

THE
Wayfreight
TAMR #1



Official Publication of the Great Lakes Region, TAMR
Volume III, Number III July/August 1972

EDITOR'S COMMENT:

BY the new WF editor: Bob Polasky

Since I take over the position of the Wayfreight editor effective this issue, I wish to take time out to tell Tim that he has done a great job as editor of the WAYFREIGHT, and I am sure he will continue his past and future efforts as the TAMR Vice-President. As many of you may already know, Tim has been involved in so many activities, that he is actually on the verge of railroad breakdown, not to mention a bad case of writers cramps!

I also want to thank Terry Burke for doing such a fine job as publisher, and Mike Matejka as the region's representative. With Terry and Mike working along with me, I am sure that the WAYFREIGHT will not fall into a schedule such as that of the TAMR Hotbox, but into one such as that of RAILROAD MAGAZINE, which is usually a month ahead of schedule.

NOW OUR FORMER EDITOR SPEAKS HIS SAY:

I would first like to thank everyone in the GLR who has written articles paid dues, and helped in other ways which helped me get the WF on its feet two years ago and keep it that way. What Bob characterizes as a great job on my part is more a great job on your part. As Bob says, I am very busy, and can't give the WF enough time anymore, and I think someone else should get a chance at it for a while.

On suggestions of members, many things were tried, some doing well, others failing. But I hope they all contribute to a regional spirit and growth of model railroading. I hope that Bob can succeed with his plans, and keep the WF on its schedule, and that more people will become involved in the regional effort.

There have been some disappointments in the past two years. One was a failure to get everyone in the region active. Another is the lack of conventions or get-togethers other than in the Chicago Division. What can be done about these? This is for you to work on. Of course I am not going to just sit around now Bob with all his needs, and hope to contribute articles too. The only way for the region to grow and get more active is for the members to be that way and work on getting others enthused. And on this, the success of the WF will depend...I was glad to have your help in this for the past two years, and hope you will continue to give Bob your help.

Now some Waybills.....

This is the last issue for the following members: Lona Eagle Payne, and Ed Shelby. Does anybody have suggestions for membership drive in the Great Lakes Region? Please let myself (Bob), Terry, or Mike know as soon as possible.

I plan to start a photo page in the WAYFREIGHT later on this year, but I will need black and white photos, preferably those of models and pikes, but also some prototype which may be of interest to others. What is needed most, however, is articles for the WAYFREIGHT, since I do not have any material for the next issue. COME ON PEOPLE! This publication is mainly the work of the GLR membership, and it should show it. The Wayfreight also invites other non-resident members to contribute articles to the publication.

Many of us have not renewed our TAMR membership this year and thus do not know of the increase of dues. On March 1, 1972, the regular membership went from \$2.50 to \$3.00, associate went from \$1.50 to \$2.50 and European dues went from \$4.50 to \$3.50.

If you are having problem concerning transportation to the TAMR Toronto Convention, contact Dale Madison, and he will help you plan a route to the convention and back. Dale's address is in the TAMR Directory.

Bob -----

I would like to say a few words since I have been Publisher of the Great Lakes Wayfreight for about one and one half years. I plan on continuing printing the WF as long as I can for I realize that I am one of the few people who have a Spirit Duplicator at his disposal, however, I will be on the lookout for somebody to help me by typing out all of the Master Units which I use to make copies from. I am planning on that I will do the next issue, but that the one after that, someone else will have to do it. If I don't find somebody to do the job, well then, I will hand the job off to the editor, who may or may not be happy about. So please try to help me and do something worthwhile for your region.

Since I have been publisher, I have maintained a hands off policy. Very rarely did I exercise any influence on the content of the WF and I limited my self to just suggestions on printing changes and improvements. Only once before did I go out on my own and changed something our editor did and this occurred in the March/April issue when I wrote the entire editorial regarding the Tom Papadeas affair because I felt Tim was not fair and used vague references that would only get Tim and more...myself in trouble. I am hoping that Bob will continue to keep the pages of the WF open for comment by our members such as was started in the last issue of WF.

It is with this thought, that I give my best luck to Bob in editing this newsletter and that he will maintain what Tim started. For two years, the WF has remained on schedule...I want it to stay this way.

WANTED: INTERCHANGE ROADS OF THE GREAT LAKES REGION OF THE TAMR....

