

OFFICIAL PUBLICATION OF THE GREAT LAKES REGION, FAWCETT
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Sept/Oct. 1972

Comments from the Editor's Desk

In case you have not glanced through this issue of the Way-freight yet, the first Photo Page is included within the contents of this newsletter. The Photo Page was made possible through the services of a new GR member, Art Milligan, of Birmingham, MI. (See ARM Photo ad inside), and the TAMR Photo Exchange Committee. We plan to have more photo pages in future issues, but only if we receive contributions of either prototype or model photos taken by TAMR members. This page is 5x7 - duplex printed on single weight polycontract paper. As more photos are received, the page may become larger.

As you read this issue, you may notice that the majority of the articles are written by myself (the editor), because no one is contributing articles for the WAYFREIGHT. What is the use of a newsletter if none of the members help keep others informed of regional activities? Help to keep your region informed - write about your experiences, your learnings, your hike, your railfan trip, etc. Even if you just send some ideas or comments on a post-card - we can take it from there!

Now, for some bad news! Mike Motojka must resign as regional representative, for personal reasons, one of which is school. Anyone interested in becoming the GIA regional representative, contact Harry Burke or myself immediately. The region's border cannot travel around the region without someone to supply the initiative. Mike has done a great job, and we are looking for someone to continue his work to its fullest extent.

"No one has suggested how to enlarge our membership as of yet. I have placed several copies of the WAYFREIGHT and the HOTBOX in various Detroit area hobby shops in order to promote our publications and region. However, this is not enough - we must have more publicity! Try to get TWR members of other regions to join OUR region, as well as other model railroaders that live in your area, etc.

All until November

WATRFLIGHT

Liquor sales on Amtrak trains running through Kansas and Oklahoma were halted last month by Amtrak official after state authorities raided 2 Santa Fe Chiefs, arrested 5 train crewmen, and confiscated liquor which was being sold illegally in the 2 states on the trains. ---Reported by Bob Carter, Tyler, Texas

Western Maryland units are beginning to show up regularly in the Detroit area. Two months ago, WM's PA's were in Detroit for major repairs conducted by Norfolk & Western. On August 27, two WM GP-40's passed through the Delray section of Detroit on the head of a NSW freight.

An explosion derailed a 30 car freight on the Canadian Pacific during the week of August 20 just north of Windsor, Ontario. Railway police believe that the explosion beneath the track caused the disaster.

B&O F-7's, previously leased to CN, have been seen in Detroit on GM freights, dead and marked in small print on the noses, "scrab". The last of N.W.'s covered wagons were in Windsor CN yard on September 3. The NW has 2 F-7A's and 1 F-7B left in regular service. ---Reported by Bob Polasky

INTRODUCING Art Milligan, newest CLR member....

I'm a new member to the TAW and am organizing a subcommittee under the Photo Exchange Committee. I am also presently constructing an 'L' shape RD Pipe

The photo page in this issue will be an every-other-time feature in the WATRFIGHT, provided by ARM PHOTOS and the Photo Exchange Committee. Bob Polasky and I are working together to improve the committee and to start a member's photo library. If you would like to see one of your pictures in the WATRFIGHT, send a color or b&w negative or slide (any size) and we will try to put it in the WP. If you would like to deposit the slide or negative in the new library so other member may use it for reference, then mention it - it will be greatly appreciated.

I'd also like to say that ARM Photos processes film, and for every roll developed, ARM will make a donation to the TAW. If you would like more information on the subcommittee, send SSAE to: ARM PHOTOS 32500 Bingham Road, Birmingham, MI 48010 (Also see enclosed sheet).

WATCH FOR PHOTO COVERAGE OF THE TORONTO CONVENTION IN THE NOTICES

S Q B
Ave. 4th Batches

...the rumors are correct, Midwestern has been all bought out by the READING

Now may we join her at court for filing Bankruptcy...

TORONTO 472-4000, BUT NOT TORONTO 472-4000.

by Steve Harper and Bob Polasky

Some 20 to 25 eager TAIT members enjoyed themselves to the fullest extent during the 1972 TAIT National Convention, held in Toronto, on a sunny August weekend. 1/3 of the participants were new members, and they thought the convention was really great, although there were a few moments when everything became a little disorganized.

