

OFFICIAL PUBLICATION OF THE GREAT LAKES REGION, TAMR
Volume II No. II May/June 1971



SPECIAL ISSUE!!!

CLUB NEWS

'71 CONVENTION-One in New York City and one in Lansing, Ill
Tentative date for Lansing is July.

Phil Gieg has resigned as treasure of TAMR. New man is David Johnston

WEST COAST REGION has new President, Mike Bank. In Allegheny
Region, Bob Sprague is co-editor with Steve Harper.

-P-A-S-S-E-N-G-E-R-S-

DOT HAS DENIED South Shore RR request for money to lease new
cars for the system. Two bills to aid it in Indiana apparently
died while legislators argued about school funding. (Tim Vermande)

AMTRAK has reinstated Buffalo-Cleveland-South Bend-Chicago run but
service is reported poor and makes only flag stops in most
places. Tickets must be bought on train, too. (Tim Vermande)

WHERE ARE PC BOXCARS? Some have been found, and Yankee Flyer says they're in New Jersey.

NORFOLK & WESTERN HAS NEW HERALD:

NW

(Trains)

CHICAGO UNION STATION will handle all of the passenger trains under Amtrak. (Trains)

EDITOR'S COMMENT

GLR is still growing. Newest member is Douglas Johnson, 4855 N. Paulina, Chicago IL 60640. He has at his disposal the top of a two story garage, where he is building his Paulina Central. He is also interested in Astronomy. He's 13 and would like to hear from other GLR members.

ALL GLR MEMBERS are receiving this issue. We hope you new ones will be pleasantly surprised with it. Dues are still \$7.00

Postal Rates Increase...we are still holding at \$1. Don Roe says the Yankee Flyer must go to Third Class or boost subscription.

NEXT ISSUE deadline is July 3. Publication should come around the 14th.. We are in a great need of articles-short, long, anything.

WATCH the Hotbox "Regional Write-Ups." We are getting good publicity here. See how other T&R regions are doing.

WANTED: This September, a new Hotbox circulator. I am going to do the typing and docto time, I will have to give up circulation. If you are interested, contact me, DO NOT contact Dick Wagie, his time is too short.

WANTED: Some people to help officers contact new T&R members about the WAYFREIGHT.

AMTRAK-National Railroad Passenger Corporation
955 L'Enfant Plaza
Washington D.C. 20024

WE NEED
ARTICLES

PASSENGER TRAIN DEPARTMENT

Ed. note: in this section we will carry stories of train rides or other passenger articles

THE CININNATIAN

by Brian Maxson

Well, this is my first story as writer for the Wayfreight passenger train department. It's a fine time to start, with Amtrak taking over the nations passenger trains, but better now than never.

Since I have little time to get in my first story, I'll write about a train I've known since 1968...A train soon to disappear from the official guide as of May 1, 1971 - the B&O/C&O "Cincinnati"

I first rode this train in the summer of 1968. It wasn't as plush as it was in the 40's and 50's, but it was still a fairly well maintained train. Its consist at that time was two E-8's, two head-end baggage and mail cars, two coaches, and a combined snack bar/coach. This consist would not last long.

This consist lasted until July 1968. Just outside Middletown, Ohio a car rammed the pilot of the first engine and was pulled under the following cars, derailing all five and overturning the buffet/coach. The next day, the Cincinnati, both ways, ran with one engine, two baggage and mail cars, and three coaches. Food service was dropped excepted for a man who got on at Deshler, Ohio to Cincinnati, Ohio, on the southbound train, and Deshler, or Lima, Ohio to Detroit, Michigan, on the northbound train. He sold only coffee, cold drinks and cold sandwiches, but it was better than nothing at all.

