

Wisconsin Chapter National Railway Historical Society

Volume 71 Number 5



May 2021

SPARKS AND CINDERS

Our purpose as members of Wisconsin Chapter—National Railway Historical Society is to gather, preserve and disseminate information, both historic and current, pertaining to railroading in Wisconsin and the Upper Midwest.

Since 1950

Preserving Wisconsin Railroad History for 71 Years

Visit the Chapter Webpage www.nrhswis.org



A sample of photos to be seen on Saturday May 8th joint Chapter meeting. East Moline, IL. Photo by John Dziobko

In This Issue

- ◆ *From the Prexy*
- ◆ *CN to Sell Wisconsin Lines to WATCO*
- ◆ *CP offer to purchase KCS*
- ◆ *Do You Know*

Wisconsin Chapter Meeting Schedule



SATURDAY May 8, 2021 - Photos of John Dziobko by Erik Rasmussen and Ray Peacock - NOTE SPECIAL DATE !! This is a joint meeting with North Western Illinois Chapter
Friday June 4, 2021 - Communication and Signals - Then and Now by Brian Sykes

Monthly meetings are usually held in the lower level of the North Shore Congregational Church in Fox Point, but for now, we are meeting virtually, via the Zoom platform, during the coronavirus pandemic. The virtual meeting room will open by 7:00 pm, and the meeting will be called to order at 7:30 pm. Zoom meeting connection details are shared with chapter members and other interested persons via email the day of the meeting, or before. To ensure you are made aware of this info, we must have a working email address on file - send yours to president@nrhswis.org. Appropriate notice will be given (in Sparks & Cinders, on the chapter's website, and through the chapter's email announcement list) when we resume in-person meetings. For the latest, check the chapter's webpage at www.nrhswis.org

If you have a program idea please contact Program Chair Dave Nelson at engine1385@aol.com

The Big Picture is your page!

We've changed the format of the Sparks & Cinders back page, giving us room to run a large photo. Member submissions are solicited. Please send one or two of your outstanding pictures to Keith Schmidt, editor@nrhswis.org.

Sparks & Cinders is published by and for the members of the Wisconsin Chapter, Inc., National Railway Historical Society monthly except for July and August. The Chapter meets at the North Shore Congregational Church, 7330 N Santa Monica Blvd, Fox Point, Wisconsin, on the first Friday of each month, except June, July and August, at 7:30 p.m. The Wisconsin Chapter is a not-for-profit corporation, affiliated with the National Railway Historical Society and the Wisconsin Historical Society, organized to preserve the history of railroading in Wisconsin and the surrounding area. Additional information is available on the chapter's website, www.nrhswis.org.

Membership in the Chapter is open to anyone having an interest in any aspect of railroading who is also a member of the NRHS. Paying \$20 annually to the Chapter will entitle you receive Sparks & Cinders. Paying the National dues of \$50 to the NRHS will entitle you to membership and subscriptions to the NRHS Bulletin and NRHS News. Full NRHS membership is required to participate in chapter business discussions and to vote in annual chapter elections. All address changes should be sent to Mike Yuhas president@nrhswis.org (or via USPS at PO Box 070758 Milwaukee, WI 53207).

Wisconsin Chapter officers are: Mike Yuhas, President (president@nrhswis.org); Keith Schmidt, Vice-President; Tom Marcussen, Secretary; Tara Grudzielanek, Treasurer. Directors: Dan Grudzielanek, Ralph McClure, Andrew Roach, Cathy Wegner and Neal Wegner.

Contributions to Sparks & Cinders should be sent to Editor Keith Schmidt at editor@nrhswis.org (or USPS at PO Box 070758 Milwaukee, WI 53207) by the 15th of the month to be considered for the following month's publication.

All original material published in Sparks & Cinders may be reprinted in other railfan publications provided credit is given to "Sparks & Cinders, Wisconsin Chapter, NRHS." If an author is indicated for the item or article, credit must also be given to the author. The views, opinions, and comments published in Sparks & Cinders are those of the authors and do not reflect the policies of the Wisconsin Chapter or the National Railway Historical Society. Copyright ©2021, Wisconsin Chapter, Inc., NRHS.