Conventioneers were able to explore the CN roundhouse, which held some CN FA's, two GFW geeps, one painted in blue and orange, several RDC's, and even an Ontario Northland FP87. Several pikes were visited, the majority of which were completely signified, and an entire evening was spent at the O Gauge pike of the Model Railroad Club of Toronto. Walk-around control and active participation enhanced the night long visit.

One disappointment of the convention was the model contest. Only one entry participated, and consequently, the contest was Cancelled.

The Photo Contest came out fairly well - however, the b&w catagories were dropped, also because of lack of entries. There was an overwhelming number of entries in the slide and color print catagories, and here is a list of the winners:

- 1) First place color prototype: John Held, slide of a northbound Amtrak Metroliner at Folcroft, PA., in July, 1972
 - 2) Second place color prototype: Tom Papadeas, print of B&O RDC's in April, 1972
 - 3) Third place color prototype: Dale Madison, slide of CN #6218
 - 4) First place color model: Lloyd Neal, slide of AHM Genoa at Morrilton, Ark. depot, future Arkansas Valley and Ozarks #1.
 - 5) Second place color model: print, by Bengt Muten of Bob Sprague's pike, February, 1972

Next year's convention should even be better, in all aspects, with the help and participation of everyone.

MODEL REVIEW

FINE SCALE MINIATURES' EARLY 1980's SWITCH TOWER

by Rob Polasky

For one who is looking for a little extra fine detail at the nearest junction on their pike, the switch tower kit, by F&M, is the answer. At \$4.95, this model spices up realism like you've never seen.

The kit is composed of cardstock, pre-cut (to some extent) wood, metal castings, and acetate windows. Excellent paper shingles are provided for the peak roof, and there are enough for another good-first floor walls, and the first and second floors inside are scribed. A very strong but weak-looking stairway provided the model with a delicate look. Old time posters and vine material is provided for the walls, and weathering suggestions are included in the precise instruction sheet. Soft metal castings help to add an 'old structure' atmosphere. One should allow several hours time for construction.

Photo Page #1 was prepared by Bob Polasky and Art Milligan, and printed by ARM PHOTOS, under the supervision and labor of Art Milligan.

UPPER PHOTO: Aerial view of an 'N' scale pike, which was featured at the Spring, 1972 NURTHMRA Convention in Kalamazoo, MI. Notice the excellent scenery (plaster over screen) and handmade trees.
Size of pike: 4x6. (Photo by Bob Polasky)

LOWER PHOTO: Penn Central Wreck Crane #50046, which operates in and around the Penn Central Detroit-Windsor tunnel. Shot was taken at PC's hump yard in Dearborn - Detroit, MI., August 1972
(Photo by Art Milligan)

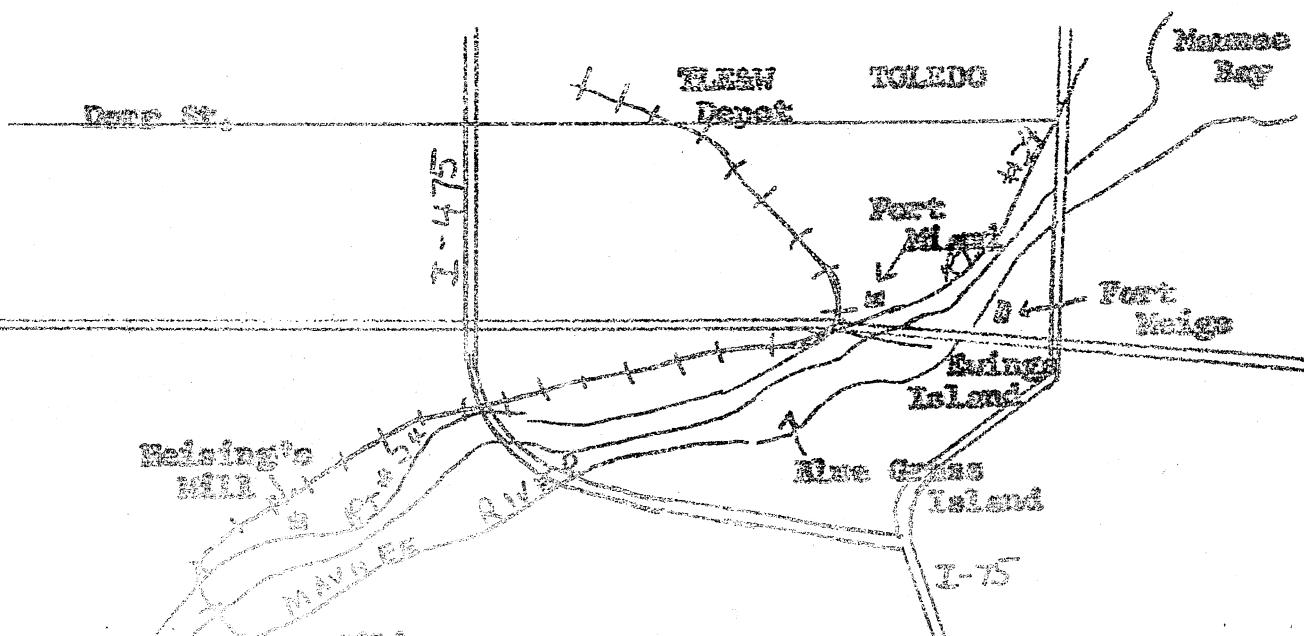
Send your contribution for the GLR Photo Page to:
BOB POLASKY, 17595 Trinity Ave., Detroit, MI 48219
We prefer model pix, but prototype pix is O.K.

