B&O out of Barr Yard in Riverdale, Illinois; early October found her at the Woodcrest Shops in the Markham Yards of the Illinois Central in Homewood, Illinois. Should be interesting to see how Athearn markets the SD55: those of you who model mainline railroads ought to have a good hauler.

Also rumored new: a new model, SW1502, an SW1500 extended 57" to accommodate the engineer's toilet in the cab.

New at La Grange in the 3rd Quarter 1970: C&O GP38 #4820-4829, SD40 #7507-7526, L&N GP38 #4000-4019. BN has eight SW1001's on order for 1971.

WAYFREIGHT

Published bi-monthly by Timothy J. Vermande, 51528 Pond Street, South Bend, IN 46637. Edited by Thomas Schiltgen, 1008 Schroeder Hall, 725 North 13th Street, Milwaukee WI 53233. Sent at no cost to paying members of the Great Lakes Region of the Teen Association of Model Railroading. GLR membership dues are one dollar annually, payable in March of each year. Membership in TAMR is prerequisite to membership in the GLR.

Thomas Schiltgen

Member's Informational Survey

The MIS, which appeared in the last issue of Wayfreight, was an attempt by the new management of the GLR to, first, find out what the membership wanted to see in Wayfreight; second, to find out what the membership thought of Wayfreight; and, third, to show the membership what others may have been trying to develop within the GLR.

Some questions (e.g., favorite prototype roads, model railroad names, etc.) did not lend themselves to tally. A brief synopsis of other questions follows:

-Three-fourths of those responding favored continuation of the "newsletter" portion of Wayfreight. A majority also favored expansion of the newsletter to include model railroading, especially new products.

-Strongest features, some felt, included the photo page, member's roads, layout diagrams, club business, and reports on regional prototype. "Found wanting" to others included the same prototype information, overseas railroads, lack of emphasis on individual members, and to one individual, "everything."

-A majority of members favor an appointed editor of Wayfreight, some making the stipulation that he be most qualified.

-Perhaps the most controversial question of the survey concerned the importance of the region to the TAMR. One member likened the regional effort as being "like burning the candle at both ends: expecting members to contribute" to both national and regional efforts. Another member felt that the regions have been underemphasized: "The real strength", he says, "lies in developing close knit regions and divisions, with the improvement of Hotbox the major concern of the national". Several others felt that there is not enough membership to warrant a significant regional organization at this time.

-There was a resounding "no" to the idea of collecting both the national and regional dues in one sum and then having the amount for the regions redistributed to the regions. As one member put it, "I wouldn't want to be forced to subsidize a dead region."

-Most liked about TAMR and GLR include the quality of Hotbox printing and its regularity of publication, the possibilities of meeting new friends and fellow model railroaders. Receiving low marks are the irregularity of Wayfreight, the lack of programs for beginners, and apathy among region members.

NOTES ON EDITING AND PUBLISHING

What you have just read was the Member's Informational survey, what all of us (the establishment) thought would give everyone a real say in what they want out of their region. Even among the near twenty active regioners, only six took the little necessary time to fill out the survey, and two non-paying regioners also sent along their criticisms.

The apathy displayed by the MIS is reflected in the presidential voting. Only two ballots were received by the last issue, not even a quorum of our members.

What we're proposing now is this: a re-election for president, keeping the same two candidates: Thomas Schiltgen and Michael Matejka. We're setting a 30-day time limit on the election, to become effective November 1st, and ending December 1st. We must receive ten votes for this election. If you do not send in a ballot, it will be considered a "no" vote toward continuation of the region, and it will be allowed to die at the end of the fiscal year, March 1st, 1971. Mark down one name today, and send it to the editor pronto!

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END OF THE PANAMA?

The Illinois Central has announced filing of a petition with the ICC for discontinuance of the Chicago-to-New Orleans "Panama Limited" to be effective November 24th. It will discontinue, if effective, the last train from Chicago to the Gulf Coast.

Persons opposing discontinuance of the all-Pullman train should write immediately to: Secretary, Interstate Commerce Commission, Washington, D.C. 20423. The ICC has four months in which to hear evidence in the case, after which time it must hand down a decision.

