

THE WAYFRIEGHT IS BACK!!!!!!

Editor and publisher Doug Finney

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Volume 1 No 1

Illinois Railway Museum
By Mike Matejka

The Illinois Railway Museum at Union and the Railway Equipment Leasing and Investment Corporation at Elgin are two very interesting railroad side trips in the Chicago area.

Union has the largest amount of equipment. It has seventy pieces. They have steam locomotives, a Burlington Zephyr, interurbans, city streetcars, private cars and elevated trains in their large collection. The majority of the equipment is from interurban lines, especially the North Shore, other Chicago lines, and Illinois Terminal. They have laid about a mile and a quarter of track on which they have steam and electric operations. Below is the schedule of the Illinois Railway Museum.

Schedule:

Electric cars:

Sundays in May, June, July, August, September, and October. Saturdays June-August 31. Weekdays, June 16 to August 31. Memorial Day, July 4, and Labor Day.

Steam trains:

Operate on Sundays in June, July, and August, plus Memorial Day and Labor Day.

WE NEED ARTICLES!!!

Send them to:

Doug Finney

17638 William Street, Lansing

60438

PUBLIC STILL WANT S

By Mike Matejka

"...On the basis of public acceptance, an extension of government sponsored high speed railroad service is being considered by the DOT Department of Transportation.

The St. Louis-Chicago passenger traffic corridor is listed as a "prime candidate" for the new service. DOT officials say the St. Louis-Chicago run could be one of the most promising and might prove economically self sufficient...."

Who knows? If you are coming to the NMRA convention in St. Louis next summer, you might come by Turbo Train. New York Central's MERCURY motive power
BY, Doug Finney

The New York Central Systems Mercury was a train that ran from Detroit, Michigan, to Cleveland, Ohio. It ran nonstop except for a crew change at Toledo. The engines of this train were unique. They came from the P&LE and were the 9200 class of that road. The engines on the Central were NO. 4915 and 4917. These engines were reclassified to K5. The Mercury operated for 5 years and it grossed some 1 1/2 dollars for the New York Central.

\$1.00 Sub fee due now.
Send it to editor

NOTES FROM THE OLD CO-EDITOR
By Gary Tempco

Yes!! The GLR Wayfreight is out again! Our region and paper have been dead for the past few months and our apologies for it, but when you don't receive any articles you just lose interest in trying to put out a paper. Because I have been elected TAMR Secretary, I have been decided to resign as co-editor, Dave Hean has decided to do the same.

When I mentioned this Doug Finney eagerly expressed interest in taking over the paper. Also partially responsible is Mike Matejka, who wrote me about the WAY-FREIGHT and also wrote a article for us. I hope that you will help us get our paper back on the road again.

I suppose that there are some of you getting this for the first time, so let me tell you a little more about. Our region consists of Ohio, Indiana, Illinois, Michigan, Wisconsin, and Minnesota. The GLR (Great Lakes Region) is one of the several issuing papers, although we were absent for a while. While past dues have been \$1.00 dollar our new editor-publisher will attempt a new plan, which would be the minimum amount. If all members will support us it will work. You can help by sending all articles to Doug Finney, 17638 Willis St., Lansing, Illinois, 60438.

Since we're in kind of a pinch, everyone will help by sending in their dues at one time (this is even if you did pay before). This will eliminate confusion of renewals and give us the needed funds to work with. If this is to work we need everyone's support, so send your dues to Doug Finney.

We also have another problem. Our regional representative and President, Charles Tubman. He has not been a TAMR member for a while so it will be necessary to have an election to elect a new President for our region. There are few if any recommendations, for the job.

If you are interested in getting into doing something for TAMR, this could be for you. There isn't that much time involved, you don't have to run, or know of someone who would do it. Please send a note to our editor, and we'll try to have an election.

GIRLS IN THE TAMR?!!
By Doug Finney

Again in this world of the male superiority the female sex is demanding woman's rights. I received this letter from Doug Kocher who in turn received it from an anonymous source.

Dear Editor:

What is wrong with girls in the TAMR? Myself, I don't see anything wrong with it. Some of you will think that the writer of this letter is a girl, and you are right. True, I didn't know much about model railroading when I first got interested in it. But that has changed. Just because some girl gave the impression that the only reason she had joined the TAMR was to get in close with her boyfriend. What makes you think every girl is like that? WHY DON'T YOU GROW UP!!!!!! You never can tell we might be able to teach you something, I can tell you why there are no girl TAMR members, because no girl wants to be where she is not wanted.

GIRLS IN THE TAMR CON'T

I see nothing wrong with a girl in the TAMR. I personally think that it is actually not a bad idea. Girls in the TAMR would have to prove themselves like any other TAMR member.

Therefore I'm setting up a poll, to see if girls should be accepted into the TAMR. If you will please fill out the ballot below and mail it to the editor Doug Finney I7638 William ST. Lansing Illinois, 60438.

CHECK ONE

Yes! I want girls in TAMR _____

NO! I do not want girls in TAMR _____

Undecided (If undecided list reason) _____

THIS FORM IS IMPORTANT!!!!!!

Please fill it out and mail it to:

DOUG FINNEY

I7638 William Street

Lansing Illinois 60438

IS A Railroad Fighting Itself?

By Mike Matejka

The Norfolk and Western has an anti-passenger attitude toward the St. Louis and Wabash Cannonball. This is the last train line in the country and the railroad refuses to give good service. The N&W has filed suit against the St. Louis claiming that the ICC has misinterpreted the Interstate Commerce Act by forcing the N&W to run passenger train service.