LAYOUT OF THE MONIN...

A prototype road with branchline modeling possibilities.

Trains of the Toledo, Lake Erie, & Western Railway, Inc., the only rail passenger service in the Toledo area, operated over the Toledo, Angola, & Western Railway, owned by the Penn Central. During weekdays, the line still serves stone quarries and small industries between Toledo and Silica, Ohio, a distance of 8 miles. The line was constructed in 1902. Motive power during the week is provided by PC switchers. Weekend passenger service is provided by C₄O #377, a 4-6-0 slide valve built by Baldwin in 1902. In 1973, Detroit Edison #202 an 0-6-0 built by Baldwin in 1920 will begin service in addition to #377. Rolling stock consists of 2 wood cabooses from the NYC circa 1895, 3 monitor type coaches, a C₄O 1890 combination car "509", complete with mahogany paneling, coal stoves, mohair seats, and kerosene lanterns, and 2 chair cars from the NW circa 1920.

The map below shows the entire line, and as one can see, this line can easily be adopted for a model R.R. shortline pike.





ADVERTISE YOUR PIKE IN THE GREAT LAKES RAILROAD... IT'S FREE

Club of the Month:

THE REDFORD MODEL RAILROAD CLUB of Detroit

by Bob Polasky

One of Detroit's oldest and most active model railroad clubs is the Redford Model Railroad Club with new offices located at 10812 W. Haffen Ave., Dearborn, MI. During the past summer, the club has disengaged the old Sandhill & Western HO pike and moved to its present Dearborn address.

Founded in 1939, the club presently has 15 members, one of whom, Frank Brown by name, was one of the original founders. (I am the youngest active member as of present) Milt Moore, our treasurer, is the artist of the popular THUMBS cartoon in the NMRA BULLETIN, and Ken Jones, our president in 1971, portrays THUMBS himself. Joe Koceesis is our present President, with Roger Parry our VP (of the infamous BOOM BOOM & CASTASTROPHE RWY.) and Ken Borg, our Secretary.

As soon as the new location is slightly remodeled, a new layout will begin to take shape: 60' by 20'. The pike will feature 7 of 8 towns, 2 main yard and local terminals, walk-around cab control, and two overhead cabs will overlook the entire pike. In the basement, there will be storage racks, a workshop, a test track, display cases, and a meeting room.

Sounds good, doesn't it? New members and visitors are invited to join us in the fun. We meet every Thursday evening from 7:30 to 10:30, so feel free to drop by.

ANNOUNCING THE CONSTRUCTION OF THE SAN PEDRO RAILROAD.....
The Great Lakes has a new member and a new railroad. the SAN PEDRO has laid track, completed wiring, and industries are growing day by day. Official operation begins in late October.

Look for future progress reports.

Arthur Mulligan, President

Here is a word about the AR Dispatcher: HI

The GREAT LAKES WAYFREIGHT...

