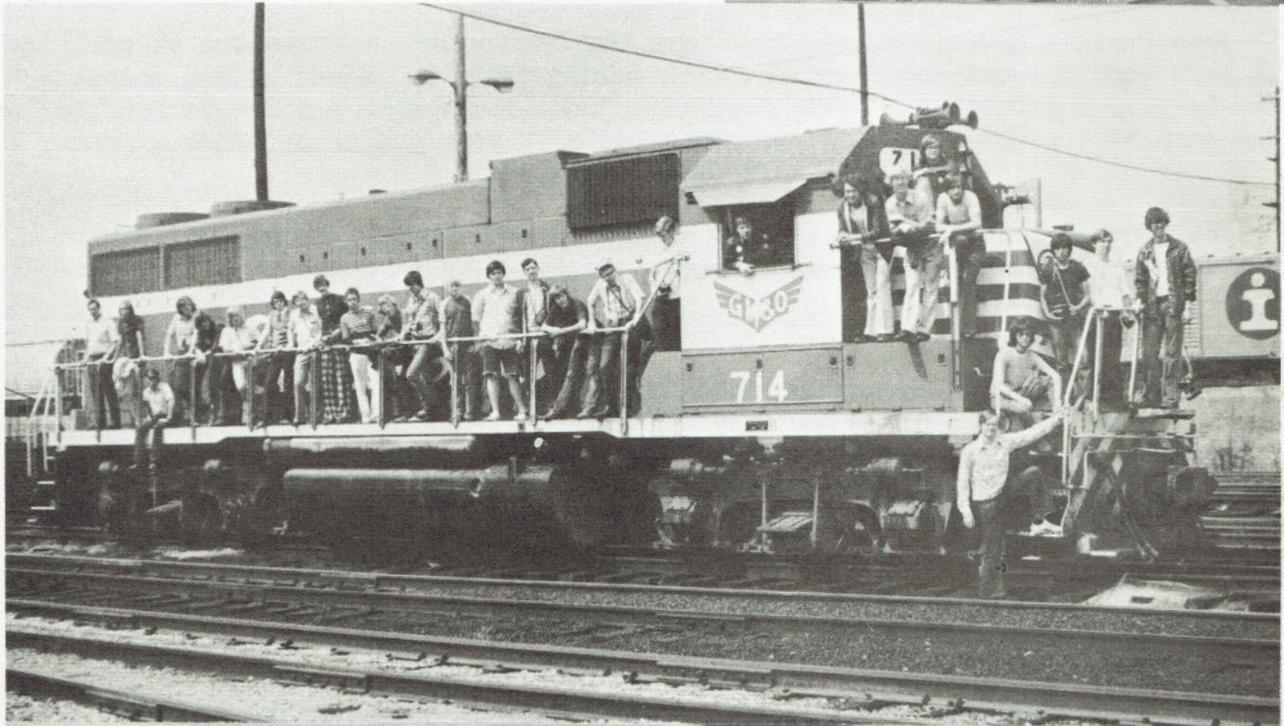


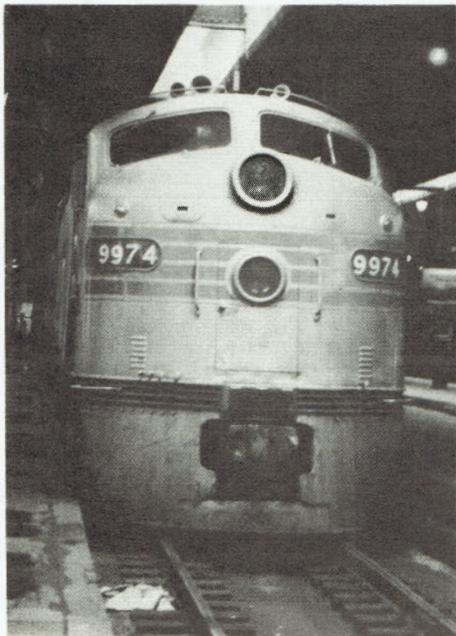
TAMR  
GREAT LAKES REGION

# Wayfreight

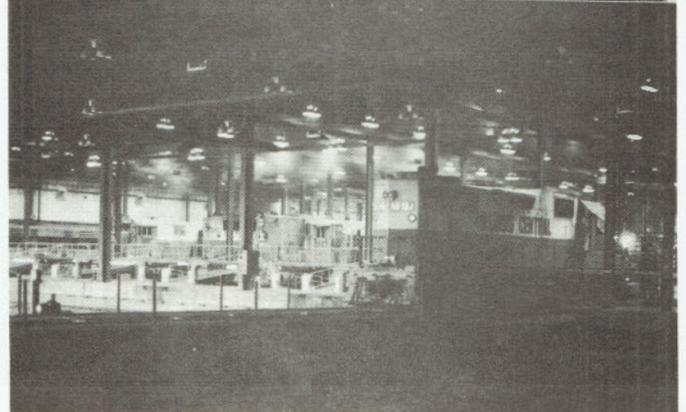
September - October 25¢



1973 Convention Picture

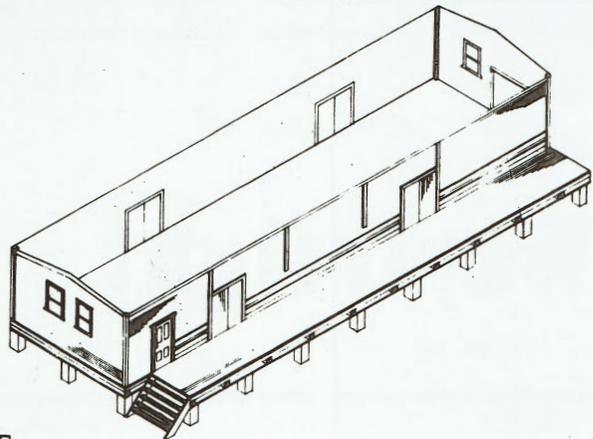


**CHICAGO '73**



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Photos are five dollars extra, must be B+W glossy, camera ready.

Support your Wayfreight and region, send YOUR PIKE AD IN TODAY !

A bi-monthly publication of the Great Lakes Region of the Teen Association of Model Railroading. National dues are \$3.00 per year. Regional dues are \$1.00 per year and include subscription to the WAYFREIGHT. Single copy price: 25¢.

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Comments from the Editor and President...

Yes, it's true. You are now stuck with me as editor as well as regional rep.. Due to an increased work load at school, and with his family moving, Bob had to resign and asked me to take over. Also, this next issue will probably be Arts last because of increased work load. I have tentatively asked Gleen Farley and Bob Sterner to become publisher and regional rep., respectively. As our constitution provides, I am offering the opportunity to anyone who would like to become an officer to speak up. If I don't hear from anyone, they will assume their posts by January.

I would like to say a big 'THANKS' to Bob and Art for editing and publishing this paper for the past year or so. They have done a fine job of improving the quality of the WF, and I will do my best to keep up the high standard they have set. I know they will continue to be active in the GLR in their new capacity of P.O.M.s (Plain Ordinary Members).