1970: SCRAPPED STEAM

Steam fans were disheartened in early March when ex-Buffalo Creek and Gauley 2-8-0 #17 was cut up by owners Livonia, Avon & Lakesville RR Corp. What happened later this year, if true, may have been the greatest tragedy to steam since the scrapping of the Louisiana Eastern RR in the 1960's.

Richard Jensen ("Dick" to rails) owns ex-GTW 4-6-2 #5629, ex-CB&Q 4-8-4 #5632 and 2-8-2 #4963, ex-NKP 2-8-2 #965, ex-Georgia Northern 4-6-0 #102, and ex-Hampton & Branchville 4-6-0 #32. The two Burlington engines, if word which reaches Wayfreight is true, have been scrapped, allegedly due to his failure to pay storage fees. Monies received will be used to pay storage and restore the other engines. Wayfreight is making every opportunity to ascertain whether this report is true.

One more significant thing happened in steam this year: it died. The last common-carrier road which used steam exclusively for freight service (not deriving any income from steam tourist passenger business) dieselized on August 25, 1970. Mobile & Gulf 2-6-0 #97, at Brownville, Alabama, went to the Historic Railroads, Inc., in exchange for an ex-PC GE 44-ton loco. The 2-6-0 will pull tourist trains in Baltimore next summer.

WHAT'S WHAT IN RAILROAD LIT

This is the first in a series designed to acquaint newcomers to the railroad hobby, and to attract many veterans of same, to some of the periodicals, books, and miscellany available for their reference and information. This first article covers prototype railroading and railfanning.

EXTRA 2200 South: Published 9 times a year by Don Dover, P.O. Box 41085, Cincinnati, Ohio 45241. Subscription is \$7 for 12 issues. X2200 is perhaps the most comprehensive magazine covering all aspects of modern railroading, as it relies upon reader contribution for its material. It gives roster material for many roads (eventually most), including the bigger roads like N&W or PC and includes smaller industrials like the Galveston (Tex.) Wharves. Special sections are designated for shortline railroading, passenger train news, extra movements, and steam news when current.

PASSENGER TRAIN JOURNAL: Published quarterly by Kevin McKinney, 3019 Bob-O-Link Road, Flossmoor, IL 60422. Yearly subscription is \$4. Carries news of passenger train discontinuances, hearings, fare increases, and the like, with special articles each month. Spring 1970 carried a special article on the Turbotrain (technical and/or semi-technical, not basic public relations runaround), Summer 1970 described efforts of GTW and N&W to get the passenger. NARR head Anthony Haswell is a frequent columnist.

TRAINS: Published monthly by Kalmbach Publishing Company, 1027 North 7th Street, Milwaukee, WI 53233. Yearly subscription is \$7, 2 years \$13. Covers all aspects of past and modern railroading, in steam, diesel, and electric, with one issue designated to each type of power each year.

RAILROAD MAGAZINE: Published monthly by Popular Publications, Inc., 205 East 42nd Street, New York, NY 10017. Yearly subscription is \$6, 2 years \$11, available from Railroad Magazine, Portland Place, Boulder, Colorado 80302. Covers most aspects of modern railroading, with special columns in each dedicated to steam, diesel, and traction. Main emphasis, according to Editor Freeman Hubbard, is on steam of the past.

LOCOMOTIVE NOTES: Published monthly by Roy Linscott, Jr., Box 341, Natick, MA 01760. Yearly subscription is \$1.50. Rosters of many shortlines and industrials are included, although many are either Southern or New England, with a smaller number of East Coast and West Coast. Carries some current news; format important to steam fans as each issue carries supplementary material to Victor Koenigsburg's U.S. Steam Locomotive Directory. Linscott also publishes reprints of Locomotive Newsletter, a format similar to LN, originally published by Ivan Saunders between 1951 to 1965. Reprints are 15¢ each or seven for \$1.00.

These five formats are just a few to the many available to the prototype railroader. GLR members are encouraged to send remarks and criticisms of some of the more obscure publications for publication.