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by Bob Polakoff

One of the most desired effects of model trees on the pike is their ability to create the illusion of distance. Foreground trees are larger and more detailed, and they get smaller and less detailed as they approach the backdrop. Our short mainlines are often lengthened by trees, as a clump of trees will stop the eyes so they fall low the right of way.

We take trees for granted until we miss them on our pikes. The high cost of commercial trees may be the reason, or a supposed lack of skill on our part another.

Actually, trees are very simple to construct. There are several good methods, but the most easiest and the most natural is by using living plants which are available almost anywhere. Common hedge clippings and ordinary weeds can be made to resemble any specific tree by changing the shape and density of the branches and foliage. Any weed with an intricate branch system is useful for our purposes.

Here are six rules to follow generally when placing trees on your layout:

1. Several types and sizes of trees together look better than separate individual trees.
2. Do not place trees too close to the track, structures or turnouts, because of maintenance problems.
3. More trees grow in low-lying areas where a lot of water settles or flows.
4. An occasional dead tree looks good and is easy to model. Winter scenes can also be modeled using bare branches.
5. Avoid leaf or bright colors.
6. Keep foreground trees to a minimum unless you are prepared to model them in detail.

Only a few tools are needed to model trees. Small drills, a pin vice or moto-tool, razor blades, and white glue. Paints and dyes may also be used.

The easiest type of tree to construct is to use a single piece of selected vegetation. Using spray paint, spray straight down with a dark green, and spray up with a light green. Paint the trunk brown, black, or grey.

Next step is to take several pieces of natural vegetation, wrapping the stems together to form on trunk. Cover the trunk with water putty, then paint as above.

The third method is to use a hedge trim as the tree trunk. Drill and glue in natural vegetation for the branches. Paint as before.

Finally, the best method is to follow the third method, but before painting, cover the branches with white glue and sprinkle with fine lichen or sponge onto the branches, then paint as above.

"THE DRAIVER & RIO CRISTOBAL TAKED DOWN WITH PACIFIC" by Bob Pelasky

For Ben Greathouse, the narrow gauge line ahead posed a major block in his mind. To take old #484, a 3 for Mikado, and use her to push a flanger through foot-deep ice, for 64 miles seemed like quite a challenge. Acceptance and determination ratified, however, and the trio left for the 4% icy grades ahead.

As the train slowly edged forward, Ben peered through the groves of bare - limbed aspens and scrub oaks, surveying the track, and checking the progress of the flanger. Everything was O.K., so far, but the next curve would prove to be a 'doosy'.

Taking the slanted, long curve, at what seemed to be on a 45 degree angle, the flanger and #484 came upon turnout 6. Next thing Ben knew, #484 and the flanger were off the track, and heading for a bank about 100 yards to the left. The reverse gear was locked, due to the jamming ice, and the brakes would not actuate, because of the ice between the shoes and the wheels.

About 80 yards later, however, the ice had melted from the friction of the spinning drivers, and the brakes began to slow the reeling train. (Keep in mind that the brakes don't do much slowing-down when the locomotive is off the track.) After the accident, Ben was asked why he could not stop the train. He replied: "I'd tell you why, I didn't have an anchor!") #484 and the flanger finally came to rest halfway over the bank.

Everything became silent, except for the panting engine. Miniature icicles dripped over his face, which heated up from fury and (although he was ashamed to admit it,) fright... His hands shivering, shook all the snow from his gloves. His feet melted a clear area free from ice on the cab floor. He got down from the cab of old #484 for some fresh air.

As Ben stood there, he thought to himself; Gotta do that again one of these days.

TAKE A GOOD HARD LOOK AT THIS ISSUE OF THE WAYFREIGHT, FOR IT MIGHT BE THE LAST YOU SEE... Unless you the member contribute more material to your publication, and secondly and most important of all, that we find a person to type out Master Units needed to print the WF. We are no longer going to nicely ask for support anymore, for it is now to the point that if the members do not give any time to this publication, then this publication will simply cease to exist. We are dead serious about this. So do not be surprise to not another Wayfreight again. We tried, but the paper can not be written by one person alone and printed by one person alone anymore. If you are interested in typing out the WF on Master Units, write Terry Burke. Send articles to Bob Pelasky.

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