Now it is time for an Editorial. How many more of these you get from me depends on how you respond (or do not respond, as the case may be). I'm going to be quite blunt : for the past five issues or so, I could count on one hand the number of people in our region who have given any indication of being alive.

Are we an organization of Dead-beats ? I don't think so; the fact that we were able to host the TAMR convention should prove that. Then why the lack of interest in the WF ? Maybe you thought your writing wasn't good enough. Ha. Look who's writing this. Maybe you're scared away by the new WF format. I don't know why this should bother you. It's your paper, not Bob's, Art's or mine. Maybe you don't care about it. In that case, there's not much to say, except that you're missing a lot of fun. Yes, it is fun to participate, see your name in print, and get acquainted with other modelers. So I want to hear from YOU, hear what YOU have to say about this, and find out as ed. what you'd like to see in YOUR WF. That's it for now.

- Doug Johnson

\*\*\*\*\*

STEAM...

Ride the Hocking Valley Scenic Railway

An abandoned C&O branch line in SE Ohio has been taken over by a non-profit group, and they are now running regularly scheduled steam trains. Four trains daily, operate during the Summer on either a 115 or 35 mile trip from Nelsonville, OH.

The Hocking began life as an independent line linking the mine centers of South-East Ohio with Lake Erie. C&O bought them out in 1930 and in '71 decided to abandon the branch from Nelsonville to Straitsville. Instead, they sold it to the new Hocking Rwy. for use as a tourist line. They bought no. 33 of the Lake Superior & Ishpeming railroad, a heavy steamer, and they were in business.