Virtual Meeting Summary April 2, 2021

Gathering Time

There was a large brush / grass fire burning along the former Chicago & North Western (now Union Pacific) Adams Subdivision near Marcy Road in Menomonee Falls. The cause was unknown at the time of the meeting. The line is closed to all rail traffic.

Introductions & Announcements

President Mike Yuhas started recording, marking the beginning of the actual meeting, at 7:31 pm. There were then 65 devices connected via Zoom. This meeting is our first one to also be live-streamed on You Tube (with a slight tape delay).

We have three upcoming Wisconsin Chapter virtual events, on:

Tuesday, April 20—our bi-monthly slide show. The list of presenters is shown in the April issue of *Sparks & Cinders*. There is one change. "Mike Del Vecchio—TBA" is replaced by "Marshall W. Beecher—Calumet Rails."

Saturday, May 8—Joint meeting with North Western Illinois Chapter, NRHS. Erik Rasmussen and Ray Peacock will present the railroad photography of John Dziobko. Many of those photos go back a long time. The focus will be on the Rock Island, going back at least as far as 1967. This should be a good one.

Friday, June 4—Brian Sykes, retired from Norfolk Southern, will present Communications & Signaling (the focus of his career)—Then and Now. Al Weber, NRHS National President, and Tony White, National Vice President, were in attendance. The National Convention in Milwaukee, on August 23-28, is moving

continued on Page 3

continued from Page 2

forward. National selected a host hotel. That and other contracts are being signed. They will be looking for local volunteers. More details will be forthcoming.

A few more computers connected in. We were in the mid-70s through the presentation. Some of those had two people watching. Our Zoom license is limited to 100 devices. We are planning to upgrade it for the joint meeting on May 8 (above).

Presentation

Our presenter, long-time member Bob Gallegos, took over at 7:38 pm. He took us all over the US and Canada, with a selection of his best railroad slides from pre-pandemic trips going back to the 1980s. The presentation ended at 8:59 pm.

A question and answer session followed. President Mike Yuhas repeated the above announcements.

President Mike Yuhas turned off the recording at 9:11 pm. He left the meeting room open for an informal discussion group, covering a wide range of railroad topics, which continued until after 10:00 pm.

Respectfully Submitted
Thomas W. Marcussen
Wisconsin Chapter Secretary

May meeting (via Zoom) - Saturday, May 8, 7:30pm

Our May virtual meeting is to be held in cooperation with the North Western Illinois Chapter. Please note this presentation takes place on Saturday, May 8, via the Zoom platform.

John Dziobko began making railroad photographs in 1948. By the early 1950s, Kodachrome slide film had supplanted black-and-white in John's camera, and today some folks estimate John took a half-million slides over the course of a busy lifetime. The North Western Illinois Chapter, of which John is a long-time member, has made a tradition of presenting an evening of John's photography once a year. This year, it's a virtual slide show presented in cooperation with the Wisconsin Chapter.

Erik Rasmussen and Ray Peacock continue the work of scanning and preserving John's photos, with many examples archived at www.godfatherrails.com.

Tonight's program is the first full-length show featuring solely John Dziobko's material on the Rock Island, concentrating on Illinois and eastern Iowa. The presentation starts post-shutdown in 1980 and works backwards through 1973 when John moved to Davenport; it will end on a trip John made to the Quad Cities in 1967. Many of these photographs have been previously unseen.

Wisconsin and North Western Illinois Chapters, NRHS joint meeting
Saturday, May 8, 2021 7:30 PM CDT

In your Zoom app, enter meeting ID 898 3501 6974 and passcode 132593.

Or, enter this link: <https://us02web.zoom.us/j/89835016974?pwd=WVJsQS9lb1BpczN2RGxLNnA4N01VQT09>

If your computer does not support audio, you may dial in to 312-626-6799; use the above ID and passcode.

We welcome your attendance and value your participation. It's important we know who's with us, so if your Zoom screen name does not reflect your actual first and last name, please update that. If we cannot determine who you are (for instance, if your screen name is Pinky's iPad, or Owner, or Galaxy S13, etc.), we may not admit you.

At the conclusion of the meeting, the room will remain open for informal chit-chat.

