

THE
Wayfreight
TAMR
#2



THE ORIGINAL PUBLICATION OF THE GREAT LAKES REGION, TAMR
Volume III, Number 2 March/April 1977

COMMENTARY*****

The only response to the request for the editor's replacement has been Bob Pelasky of Detroit, Michigan. I would appreciate it if everyone would let me know if they object or not to his appointment.

The GLR constitution was approved with only one dissenting vote, which person seems to misunderstand its purpose. The back issue file was thoroughly defeated. Money will go towards expanding the WF and possibly photos.

Several people suggested putting photos in the WF. To do this, a good machine for copying them must be located. We will reimburse anyone for expenses, but must get good quality. Anyone who could do this write myself or Terry Burke.

This is the last issue for Bob Sprague. Early warning; next issue will be the last for S. Harper, M. Bank, D. Johnson, T. Schulz, and P. Wilkinson.

Regarding the last editor's comment about the Auditor:
The rebuttal following was submitted by Mr. Thomas Papadeas, Auditor of TAMR. Following the statement are a list of the sections of the TAMR Constitution that WF Editor bases his argument upon. We leave the GLR members to decide from the facts their own opinion on the matter. We would like the opinion of yours to be sent to the us.

Text of the Auditor Rebuttal:

Dear Tim,

I have just received my new GLR Wayfreight, and I notice in the "Editor's Comment" section that there are some heavily slanted and inaccurate statements about me. In the interest of equal time, I ask that you print this editorial reply in the next WAYFREIGHT.

You mentioned that you were told about the election recount by a third party, which as you know, is not true (Pub. Note, I don't see any place where Tim says in his editorial about being told about the election recount by a third party). On the same day that the decision was made to rehold the election, letters were sent to all candidates informing them of this and giving all details. You were one of these candidates and your publisher was another, and were among the first to know of the recount, in full detail. News of this did not reach, as

suggested by you, through the grapevine, but through official channels.

Next, the constitution provides that the Auditor "conduct" the elections (Art. 5, Sec. 3a), but provides no prescription for the method. Following the precedent of past TAMR elections, I chose to select an independent member to receive and count ballots. He served only as an assistant and at no time did I relinquish my responsibility to conduct the election.

I object, also, to your pronouncement that I am not protecting the interests of the TAMR members. By judging the first election to have been incomplete and overseeing the recount, I assured almost thirty TAMR members of the right to vote. These thirty, some of whom were GLR members, had been denied a vote in the first election. For the first month of service, I'd say the auditor has turned in an impressive service record (more impressive than, say, that of the TAMR Vice-President).

It is unfortunate that there should be such careless method of report and comment in the pages of the WAYFREIGHT.

Sincerely yours,

/s/ Tom Papadeas, TAMR Auditor

There is one fact one must keep in mind when one interprets the following excerpts from the TAMR Constitution. The official results of the recount was sent to the Secretary by, completed by, and is signed by Bob Sprague. The Auditor's name is mentioned nowhere on the results. We will make photo-copies of it should anybody want one, just send 10¢ to Terry Burke.

From the Constitution:

Article 3, Section 3a: ...He (the auditor) shall also conduct any and all organizational elections...

Article V, Section 1: Elections shall be held annually, conducted by auditor via a mail ballot which shall be inserted in the official organizational publication.

Article V, Section 3: The election proper shall be conducted by the auditor...All ballots will be collected by the Auditor who shall count all ballots and announce the final results.

With these listed facts, the WF staff rests its case.

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MEMBER'S INFORMATION SURVEY

Only 8 responses, rather disappointing. It is still not too late to let yourself be heard, gripes, or praise, or just satisfaction.

"Do you think the present format of the WF should be continued?" Generally, responses run yes, some stipulate that new ideas should keep being tried.

BE CREATIVE

"What if any changes would you suggest in the WF?" most say good as it is, but said to make it bigger, more topical variety, and photographs. Some comments were received about the printing quality. I don't know why this last issue turned out rather poor, but I do know that Terry is using a new machine (Pub. I do?), so this may be part of the problem. (Pub. Note: OK, who are the wise guys out there? actually it was a technical problem caused by the rush I was in at that time. This issue should be back to normal...sorry)

Strong features--editorials, news, layout stories, national, train ride stories.

Weak features--"Tom Papadeas' editorial, lack of ads, jumbled news which everybody knows anyway, gossip, modeling articles.

Other comments--"Overall reading material is excellent!!!"

"The Wayfreight should be enlarged, using available funds,...Also, Papadeas should be booted out of office. As far as I am assured, he does not give a damn about the Hobby or its publication schedule. I'm sure another editor would get things back on track." (this was NOT written by any WF staff)

"Jerky ex-editor could never get an issue of HB out on time."

"A big nothing"

"...TAMR's projects seem to be going along pretty good. The one exception is the lateness of the HB. HB quality is good, but the lateness is a pain in the neck."

