



OFFICIAL PUBLICATION OF THE GREAT LAKES REGION, TAMR
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CLUB NEWSLETTER

CONGRATULATIONS to Mike Matejka on his election as president of the GLR! After many tries, we had a successful election. Also congratulations to Tom Schiltgen who also worked to get this office!

DUES, yes your dues are now payable. Please have them in by February 20.

'71 CONVENTION—the Wayfreight has learned that the 1971 TAMR convention is tentatively planned for a GLR city; Lansing, IL. More information will be announced when available.

HELP THE EDITOR—Do any of the members know when the first anniversary of the Wayfreight is? Any guesses or thoughts should be sent to the editor or president.

GLR+Penn Central—The GLR is bankrupt; we have an 18¢ debt and no assets, so get your dues in right away before the editor is forced to sell his 1940 era typewriter to pay it off.

RAILROAD NEWSLETTER

A new steam loco coming to GLR: ex-Roberval & Saguenay 2-8-0 #17 of Arvida, Quebec, Canada, now owned by John Thompson of Monee, IL. It was built by Canadian Locomotive Company of Kingston, Ontario in 1940. Tom Schiltgen alerted Thompson to the loco's existence. (Tom Schiltgen)

The president of the Chicago South Shore and South Bend Railroad, the only interurban in the country, has threatened to shut down operations if the Indiana legislature does not act to provide money for new cars. The road has showed a loss for several months now, much of it attributed to maintenance for the 60-year-old cars. (Tim Vermande)

Has anyone seen EMD SD55 #5740 lately?

Support the region!

We need articles!

the National Ass'n of Railroad Passengers wants YOU!

THE GREAT LAKES WAYFREIGHT

is a bi-monthly publication of the Great Lakes Region of the Teen Association of Model Railroading; edited and published by Tim Vermaade, 51528 Pond St., South Bend, IN 46637.

Sent free to paying GLR and TAMR members. Dues of \$1 a year are due in March.

Regional representative to the TAMR, Mike Matejka
Entered as first-class mail, South Bend, IN 46624.

EDITOR'S COMMENT

As your new editor, I hope to get the Wayfreight back on a regular schedule. I hope that this issue will go out in early January. The March/April issue will hopefully come out in March, so I have a February 20 deadline. But, I must have articles to get it out. I now have nothing but "canned" material. In addition to regular articles, I want to revive the old pike drawings. Send a description of your railroad and a drawing and it will be printed. Remember, 3-page Wayfreights are not required anywhere. I can send up to a 6-page Wayfreight for 6¢--soon to be 8¢, so don't worry about giving me too much to print.

Remember, I'm here to help you, so don't feel worried about writing about any problem with an article, and feel free to send comments and/or questions at any time. Any letters, no matter what the contents, are welcome--just keep it clean--and will be answered within a couple of days. If everyone will co-operate, the GLR can have the best regional paper, so let's get with it!

NEW TAMR MEMBERS ALSO JOINING GLR are David Minter, Terrence Burke, and Thomas Cummings. Welcome to the club and the region.

DUES...like it says at the top of the page, dues are payable in March. But since that is when the Wayfreight comes out, please try to get your dues in to me by February 20. Send them early, and don't miss the Wayfreight (or get it late). No cash, please; check or money order if possible. We have 23 paying customers, plus the Hotbox editor gets a copy. (He doesn't know, but he'll be paying soon.) Let's keep this number up, as this makes the Wayfreight one of the largest regional papers.

HOW ABOUT A GLR HERALD? I'm announcing the editor's GLR Herald contest. Anyone who wishes to do so may send in a herald to the editor, where they will be placed before the membership. If you win, your herald will be printed on the front page instead of the current boxcar. Entries due March 20.

ADS, ETC. Ads, announcements, photos-for-sale, pass and stock exchange, or anything you want put in that doesn't exceed 4 lines will be printed as soon as possible after received by the editor.

- Tim

ST. LOUIS' UNION STATION

by Mike Matejka

Bleak and dreary are the best words to describe St. Louis Union Station. The station which ten years ago served 83 through trains is now down to 14.

The exterior of the station is the same as always. The ornate station is an architectural landmark of St. Louis. When it was constructed in 1894 its builders used French and Italian marble, German tile, and materials from Africa, England, and Belgium.

But inside, the story is different. As one enters the long concourse the majestic vision of the outside fades rapidly. One looks down on a vast, empty concourse populated by about 30 lonesome souls. There are plenty of seats for everyone. The high train shed, which once covered the most tracks in the world, 42, is now down to about 30. The unnecessary tracks were paved over for a parking lot.

The majority of the lights in the ceiling are out, making the walls and the floor seem even dirtier and giving an aura of gloom. A sign which has been there for ages hangs on the wall announcing cut-rate summer fares on the Pennsylvania R.R. The once crowded information booth is empty with a sign that tells the customer to go to ticket window six for information. A sign overhead gives all the trains and where they are heading.

Out on the platforms things seem even bleaker. Most of the tracks are filled with about three cars which is the average length of a train entering the station these days. A big train might be one of about six cars, such as those of the Penn Central which are so covered with dirt and grime that one inside can hardly see out the window. About the longest trains are the Gulf, Mobile & Ohio's Chicago trains which still average about ten cars, mostly RPO's. There are no Pullmans entering the station anymore there still are a few dining cars.

The station's future is quite often discussed in the news. There is talk of turning it into a convention center. It might be the key to rapid transit for St. Louis. The possibility of high speed train service between St. Louis and Chicago could be in the future. Yet still the station sits there, deserted and empty, but not forsaken.

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Coming features:

Send us a description of what you're doing railroadingly, academically, socially, or whatever for our new "What Our Members are Doing" column, hopefully to begin next issue.

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**REMEMBER TO SEND YOUR DUES TO TIM VERMANDE
51528 POND, SOUTH BEND, IN 46637. \$1.00 CASH PLEASE)
BY FEB. 20 OR WRITE FOR SPECIAL ARRANGEMENTS.**