The Hocking has several classes of membership, where-by you can get a certain kind of pass for your contribution. You can even rent your own train under Reserv-a-Train, which they call the 'hottest thing since superheaters'.

\*\*\*\*\*

Concrete Ties: On the way ?

The constant problem of track maintenance is causing many railroads, CN in particular, to look into new and better methods of track construction. The growing cost of lumber, heavier trains, and mean winters, have sent the CN after concrete ties.

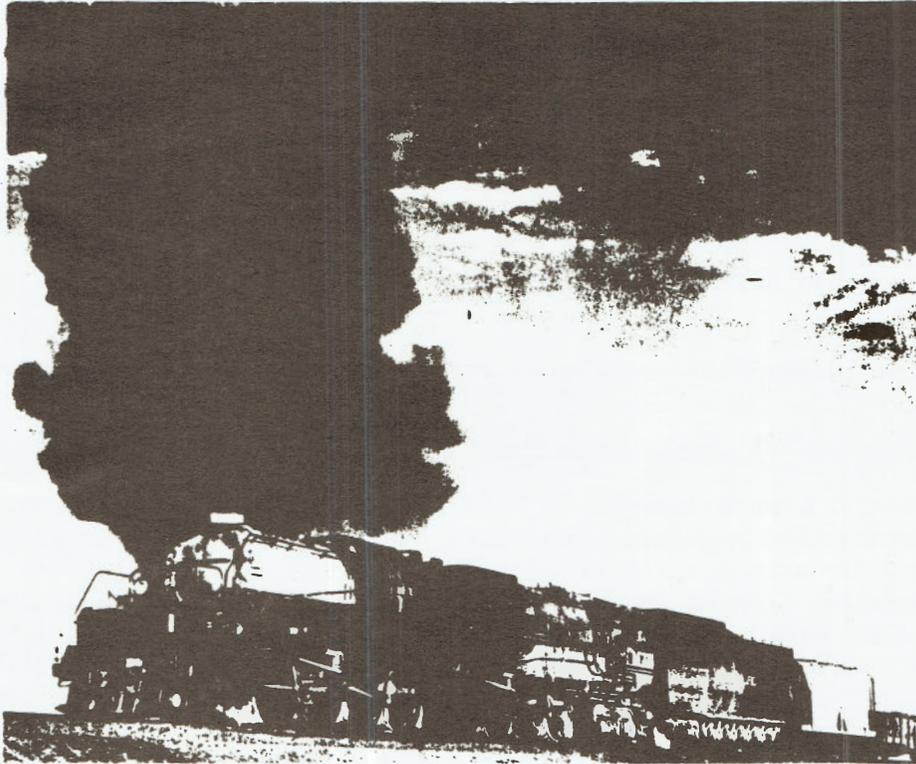
They now have several test-sections, including the high travelled Albreda subdivision in British Columbia, where the concrete ties are now in use. One problem which will have to be solved for the CN is frost heaves. These are practically impossible to solve in concrete ties, once it has occurred.

The British Railways have been using concrete ties for years, and are presently replacing all of their wooden ties. Each concrete tie contains 26 stre

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## A DASHING CONVENTION IN THE WINDY CITY

D. Johnson

The governor of ILL. is Dan Walker, and he won the election mainly by walking the length of the state. Whether this had anything to do with our 1973 convention, I don't know.

What I do know is that once again the TAMR managed to bring 32 of its members together at one time, and I was one of those responsible for it. Our first official activity was the trip to EMD in La Grange. However, because I'm good-natured, and under the age limit, I stayed back at the hotel and took care of stragglers that came in Friday afternoon. From what I heard, the trip didn't come off as well as expected. First it was a very long hike to the plant from the station, secondly they stripped us of our cameras for 'insurance reasons'. As everyone knows, it is the constitutional right of every railfan to take his camera with him, where-ever he goes.

Then it was back to Chicago and out to Elmhurst via the C&NW, with supper somewhere in between. Elmhurst was one of the few places where a lot of walking was not required: the two model rr. clubs were on the opposite sides of the track, a block away from each other. After we had looked them over pretty thoroughly, we returned to Chicago, where we judged the good turn-out of entries.