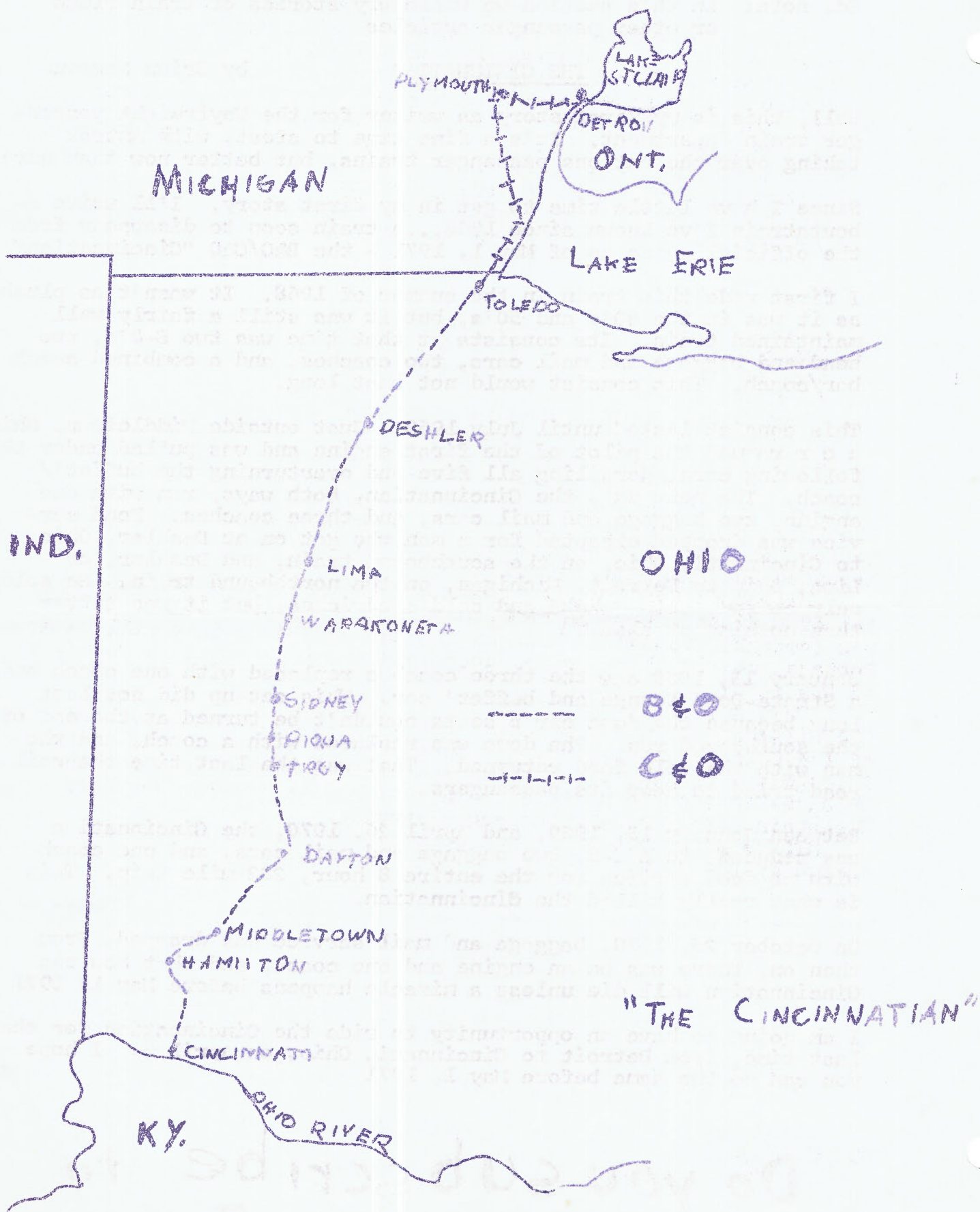
January 13, 1969 saw the three coaches replaced with one coach and a Strata-Dome lounge and buffet car. This set-up did not last long because the dome car's seats couldn't be turned at the end of the southbound run. The dome was replaced with a coach, and the man with the cold food returned. That was the last time the railroad tried to keep its passengers.

Between January 13, 1969, and April 26, 1970, the Cincinnati was reduced to a E-8, two baggage and mail cars, and one coach, with no food service for the entire 8 hour, 282 mile trip. This is what really killed the Cincinnati.

On October 25, 1970, baggage and mail service was dropped. From then on, there was on an engine and one coach, and that how the Cincinnati will die unless a miracle happens before May 1, 1971.

I am going to have an opportunity to ride the Cincinnati for the last time, from Detroit to Cincinnati, Ohio, on April 3. I hope you can do the same before May 1, 1971.

Do you subscribe to
Way Freight!



One of the four Granger roads, the Chicago, Milwaukee & St. Paul, started in 1850 as a short line out of Milwaukee. The men who started the railroad hoped it would challenge Chicago railroads. With a banker named Alexander Mitchell as their president the railroad went to St. Paul. After the Civil War it had its own line into Chicago and by 1890 had branches out in North and South Dakota and a line to Omaha. Next they added the "Pacific" to their name when they built to the coast between 1906 and 1909 and electrified more than 400 miles of its trackage through the mountains. Today it is really challenging every road out of Chicago and looks like a part of the Amtrak. A job well done

AMTRAK: WISCONSIN

By Thomas Schiltgen

The plan for rail service for the State of Wisconsin under the Department of Transportation's National Railroad Passenger Corporation has left most of Wisconsin without effective passenger service.