To all GLR members;

The official Great Lakes Region boxcar is sitting in the yards, waiting for someone to interchange with. The Ashland & Newport R.R. of Bob Polasky is the only line interested in receiving the car. Come on, GLR members! Get in on the fun! So far the car has run on the Grafton Pacific and the Paulina Central. It attends all Chicago Division meets. The TAMR president has expressed interest in having it visit Media, PA. So drop me a line and have the official GLR boxcar visit your railroad.

-----Mike Matejka, GLR Representative

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 BURSTING with prototype pix? Album filled to CAPACITY?
 Then.... Join the Photo Exchange Committee, and SEE THE WORLD!
 (by railroad pix, of course!)
 Write Bob Polasky, 17595 Trinity Ave., Det., MI. 48219
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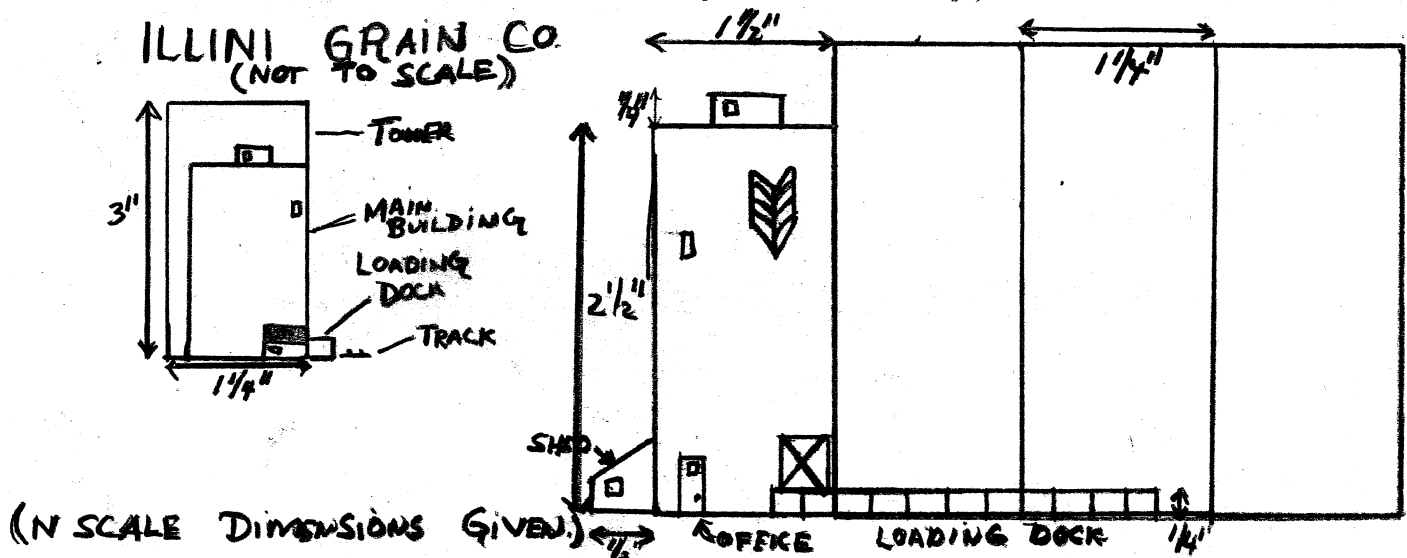
The Illini Grain Co.

by Mike Matejka

Tall sentinels guarding the praries - grain elevators, which are found throughout the Midwest. They also produce plenty of traffic for the railroads by which they have grown up.

This is basically an idea that I am working on, but have not yet constructed. The towers can be built of mailing tubes and the main building of cardstock. A structure such as this is eye - catching but requires too much space for the average O or HO pike; it would dwarf everything. But in N scale, it would stand out but not really dwarf anything because of the smaller scale.