Additional info: <http://nrhswis.org/index.php/meetings>

From the Prexy

I'd venture to say that most of us have had at least one covid vaccination so far, which brings us that much closer to holding in-person meetings again. Your chapter board has been busy discussing scenarios that would allow meeting attendees to feel comfortable, and safe, in gathering. Our virtual Zoom meetings during the pandemic have made it easy for our far-flung members to participate; whatever's decided will be with the interests of those members in mind.

Two big announcements rocked the railroad industry in the last month. First, on March 21, Canadian Pacific and Kansas City Southern announced their plans to merge in a \$29 billion deal. Second, on March 30, Canadian National and Watco jointly announced Watco's acquisition of about 900 miles of CN branchlines in Wisconsin, the upper peninsula of Michigan, and Ontario. Look for details elsewhere in this issue. "May you live in interesting times."

The Wisconsin Chapter is holding its first-ever joint online meeting with the North Western Illinois Chapter on Saturday, May 8. Each year the NWI chapter presents a program devoted to the railroad photography of John Dziobko. Frequently referred to as "The Godfather," Mr. Dziobko has been photographing trains since the 1950s, primarily on expertly exposed Kodachrome. These annual programs have become one of NWI's most popular meeting topics, and this year, they're sharing with us. This promises to be an excellent program, so please "attend" online if you are able.

Please join me in welcoming the following new members:

Andrew Hale, Shoreview, Minn.
Joel Kirchner, Elgin, Ill.

Your membership in and support of the Wisconsin Chapter helps preserve railroad history. Thank you!



Canadian Pacific Announces Deal to Purchase Kansas City Southern

Canadian Pacific will buy Kansas City Southern in a cash and stock transaction worth approximately \$29 billion, CP has confirmed. Financial Times first reported the story Saturday night.

In an announcement posted Sunday morning, CP said the deal has the approval of both boards of directors, and confirms the previously reported price valuing KCS at \$275 per share, representing a 23% premium on KCS's closing stock price on Friday.

"This transaction will be transformative for North Kansas City Southern Lines logoAmerica, providing significant positive impacts for our respective employees, customers, communities, and shareholders," CP CEO Keith Creel said in the announcement. "This will create the first U.S.-Mexico-Canada railroad, bringing together two railroads that have been keenly focused on providing quality service to their customers to unlock the full potential of their networks. CP and KCS have been the two best performing Class 1 railroads for the past three years on a revenue growth basis."

The two railroads connect at just one point — Kansas City, Mo., where they have an existing shared facility. The combination will create a system of about 16,400 miles — and operate about 20,000 miles, including trackage and haulage rights — while employing about 20,000 people. It will be the smallest of the six remaining Class I U.S. railroads by revenue, generating revenue of about \$8.7 billion based on 2020 figures.

"In combining with CP, customers will have access to new, single-line transportation services that will provide them with the best value for their transportation dollar and a strong competitive alternative to the larger Class 1s," KCS CEO Patrick J. Ottensmeyer said in the announcement. "...Importantly, KCS employees will benefit from being part of a truly North American continental enterprise, which creates a strong platform for revenue growth, capital investment, and future job creation. Customers, labor partners, and shareholders will all benefit from the inherent strengths of this combination, including attractive synergies and complementary routes."

The deal will require approval by the U.S. Surface Transportation Board. The transaction will be a two-step process. First, CP will create an independent voting trust to acquire the KCS shares, which is expected to occur in the second half of 2021. Second will come approval from the STB and other regulatory authorities. CP says that is expected to occur by the middle of 2022. *Courtesy TRAINS Newswire Kalmbach Media*



The CP / KCS already working together. Here a KCS unit in the "Southern Belle" paint scheme follows a CP unit with the train coming into CP's Burnham Yard in Milwaukee in 2017. Photo by Keith Schmidt

KCS #4768 leads a westbound freight train at Duplainville, WI in August 2017. The #4768 is in the Southern Belle and the trailing is in the standard gray scheme. Photo by Keith Schmidt