"I like the chances to get experience in organizational management... etc. This organization is tremendous way to promote a good image to adults of teenagers, and what they can do."

One immediate effect of all this will be an expansion of the WF size as the flow of articles permit. As for ads, these go for 10¢, any size space, or if you bring a member into the TAMR, it goes for free. Pike and sale/trade are accepted. Also, if you write an article for the WF, you receive a free ad in that issue.

Articles are needed, as this issue will leave only a couple pike stories and train rides. While they are popular, those alone will not make the WF. While we can't please everyone, articles about modeling are also popular. Remember your vote on Bob Palasky to be editor and comment to the editorial.

Remember the the herald thing at the bottom of one of the pages.

Try an fill in the spaces at the end of the pages.

The editor is very busy at the moment in doing stage work and ushering for his school's musical on the 23rd and 24th, which is why this issue is going out before the announced deadline of the 25th. (Hub: unfortunately the WF conflicted with the Publisher work schedule, I took a week vacation to get away from it all, and you will receive the WF at the regular time)

SOMEONE IS NEEDED to type the Hotbox every other month. Contact Tim Vermande or Dick Magie.

MEMBERSHIP CONTEST--to be announced in the next HB.

MODELING TIPS
BY Dana Belton

1. Corrugated wood fastener make good steel retaining walls along rivers.
2. HB cars can be uncoupled easily by using a toothbrush with a rubber tip.
3. Signs for gas stations can be cut out of road maps.
4. Any kind of sign can be cut out of the yellow pages.
5. Store awnings can be cut out of brown paper bags, the scalloped edge is already made, just paint bright colors.
6. To keep buildings clean and free of dust, use a 1" paint brush.
7. Neon signs can be made out of wire shaped into words and then painted a bright red.
8. Fences can be made from fine mesh window screen. Use dowels painted silver for posts.
9. For insulators on telephone poles, glue on small, white, glass beads
10. Paint that old flascube silver and then put them upside down on a gondola, a excellent looking load.
11. Instead of that old donation box in the corner of the club's meeting room, cut a hole in the train board and place a wishing well over it, then place a sign next to it.

TERRY BURKE
PRESIDENT

SHORTLINE

A RIDE ON MONON

by Patrick Golden

Late in October of 1959, I had the chance to ride a Monon RR on a transfer run from South Hammond Yards in Hammond, Indiana to the Clearing Yards of the East Railway of Chicago in Chicago.

Actually, I got on the line at State Line Tower about a mile and one half from the yards. I had ridden this particular run once before with my dad and the first trick operator at State Line Tower. It left So. Hammond Yards at 10:30 AM and it was usually back by 3 or 4 PM.

The day I rode the train, it left at the usual time. About 15 minutes later, I got on at State Line. I had a evening paper route at this time but didn't arrange for anybody to do deliver the paper for since I figured to be back by at 3 or 4 which would leave plenty of time to do it. However, with the occurrence of a derailment and numerous other delays, I didn't get back at State Line until a few minutes past midnight. The following is an account of what happened as best as I can remember. Please refer to the map for locations.

I boarded the lead engine at State Line Tower at about 10:45 AM. Having ridden once before, I sort of knew what to look fo and what to expect. The trip to Clearing Yards was fine and everything came off as expected except that we were running a little late. When it came time to leave Clearing Yards, we were informed by radio from So. Hammond Yards that a derailment had occurred at Pullman Jet. Some trucks were blocked and there might be a little delay leaving Clearing. I remember thinking at this time that my newspaper customers wouldn't mind getting their newspapers at 5 or 6 for one day. It wasn't until 5 PM when we left Clearing. Things went pretty well until we got to Pullman Jet, which had become congested because of the derailment.

We must have spent 2 hours waiting there. Then we were told we wouldn't be able to continue onto the C&WI but that we would have to take the BRG through their So. Chicago Yards and then back onto the C&WI at South Deering. We were also told that we would have to wait for a pilot engine to take us through that territory. The pilot engine never came and we finally decided to call So. Hammond and tell them we were going to proceed and "feel our way through". Because of this decision, we made repeated stops along the way. Starting up from one of these stops, we pulled a drawbar on 56th car of about a 100 car train. I don't remember how we did it, but we did it. At about the same time, the unit I was riding in went dead. Getting back to the draw bar, we cut the engines, ran around the train, and got the car

THE GREAT LAKES WAYFREIGHT...