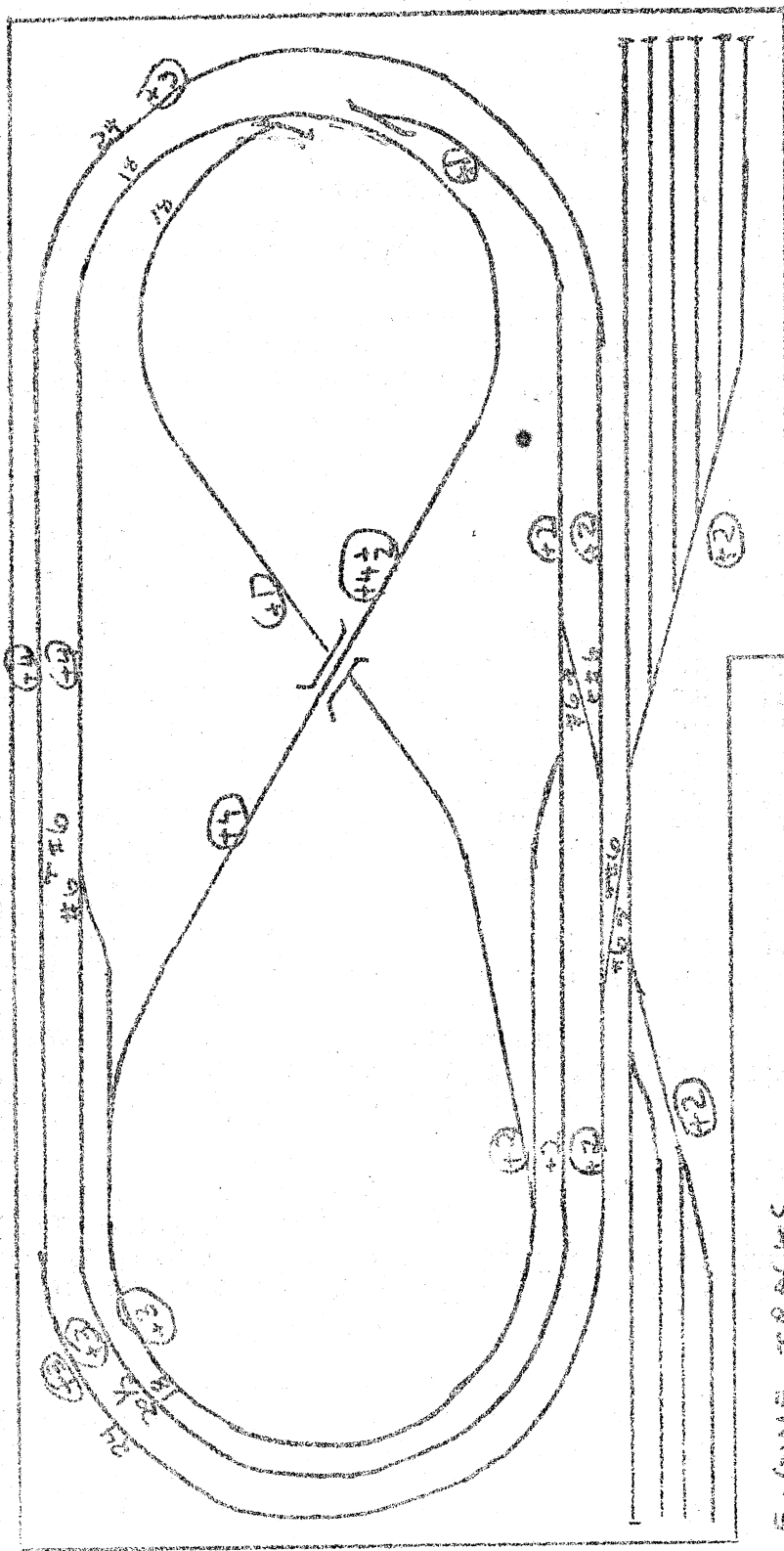
Grain elevators usually have places on the ground where trucks dump the grain and from there it is taken by conveyor to the towers. Be sure to have plenty of boxcars for any operation such as this; usually extra cars are found standing near an elevator, ready for the next season. Concrete is the normal material used in construction, but variations can be found. Use your ingenuity, and have fun.



(NO Scale)

.. Entered as first class mail at Maywood (Westchester branch), IL 60153

THE LAKE SHORE AND ELSTON RAILROAD



ALL SWITCHES NO 4 EXCEPT WHERE NOTED

YARD CAPACITY - 25 CARS

NORMAL ELEVATION +2" (NO SCALE)

"The Detroit Union Railroad"

by Bob Polasky

Now that O gauge is again rising to popularity among many model railroaders, more clubs are constructing pike in the "king of the scales" size. One such, the Detroit Model Railroad Club, Inc., operates a large O gauge layout beneath the grandstand of the Michigan State Fairgrounds. Chesapeake and Ohio #1223, a full size 2-8-4 steamer, stands guard over the entrance to the club's residence.