Except for the Chicago-to-Racine run, the Chicago & North Western Ry. will be freight-only in the state of Wisconsin. Service to Green Bay via the shortline route (Sheboygan, Manitowoc) and via the Lake Winnebago route (West Bend, Wausau, Fond du Lac) will be dropped, as well as Green Bay-Ashland service. All of the Chicago-Milwaukee routes on the C&NW will be dropped, isolating Milwaukee from Racine and Kenosha in Wisconsin, and Evanston and Waukegan, in Illinois.

Milwaukee Road service to Janesville and the state capital of Madison will also come to an end, according to the Railpax (Amtrak) Proposal. Madison's closest passenger stop will be at Fortage, nearly thirty miles away, and should promote an increase in bus service to Madison.

What Amtrak has left Milwaukee, then is rather skeletal. The Milwaukee Road routes have been kept intact, with the exception of the Chicago-Madison route. Three trains will continue daily Chicago-to-Milwaukee, and Milwaukee will also be a stop for the Chicago-Minneapolis-Seattle train, which will provide northern Wisconsin with its only passenger service.

MILW's Milwaukee-Watertown commuter route will not be affected by the change

THE GREAT LAKES WAYFRIEIGHT

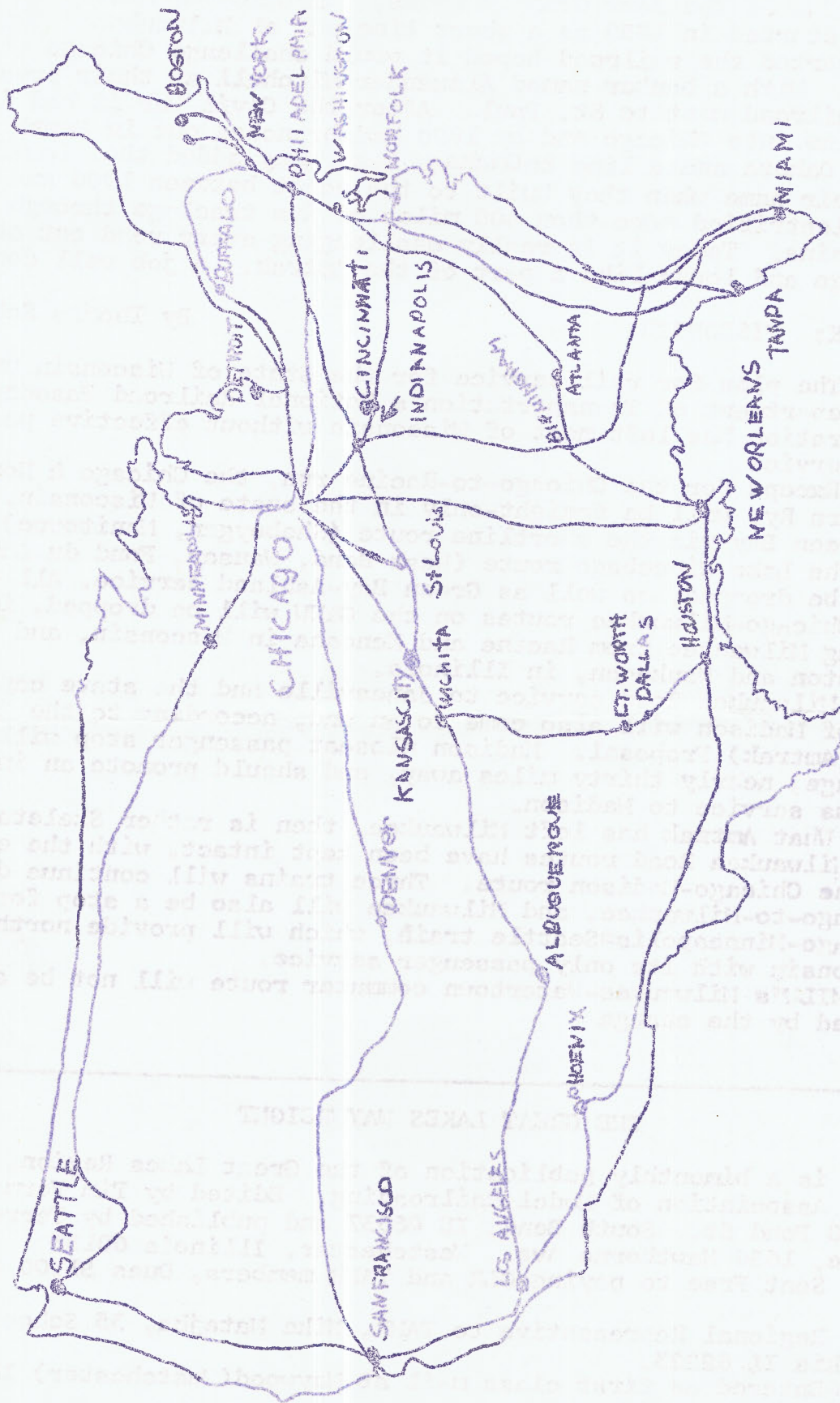
is a bimonthly publication of the Great Lakes Region, of the Teen Association of Model Railroading. Edited by Tim Vermande, 51528 Pond St. South Bend, IN 46637 and published by Terrence Burke, 1636 Hawthorne Ave. Westchester, Illinois 60153