Do You Know

Story and Photos by Dave Nelson

By 1956, Alco - the American Locomotive Company, at one time a dominating manufacturer of steam locomotives - was in a do-or-die situation in the railroad market. The transition from steam to diesel-electric power had left Alco's fellow steam locomotive manufacturers Baldwin and Lima in the dust. In the late 1930s Alco enjoyed some success with its high hood (HH) series of diesel electric switchers, but railroads and rail crews preferred EMD's better crew visibility and safety. Alco's 244 diesel prime mover of 1946, used in the FA freight locomotive, the elegant PA passenger locomotive, and the RS-2 and RSC-2 road switchers, had gained a poor reputation for reliability. The 529 prime mover of 1949, available in 6 to 18 cylinder versions and used in the S-2 and S-4 switchers, as well as the RS-1 road switcher, also had some performance and reliability issues. Meanwhile EMD, backed by the economic and marketing power of the General Motors Corporation, had established a dominant market share. Railroading now accounted for only 20% of Alco's business.

Alco replaced both the 244 and 529 prime movers with its 251 model in 1956. It found immediate acceptance as a stationary power generator, and as a marine power plant in ships, and Alco used it in its S-5, S-6 and T-6 switchers, the RS-11 road switcher (intended to compete head-to-head with EMD's "General Purpose" series), and later in its "Century" series such as the C424, C430 and C628. But by then EMD's dominance was impossible to overcome, and Alco abandoned locomotive production in 1969, although its Canadian affiliate Montreal Locomotive Works continued manufacturing the Alco designs until 1975. Alco's non-railroad related products found various owners, some of which continued using the Alco name. Alco's diesel engine business, meaning the 251 prime mover, was acquired by White Motor Corporation, then British General Electric, and eventually, Fairbanks Morse, itself a former locomotive manufacturer which found itself unable to compete with EMD.

And rather amazingly, the 251 diesel engine not only continues to be made, but is manufactured right here in Wisconsin, at Beloit's Fairbanks Morse. And even more surprising, Fairbanks Morse uses the Alco name to market it. The 251F engine is available in 6 to 18 cylinder versions and finds uses both as stationary power and in maritime use, just as Alco itself did. In 2015 the Chicago & North Western Historical Society had the rare opportunity to tour the Fairbanks Morse plant in Beloit. No photos are allowed in the factory, only in the visitor's welcome center, where a 251F is proudly displayed and carries on the Alco name. Nearby on display is an example of FM's own opposed-piston diesel engine which is also still offered for stationary and maritime uses.



From the Archives

May 1951 - 70 Years Ago

This month we are having as our guest E. L. (Lew) Pardee, NRHS Vice-President in charge of membership. Mr. Pardee resides in Collingwood, New Jersey. For the program portion of the meeting, he will show movies on assorted subjects such as Pacific Electric, Havana (Cuba) Electric, Atlantic Coast Line, Seaboard, Florida East Coast, and B&O....Ten fans had a very enjoyable Sunday afternoon on April 15th. This was the day they went to Kenosha via CNS&M Silverliner and returned via C&NW air conditioned (?), streamlined (?) coach on the Sunday local. Present were Wayne Suchow, Ralph Schmidt, Jim Mayer, Mr. and Mrs. Frank Pratt, Joe and John Barth, Cy Parsons, Jr., Jim Scribbins, and Don Ross.

May 1956 - 65 Years Ago

At the April meeting, the membership of Milwaukee Chapter voted to cancel the June meeting and in its place take a fantrip to Churchill, Manitoba. The coach fare for the 1763-mile round trip will be \$10.88, including tax. Contact Gene Knol, ticket seller at Milwaukee Rah Rah Road Depot. (The June meeting was indeed cancelled, however, the Canadian trip announcement was an April Fool joke by the editor.)

May 1961 - 60 Years Ago

The monthly meeting was held at the West Allis YMCA and featured the CSS&SB and a film on UP 4-8-8-4s, "Giants of the Rails."...A Chapter fantrip, C&NW Flambeau 400 to Waukegan -CNS&M Electroliner return, is set for June 25. Cost is \$3.62....The demise of the Olympian Hiawatha was announced

May 1966 - 55 Years Ago

The annual Chapter banquet is scheduled for Nino's Steak Roundup on Plankinton Ave. Cost is \$3.75 per person. The featured speaker will be Paul Larson. His subject will be the Circus Train and Parade

April 1971 - 50 Years Ago

The big news was the startup of Amtrak on May 1. The first Amtrak train in Wisconsin was No. 24 which left the Milwaukee depot for Chicago with two freshly-painted (in MILW colors) E9s, five coaches and a cafe-lounge at 7:20 a.m....The C&NW will remove one track of its double-track Milwaukee- Kenosha main line following termination of passenger service. The double track will remain in place south of Kenosha....On March 1 the East Troy Village Board approved use of the MET (ex-TMER&L) electric line between Mukwonago and East Troy for museum use by the Wisconsin Electric Railway Historical Society....The NMRA National Convention is scheduled for the Pfister Hotel on May 21-23....The C&O carferry dock has been repaired after being out of service for several weeks during the past winter.