The Detroit Union Railroad carries on operation during the first and third Tuesdays of every month, except in August and September, and trains run from 8:30PM to about 10:30pm. Four individual overhead cabs control four mainline trains at one time, with a dispatcher directing traffic over the entire pike. Code 172 steel rail is handlaid exclusively on wood ties, and all turnouts are controlled electrically. A portion of the layout features a simulated Pennsy four track mainline, with overhead signal bridges. There are three major yards; passenger, freight, and a hump yard for freight classification. A scale time clock governs arrivals and departures.

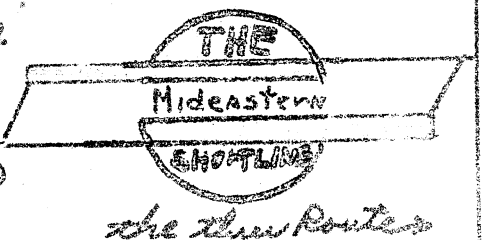
The average freight has 20 cars, with occasional runs of 30 or as few as 3 cars. Magnetic couplers carry on easy uncoupling and switching along industrial and in the yards. Most of the passenger equipment seen is in Pennsylvania or New York Central livery. Many of the new Atlas freight cars are used, and a occasional 86 foot Hi-Cube box is mixed among the other freight cars. A complete wreck and maintenance of way train is kept ready for any derailment or emergency, which is rear along the right of way on the Detroit Union. In the railroad's diesel lineup, there are many F-7's, along with Gp-35's, SD-45's, SD-9's, NW-2's, and a few EDC cars for commuter runs. Steam Locomotives seen are among Hudsons, Pacifics, 2-8-0's, 2-8-4's, and even an O gauge Big Boy. An electric steeple cab is hidden in the roundhouse.

Even though one may not be into O gauge, one must see this terrific pike of the Detroit Model Railroad Club, Inc. Who knows, you may reject N gauge and turn to O gauge after seeing this layout. The Detroit Union Railroad.

Next month: The Redford Model Railroad Club, Owner of
the Sandhill & Western Railroad....

Also next issue: Coverage of the Toronto Convention
Model review column, photo page (we hope); and
Layout of the Month...be here

Why go first class, when
you can go fourth class
COACH on



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

EXTRA 2800 SOUTH: Published nine times per year by Don Dover, PO Box 41083, Cincinnati, OH 45421. Subscription is \$5.00 for 12 issues. Perhaps this is the most comprehensive modern railroading magazine of all. It relies upon reader contributions for material, which includes rosters, passenger news, diesel news, and shortline features.

PASSENGER TRAIN JOURNAL: Published quarterly by Kevin McKinney, 3019 Red-O-Link Rd., Bloomer, IL 60022. Yearly subscription is \$4.00. Carries news of passenger train, Amtrak, fare increases, steam excursions, etc. NARP president is a frequent author.

TRAINS: Published monthly by Kalmbach Publishing Co., 1027 N. 7th St. Milwaukee, WI 53233. Yearly subscription is \$9.00, or \$17.00 for 2 years. Covers all aspects of past, present, and future railroading, with special issues on Steam, Diesel, and Electrics.

RAILROAD MAGAZINE: Published monthly by Popular Publication, Inc., 205 E. 4th St., New York, NY 10017. Rate of subscription is \$6.00 per year, or 2 years for \$11.00. Covers most everything concerning railroads, with special columns dedicated to steam, diesel, traction rosters, and current news. Main emphasis is on steam of the past.

LOCOMOTIVE NOTES: Published each month by Roy Linscott, Jr., Box 349 Natick, MA 01900. Yearly subscription is \$1.50. Features concern shortlines and industrial roads mostly with local mainline in the south and west. Carries current news, and each issue supplies additions to Victor Koenigsburg's "US STEAM LOCOMOTIVE DIRECTORY".

These are just five formats that number among the many available to the prototype railroader and modeler. GJR members are encouraged to send comments and remarks of some of the more obscure publications to be printed later this year.

Please send in comments concerning the WAYFREIGHT and its contents, practices, and officers. The staff would like to know where improvements are necessary, and what the members wish to see in future issues.

Remember: WE NEED ARTICLES VERY BADLY. THEY ARE THE BODY OF THE

WAYFREIGHT