They have said that the order by the ICC disregarded expert testimony on the market and need for train service and "the inherent advantage of busses in serving the market now served by trains". It is up to us fans, to join the rest of the public into forcing the N&W into serving the public, not fighting itself.

Pass Exchange

By Doug Finney

If you have passes for your railroad, send your name, address, and road name to the editor. The sooner you get them in the sooner they'll be printed in the WAYFREIGHT

NARP

JOIN THE NATIONAL ASSOCIATION OF RAILROAD

PASSENGERS!!!! It needs you and you need it!!!

A NEW CHICAGO
By Doug Kocher

Everybody knows that Chicago is THE place to watch railroading in action. Insofar as the passenger train goes, most railfans agree that Chicago is even better place than New York in that department. Sure, New York may have its Interliners and the enormous amounts of Penn Central ~~train~~ but Chicago is still by far more interesting. After all, it is at Chicago where the greatest number of our best long distance passenger trains arrive and leave, such as, "Panama Limited", "Super Chief", "Empire Builder", "North Coast Limited" and the California Zephyr".

However, Chicago is still not the place that it was even as short time as 3 years ago. For example, PC moved all of its ex-NYC trains out of LaSalle and put them into Union. Now the Rock Island, the sole inhabitant of LaSalle intends to move to Union and have LaSalle torn down. C&O/B&O wants to move their 6 remaining trains into the Chicago & Northwestern station and have Grand Central Razed. That leaves two other stations besides Union and Northwestern, they are Dearborn and IC's Central Street Station. At the present Dearborn is occupied by AT&SF N&W GT and L&N (L&N operates the Danville Flyer. It appears that Dearborn, Union, Northwestern, and IC's Central ST, Station are destined to continue as landmarks in Chicago.

Actually, this article might have been entitled the "New Union," since it is that station that I am ultimately getting around to discussing. It is no secret that the passenger train is not what it used to be, nor are there as many trains as there were ten years ago, not by a long shot. Even so, prior to PC's moving of the NYC trains to Union, that station remained a fairly busy place, especially due to suburban riders. But after the NYC move Union was suddenly and visibly much busier. Today that station is proof that the passenger train is still alive in Chicago. Now one wonders how much more it will be once it gets RI's remaining long distance suburban operations. It is tough enough getting the crowds now, but they are going to get even bigger.

All of this has been caused by the fact that the old concourse of Union has been torn down to make way for a new high-rise office building. However the old familiar waiting rooms, ticket offices, and tracks are still very much intact. Now new shops and restaurants are being built and opened, with the result that Union now almost hints as being an airport. The good thing about it is Union is a train station nothing else.

So what does this mean for railfans in GLR? Well for one thing it will mean that you won't have to run all over Chicago to see all of Chicago's great trains. For another thing you can see PC (except the "James Whitcomb Riley" which uses Central Street), CB&Q, Milwaukee, GM&O, and soon the Rock all in one place. You won't have to wait to see a train there! Since the Northwestern is only a couple blocks from Union, you can see C&NW?, and C&O/B&O in one place. LaSalle and Grand Central are still with us but those GLR members who want to a last glimpse of Grand Central and LaSalle are advised not to wait much longer.

National Museum of Transport.
By Doug Finney

The National Museum of Transport in St. Louis has to be one of the great st railway museums in the U.S. It has a fantastic collection of steam and diesel locomotives.

It is located near Kirkwood Missouri, (about 1/2 hour drive from St. Louis. It is know on four acres of land for display area. Next to this area was a 53 foot deep hole, the curator of the museum, Dr. John P. Roberts, decided that if this hole could be filled the display area of it could be doubled. He called several contractors for fill, but they did not have enough to fill the hole. He then called the Missouri Pacific Railroad. MoPac's answer was "could you use 100,000 cubic yards of fill? Now 30 carloads of cinders and dirt come to the museum.

By this summer in time for the NMRA convention in St. Louis the museum should be twice the old size. Even if you are not going to the convention this summer make sure you visit this museum.

SEABOARD COAST LINE PULLMANS
By Doug Finney

All Seaboard Coast Line Pullmans are being sold to Hamburg Industries. In turn Hamburg Industries will lease the cars back to SCL. In place of the familar Pullman herald will be Hamburg Industries.

ATTENTION!!!

Illinois Central is retiring thier TR's. Get your pictures now!

Trade and Swap Items

If you have anything that you would like to trade, swap, or sell, send a d scrip to the editor you have to the editor

LETS GET MEMBERS

Opinnn of the month: "Contrary to popular belief the passenger train is not dying. Decreasing, yes, but no not dying. There is and will be (especially in the coming years) a very distinct and strong place for the passenger train in American travel."

FINALLY

After many months of battle the Burlington Northern has come into existence. It is composed of 4 railroads, the SP&S, CB&Q, GN, and NP. It covers 14 states and will have total assets of 3 billion dollars.

MONON & LOUISVILLE & NASHVILLE?

Word has it that Monon and L&N are going to merge. The former editor and the present editor cannot figure this out. Why would L&N want MONON if it already has a route into Chicago by way of C&EI. Anyone knowing anything about it contact the editor.



60438

LANGSING, JILLINGS

17638 W. LAMBS
JESS FINNEY



TO THE DIRECTOR
FEDERAL BUREAU OF INVESTIGATION
WASHINGTON, D. C. 20535

FROM: [illegible]
SUBJECT: [illegible]

RE: [illegible]
[illegible]
[illegible]