May 1976 - 45 Years Ago

The Chapter will be hosting the regional meeting of the State Historical Society on May 8....Details of the design and operation of the first LRVs (Light Rail Vehicles) were listed in an article from Design Report magazine.

May 1981 - 40 Years Ago

The Annual Chapter Banquet will be held on May 15th at the Downtown Ramada Inn, featured speaker will be James MacDonald, VP-Public Relations for the C&NW....The D&RGW has sold the Silverton narrow gauge line to Florida citrus grower Charles E. Bradshaw, Jr., for \$2.2 million....A derailed tank car in Louisville, Kentucky, drew large crowds when it began leaking and officials had trouble keeping the public away. The car did not contain any toxic chemicals but rather Scotch whiskey. Some 200 gallons of the liquid spilled before it could be transferred to another car....Amtrak announced that all remaining GG-1 electric locos would be retired by the end of 1981. The venerable units were constructed between 1934 and 1943.

May 1986 - 35 Years Ago

S&C devoted four pages to a listing of errors and inaccuracies found in the recently published book "Trains of Wisconsin" by Malcolm Rosholt....It is rumored that the Soo Line may sell Bensenville Yard to the State of Illinois for a runway extension for O'Hare International Airport....The Annual Chapter banquet will be held on May 2nd, featured speaker will be Joe Darling, Director of Special Projects for the Soo Line....The Kettle Moraine Scenic Railway is looking for volunteers to help in the operation of the line.

May 1991 - 30 Years Ago

Former Milwaukee Mayor Frank Zeidler will be the featured speaker at the Annual Chapter Banquet on May 3. Mayor Zeidler, who was employed by the Milwaukee Road as a transitman from 1943-1946, is a long-time advocate of public transportation.... On April 7 Amtrak consolidated all of its New York service in Penn Station. The move affected approximately one million passengers a year who formerly used Grand Central Station. With the change comes the opening of the first direct rail connection between the Hudson and Delaware Valley routes and other rail routes into New York.

May 1996 - 25 Years Ago

UP 4-8-4 No. 844 will be in the Midwest this summer. A trip from Elmhurst, Illinois, to St. Francis is tentatively scheduled for Sunday, September 1....The WC has pulled several rails on the Neenah Sub. through Oshkosh, making its original ex-Soo Line route through the city impassable....Ex-Milwaukee Road No. 261 will be returning home in early June after spending the winter at Steamtown. A June excursion on the WC is tentatively planned along with other trips in Illinois and Minnesota.... CP announced they will be moving their dispatch center from the Milwaukee Amtrak depot to the Twin Cities by the end of the year.

May 2001 - 20 Years Ago

John Gruber, noted rail photographer, presented a program on the Green Bay & Western at the annual Chapter banquet on May 5....On April 4 WC shareholders overwhelmingly approved the sale of the WC to CN....Spring flooding along the Mississippi River forced both CP and BNSF to detour trains, mainly via WC. Amtrak Empire Builder passengers were bussed between Chicago and the Twin Cities....The last two steam trips on the WC took place on June 16 and 17 with ex-Soo Line No. 2719 powering the trains. On June 16, the train operated from Ladysmith to South Itasca and return. On June 17 it operated from Ladysmith to Junction City and return.

May 2006 - 15 Years Ago

The annual Chapter banquet speaker was Chris Burger, retired railroad executive and former C&NW Wisconsin Division Superintendent who presented a program on Chinese steam operations....Ex-Milwaukee Road 4-8-4 No. 261 will visit the Milwaukee area in June and operate on several trips....UP ended rail service to Sheboygan Falls on March 31 after 100 years....CTA selected pink as the color for a new "L" line. The choice of color wasn't necessarily the choice of many riders.