For those who got up in the morning (gee, everyone else made it on time, John. Art M.) it was off to IC's Woodcrest shops at 8:00 Saturday. After a bit of a walk, we were treated to an interesting tour of the facilities there. We got back at the hotel just in time for the banquet ( well, a little later than hoped ). The banquet came off pretty well despite Gary Tempco's memories of the last time he ate at the hotel. Bob Polasky awarded the prizes for contests:

Weathering:	Glenn Farley	Proto. color print:	Tom Schulz
Model:	Kevin Lee	" b&w print:	John Held
Model color print:	Gary Tempco	" ' color slide:	Kevin Scanlon
" b&w print:	Glenn Farley		
" color slide:	Phil Simonds		

Thanks to Kalmbach Publishing, CP Rail, Stanton Hobby shop, and Wayfreight Models for the donations and prizes.

Our next adventure, a trip on the CTA to IIT Model Railroad Club was, in my opinion the highlight of the convention. Those who chose not to come missed a real experience. The club itself was great, in fact much better than we had expected. That is what caused the problem: we stayed a bit longer than anticipated and were rushed to make out train on the C&NW. As we left the club we weren't too worried yet, but then we found out we had made a wrong turn and would have to go two blocks out of our way to get off of the IIT campus. From the on it was the race to make the 4:30. Over the CRI&P embankment, past the bewildered Chicago Police, through the White Sox crowds onto the CTA train. A sprint two blocks from the CTA to the C&NW station. Needless to say, we arrived just as the conductor was giving the highball. C&NW was nice enough to hold the train for us, so it turned out all right. Heard a few comments on the athletic requirements for the TAMR, though.

Well, the train took us to Park Ridge, where we saw two pikes: the Des Plaines Model RR and Glen Farleys. Will reserve comment on Glenns layout, because he might change his mind about publishing the WF. But the Des Plaines layout was quite good. We then headed back to Chicago and out on another C&NW line to Glenn Ellyn.

There we rested our tired feet while we enjoyed the luxury of being driven to out two layouts of the night by some local rails. I'd like to thank them right here for the hospitality they showed us, and we appreciated it. Return was on the BN, but we had a little time to spare at the station to listen to Tom Papadeas lead us in song and verse. Looking off into the distance we presently see an oncoming freight. The conductor later, explained the speed limit around here was 40mph. Believe me, there's no way that freight was doing only 40. I don't believe anyone could count the units, let alone identify 'em. Kevin Lee's hat is probably now in Denver or someplace, because he never did find it.

cont.

Convention, cont.

Sunday we had three optional trips: to Joliet, Milwaukee, or Michigan City via the South Shore. Most took the South Shore trip, and I thought it was worth every penny. The ride itself was nice, but in Michigan City, we were able to wander through a yard filled with MU cars, Boxcabs, Little Joes, and an SW i. Super !

Well, that was all, and while I was sorry to see it end, there's always next year. As a matter of fact, there's a strong possibility of the GLR to hold a regional meet in DETROIT. So don't miss a single thing, plan to make next years TAMR Convention.  
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QUICKIES...

IF IT PLEASE THE COURT... Amtrak 'overruled' Chief Justice Burger on Cigar smokers vs. Fresh Air ride, when Senator Hugh Scott complained he couldn't find endure the Metroliner ride without his pipe.

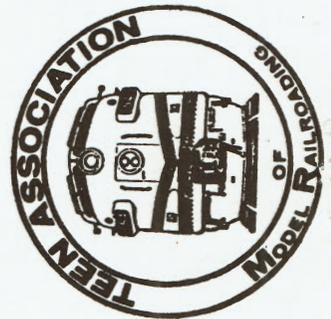
A MIGHTY GOOD ROAD ? When an AAR test car went to California and back to test the roadbed of varoius type tracks, they found the Rock Island line from Chicago to Joliet had the worst track of the whole trip - something the RI commuters have known for years.

We have a report on that Dearborn MI C&O collision, which occurred Sept. 18th.:

Three C&O freight trains collided in Dearborn Monday, injuring 10 crewman and leaving nine rr cars twisted and tangled over a two block stretch of track. The 5:30 am. accident tied up traffic for nearly two hours. The impact of the crash sent freight cars sprawling accross tracks.

A C&O official said the accident occurred when an eastbound train stopped at a signal and was rammed from behind by a yard engine pulling 25 cars. The force of the crash sent cars from both trains into the path of a third train, headed west-bound. The three trains had a total of 100 cars.

Several units wre knocked out of commision, while a tanker leaked formaldehyde, and a crewman was trapped in a caboose for at least 45 minutes before workmen cut him out. Officials refused further comment until a further investigation is made.



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