Sent Free to paying GLR and TAMR members, Dues \$1.00 per annum

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Entered as first class mail at Maywood(Westchester) IL 60153

SUPPORT TAMR



The Amtrak

System

SOUTH SHORE: WILL IT BE? by Tim Varnes

It is July 6, 1970. In South Bend, Indiana, people gather on the west side for a dedication of a new building, a station of the Chicago, South Shore, And SouthBend RR. After many years of prodding, the railroad moved had moved its main station out of busy LaSalle Street downtown to West Washington on the west side.

Is this retreat from the city the first step in the abandonment of the SS? Other interurban roads started their decline by moving from downtown area of the city. The South Shore is facing many of the same problems, others had, the equipment is old, there is no money for anything, taxes are high, snowstorms knock down powerlines leaving without a way to run trains, and Money is constantly lost

But, the service is needed, or is it? Most of the passengers on the road are commuters riding from Michigan City into Chicago. There is little traffic between Michigan City and South Bend, besides the Penn Central followed the line anyways.

In November, 1970, the president of the road threatened to close the line down in mid-1971 or sooner if help did not come. What form of help? Money to lease new cars. How to get the money? The Indiana State Legislature would set up a transit authority to funnel the money in. Then why can't they do a simple thing like that? It is mainly because the Indiana Constitution is still in the Stone Age, and the legislature meets only for 61 days every other year. Therefore, there is no time for things like that. Hope was coming, though; last November, voters let the legislature meet when ever it wanted to. That didn't help much. All the Extra time was taken over silly fights which Indiana is noted for. About a month was spent arguing about raising income tax when no one expected to pass anyway. So two bills died which could have helped. Then in the middle of May, DOT denied \$6 million because of a lack of planning agencies - the plan for them died as part of one of the bills

So now South Shore can do only a few things: go to another plan dividing car costs 50-50, go bankrupt, or they could close down. NARP has urged Gov. Whitcomb to help, but what - if anything will happen is anybodies guess. The Service is too valuable to die, but no one wants to get involved...Only time will tell.

**READ ABOUT THE
CORRESPONDENCE
EXCHANGE IN THE
NEXT HOTBOX**

AND FILL OUT THE
INFORMATION SHEET

HOW IMPORTANT ARE RAILROADS

Some interesting facts from U. S. News & World Report (Dec. 21, 1970)

41% OF THE Nation's intercity freight.
70% of the coal used by utilities and heavy industry
71% of household appliance shipments.
76% of the new auto and parts
78% of the Lumber and wood used in the United States
40% of the furniture shipments
63% of the chemicals-including most of those used to purify water
68% of the iron, steel, and other primary metals
46% of the meat and dairy products

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WHAT ARE MEMBERS DOING...

A Story about Mike Matejka and his GP/IVE railroad appeared in the St. Henry's Prep Gleeman.

Several GLR members are graduating from High School this year. Others are working this summer, while some like the Publisher go sailing all the time (Publisher note: I have to work also), but they all should be at the Lansing convention this summer!

Wanted: Post Cards. I want to trade railroad postcards. Say what you want and what you have. Dena Belton WL89 N4978 Crest View Terr. Menomonee Falls, WI 53051

Wanted: Model Railroader Magazines: April 1965, September 1965, Will pay good prize. DANA BELTON WL89 N4978 Crest View Terr. Menomonee Falls, WI 53051

WHY NOT

DROP INTO

YOUR FAVORITE

HOBBY SHOP...TODAY