



THE WAYFR T.

GREAT LAKES REGION - TEEN ASS'N OF MODEL RAILROADING

Volume V, Number V

September-October

From the Cab and Cupola.....

With this issue I will end my "term" as editor and regional representative. There has been no one interested in taking the job. That means this will be the last issue of the WAYFREIGHT that you will receive until someone else is found for the job. I will retain all records and finances here at my home as I have always done for any persons in taking over at a future date.

You've heard this before, if you don't participate the region will starve, since it exists on the dedicated work of those interested. I no longer desire to be one of the two people who now run the region, sometimes getting bogged down due to lack of time, contributions, and yeas, even desire. It is no wonder, though, that we do grow slightly apathetic since apathy in itself is contagious.

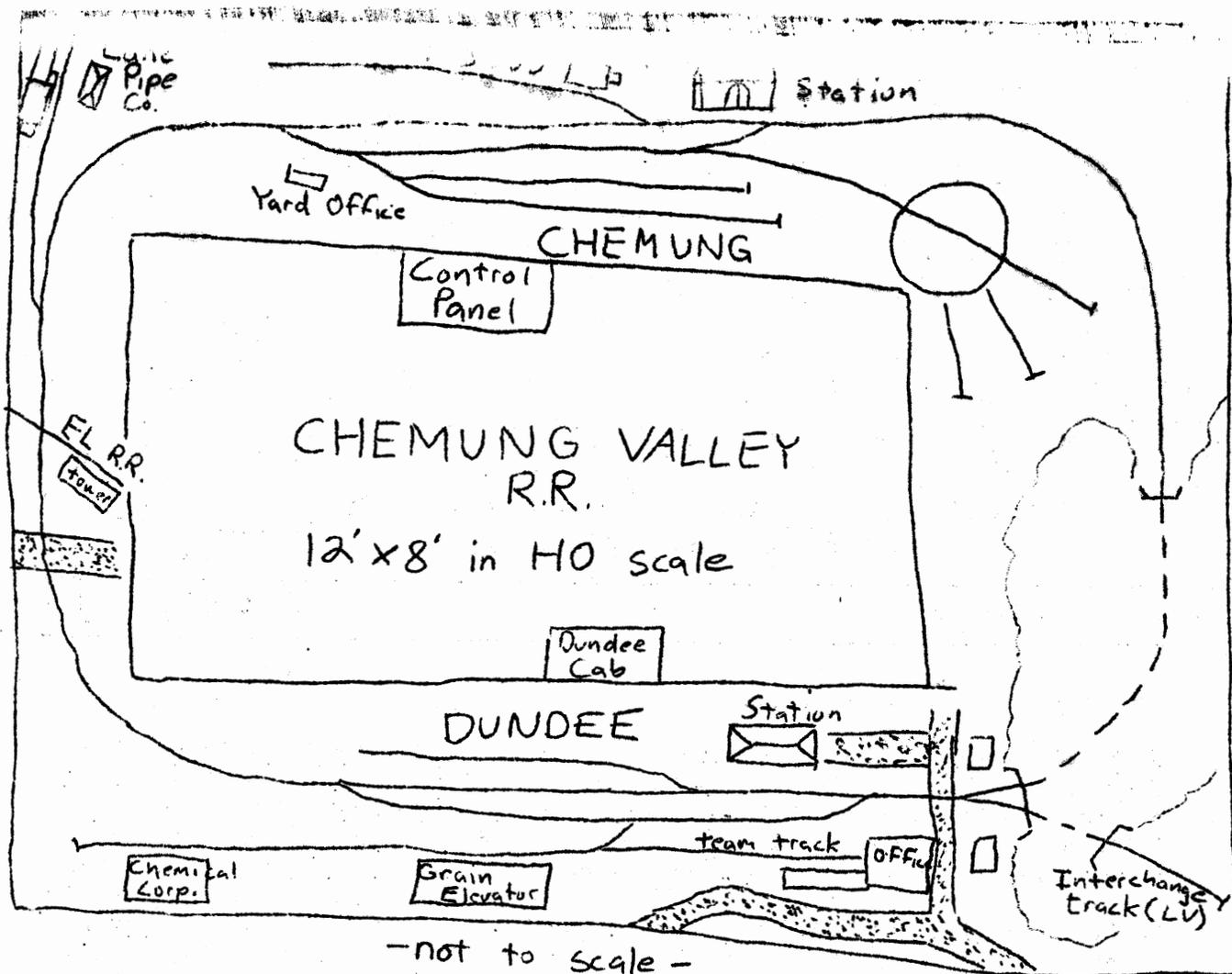
What this region needs now is several people to rise up and take over editing the WAYFREIGHT, for without that vital link, all else is in vain. On a more long term basis we need to have the membership take an active interest in regional activities (few and far between now because so is participation).

I know how it feels to be reading this, because I used to read my share of it before I became active. It seems as though you are being reprimanded for not totally committing yourself to a cause you do not fully believe in. It is very true that this is not for everyone, but if you don't try it, there is no way to know if you are one.

We are no longer in financial trouble; the dues increase and the August convention put us in good shape. We have over seventeen dollars in cash.

I hope someone gets ambitious and contacts me soon.

Bob



This is BRUCE SHOEMAKER's HO scale pike, the CHEMUNG VALLEY RAILROAD. The track work is complete, and the layout is partially scenicked. This is an example of one of the many things we can share with our fellow GLR members.

TEEN APPLICANTS

The following people have asked for information on the TAMR. All of them represent potential GLR members. Why not write a couple of them friendly letters telling about yourself and inviting them to join the GLR.