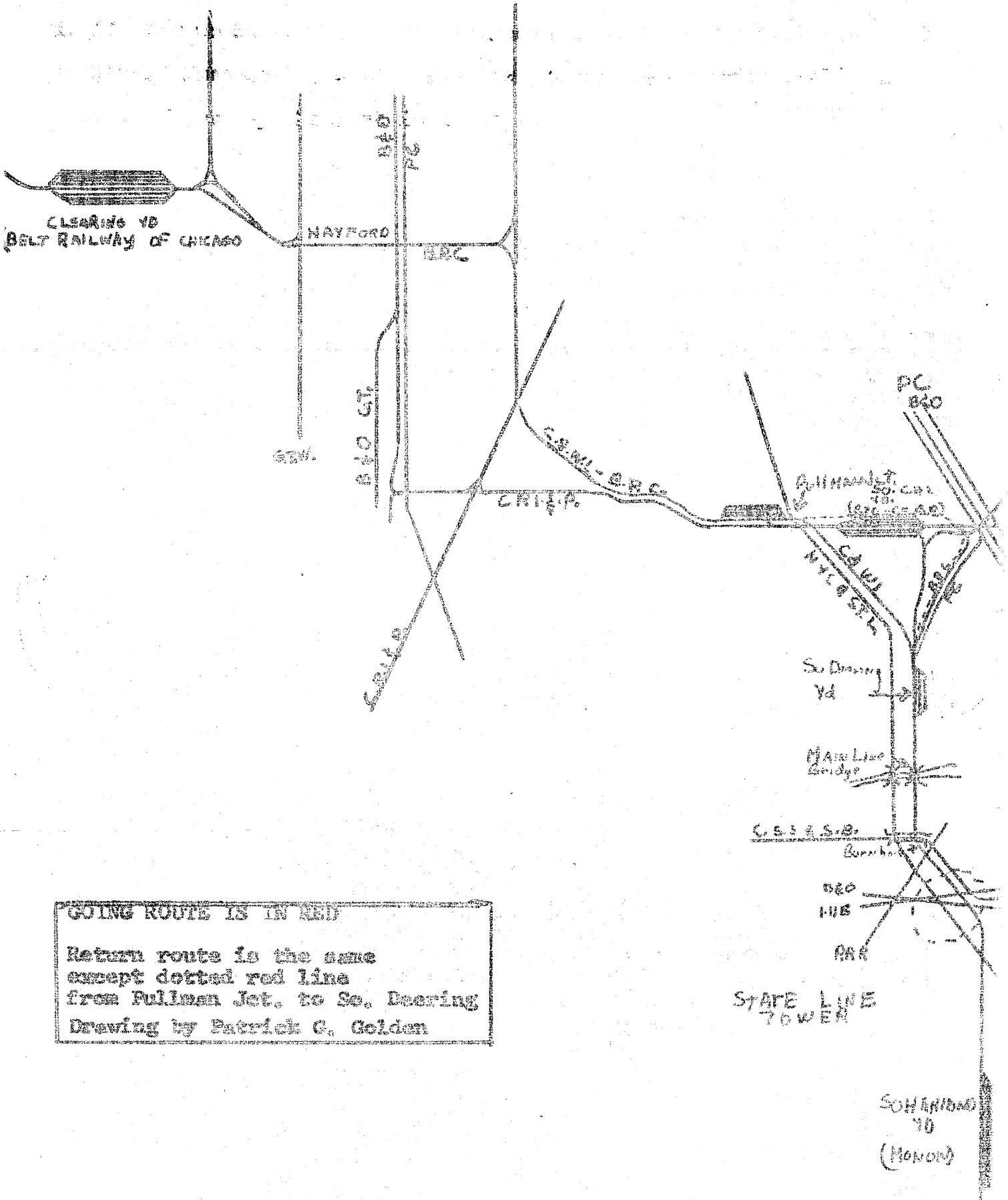
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GOING ROUTE IS IN RED

Return route is the same
except dotted red line
from Fullman Jet. to So. Deering

Drawing by Patrick C. Golden

SCHMIDT
YD
(MONON)



B

W

from the back. This incident happened in the So. Chicago yard, so we left the car there. We spent an hour doing this. I wasn't familiar with this railroad and therefore had no idea where I was.

Once we got back on the C&N at So. Dearing, I knew where I was and knew that the State Line wasn't far off. If somebody else had happened along the way there, I think I would have gotten off and walked back to the State Line Tower. Fortunately, nothing happened and I got off at State Line Tower where my dad and the first-trick operator were waiting for me. I had lost track of time and for some reason, I was still thinking about delivering my papers. I asked what time it was and got the reply that it was a little after midnight. My dad and sister had delivered my papers using my collection book as a route list. I can safely say that this was one rail trip I would never forget.

The End

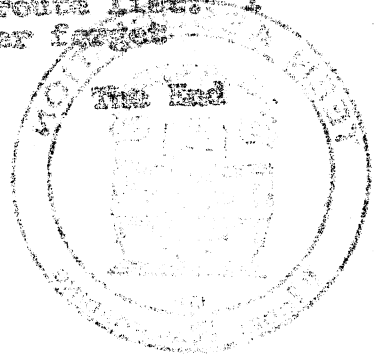
The End

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THIS NICE SPACE
IS WHERE YOUR
ARTICLE OR AD CAN BE
PLACED ... SO GET WRITING