Don Sheffer	18871 Friends Lane	Fredericktown, OH 43019
Steve Holzheimer	1635 Dodge St., NW	Warren, OH 44485
Glen McLaughlin	1626 W. Brentwood Av.	Milwaukee, WI 53223
Mike King	31 Center St.	Hinsdale, IL 60521
Steve Karf	260 Linden St.	Winnetka, IL 60093
Joe Ellwange	78 W. Oakland Ave.	Columbus, OH 43201
Ralph Sprang, Jr	638 E. Dominion Blvd	Columbus, OH 43214
Steven Fisher	3607 Antisdale Ave.	Cleveland Hgts, OH 44118
Don Miller	16210 Muskingum Blvd	Brook Park, OH 44142
David Smith	37 Evens Heights	Gallipolis, OH 45631
Robert Evans	Rt#4, Box 455B1 JoEtte	Dr Lucasville, OH 45648
Phil Karkowski	414 Wayne St.	Hobart, IN 46342
Brad D. Westervelt	997 Hampstead Lane	Rochester, MI 48063

cont. →

Leonard Hourvitz	1170 Briarcliffe	Flint, MI 48904
Tony Marshall	1043 N. 38th St.	Terre Haute, IN 47804
Bob Franke	125 Walnut St.	Belpre, OH 45714
Brian Jones	107 9th Ave.	Antigo, WI 54409
Brian T. Hoag	1916 E Ripley Ave.	Maplewood, MN 55109
John Tebbe	1397 Rambler Rd.	Roseville, MN 55113
Tim Smith	1701 University NE	Minneapolis, MN 55413
C. Buchanan	2023 SW 5th St	Wellmar, MN 56231
Tom Maynick	404 155th St.	Calumet City, IL 60409
Mark Sandusky	110 Poplar Dr.	Justice, IL 60458
Jed Richardson	10 S 001 Plainfield Rd.	Naperville, IL 60540
Mark Wheatherford	2191 N. Water	Decatur, IL 62520

PROTOTYPE NEWS

Nobody could believe it when the D&H bought those PA's from the Santa Fe, but finally the news sank in and railfans everywhere rejoiced. Now the same thing is happening with those decrepit RF-16 sharknoses the Monongahela has been trying to get rid of for a while. The terms? Monongahela had already sold them at scrap price, but the D&H offered them some retired freight cars in exchange, and Monongahela accepted. Rumor has it D&H is using Model Power Sharknoses for experimentation with paint schemes.

A wreck occurred recently on the C&NW's Outer Chicago Belt Line recently, normally not too much of a problem, but this time the derailed cars caused a bridge over a highway to collapse. This effectively blocked both the C&NW's and Milwaukee Road's freight mains to Milwaukee. All traffic was rerouted via Mayfair Jct. while the bridge was rebuilt.

AMTRAK has recently added two new trains to its schedule. The first is New York-Detroit via CANADA, using Canadian equipment. The second is a Chicago-Pt. Huron (MI) using GTW trackage. This train, expected to be started soon, might possibly be extended to provide Chicago-Toronto direct service once operation on the Chicago-Pt. Huron segment is well established.

Approximately ten years and several million dollars in lawyers fees later, the ICC has finally made a ruling in the Rock Island-Union Pacific merger case. The ICC conditionally approved the merger, but southern portions of the Rock Island system must be sold to the Southern Pacific and the Union Pacific must sell its controlling stock in the Missouri-Kansas-Texas (Katy) Railroad. Not only this, but the Rock Island is losing tons of money and its physical plant is in bad shape, so the merger case is far from settled. What was formerly the question, "Who gets the Rock?" (C&NW, UP, SP, and AT&SF all wanted it) may now become a question of "Does Anyone Want the Rock?"

For those in the Chicago area, there is a weekly radio program for railfans on WOJO (FM 105.1). Run by the Railroad Club of Chicago, the half hour show features features some sort of interview, a weekly contest, news of railfan interest. Its on at 7:00 PM on Sundays.

After months of inactivity, the national TAMR officers have been jarred into action. It all began with a memo by Dale Madison back in September, and they have been coming fast and furious ever since. Phil Simonds resigned as Secretary (he never really wanted the job), so Dale and Phil got together and decided to turn the job over to John Eull of CANADA, not even bothering to consult TAMR President Bengt Muten, who hadn't been heard from by most people for months. In the meantime all the other officers began to show an interest in the TAMR, offering their own criticisms and suggestions in a series of memos. President Muten wrote a memo of his own defending his past actions and expressing dislike over the manner in which John Eull became de facto Secretary. However, there was little he could do since most of the other officers were solidly behind John Eull, and even those who weren't still admitted he was the best man for the job, even though his means of attaining the office were not strictly legal.

Amazingly enough, a HOTBOX managed to come out, although not as a direct result of all the above. However, in the issue John Held resigned as editor, so the TAMR does not have an editor for the HOTBOX at this writing. Phil Simonds is favored as the new editor, although his appointment is opposed by some due to his lack of activity as Secretary. Also in that issue, all TAMR members were asked to renew or quit their membership in the TAMR. It is hoped that this will trim the TAMR down to under 100 members (rather than its present, bloated 350) and provide a manageable base from which to rebuild the TAMR. Despite wishes by some that he would resign, Bengt Muten apparently has no intentions of doing so, but elections are coming up in the next issue of the HOTBOX (nominations are due now), so we will have a chance for a new administration then. Incidentally, there is another, somewhat old, 24 page HOTBOX and 40 page Directory which have now been printed by John Held (before he resigned) which will be mailed as soon as the money arrives.

 This is the last issue of the Wayfreight you will get unless someone decides to help out. If you're interested, write Bob Sterner, 1124 Potter Rd., Park Ridge, IL 60153. If not, we're sorry, but we can't continue to put out a paper without any support from the membership.....

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