April 2011- 10 Years Ago

The state of Wisconsin is considering purchasing Union Pacific's Madison-Reedsburg branch to preserve it for future freight service, the Wisconsin State Journal has reported. The roughly 50-mile branch is isolated from the rest of UP's system, and Wisconsin & Southern Railroad has operated it under lease since 1996. Gov. Scott Walker announced on March 29 that the state will apply for at least \$150 million in federal high speed rail grants to add equipment and facilities for Amtrak's Hiawatha corridor. The upgrades apparently would not increase the speed of the 79 mph line, but could provide the capacity to increase passenger train frequency from the current seven round trips daily

April 2016 - 5 Years Ago

Wisconsin short line Wisconsin Great Northern, long known for its popular "bed and breakfast" tourist trains train powered by former Chicago & North Western F7 No. 423, has loaded its first car of online freight. The car was loaded at the railroad's new pulpwood-hardwood load-out at Springbrook, Wis. The location has room for expansion and currently has three tracks and room for 12 cars. The outbound traffic is interchanged with Canadian National at Hayward Junction with other traffic.

The Wisconsin Great Northern is also the contract operator for Canadian National's Hayward spur between Hayward Junction and Hayward, serving Louisiana Pacific's smart board plant and Johnson Timber Products at the far north end of the line at Hayward, but this is the first time the railroad has loaded freight on its ex-C&NW line between Spooner, Trego, and Hayward Junction. "We are very excited to finally bring back carload freight to the Wisconsin Great Northern Railroad," shortline President Greg Vreeland says.

Watco to purchase numerous CN branchlines in Wisconsin Upper Michigan and Ontario lines are included, totaling about 900 miles

by Mike Yuhas

A bombshell was dropped at Canadian National's earnings call in July, 2020: the company announced its intention to divest itself of about 900 miles of little-used, non-core branchline trackage in Wisconsin, upper Michigan, and Ontario. Details were vague, maps purporting to depict the subject trackage circulated on social media, and CN was non-responsive to our inquiries.

No further information was forthcoming until March 30, 2021, when CN and shortline holding company and logistics provider Watco jointly announced the sale. CN and Watco issued news releases, and by the end of the week, official notices had been posted on employee bulletin boards at various CN depots and duty locations. Watco filed paperwork with the Surface Transportation Board on April 5, spelling out the details. Financial terms were not disclosed.

Watco is forming a new railroad company, the Fox Valley & Superior Rail System, LLC, (FOXY) to operate its new trackage in Wisconsin. Due to a provision in Michigan law, limited liability companies may not operate railroads in that state, so all Michigan trackage is to be operated by Watco's Grand Elk Railroad, Inc. (GDLK). Grand Elk currently owns and operates rail lines in the Grand Rapids area.

Wisconsin Central Ltd. (WCL) is CN's subsidiary that operates its railroad lines railroad in Wisconsin and Michigan.

The branches involved in the sale consist of several clusters in Wisconsin, to be operated by FOXY:

The "Southern Cluster," totaling 41.88 miles, includes the Eden Spur from Fond du Lac to Eden, 7.34 miles; the West Bend Subdivision from Granville to West Bend, 14.92 miles; and the Saukville Sub from Mill to Saukville, 19.62 miles.

The "Green Bay Cluster" consists of 32.33 miles and includes the Denmark Spur from Green Bay to Denmark, 15.53 miles and the Luxemburg Spur, Green Bay to Luxemburg, 16.8 miles.

"Appleton Cluster" comprises 82.32 miles, and includes the Shawano Subdivision from Appleton to Shawano, 44.1 miles; the New London Spur from Appleton to Manawa, 30.72 miles; and the Kimberly Spur from Appleton to Kaukauna, 7.5 miles. Included in the cluster is about 600 feet of incidental trackage rights for FOXY to run over WCL to access the Kimberly Spur. The portion of the New London Spur from New London west to Manawa has been out of service since 2017.

Watco has dubbed the collection of lines in northern Wisconsin as the "Northern Cluster," which weighs in at 352.74 miles. The lines involved are a portion of the Valley Sub from Rothschild through Tomahawk to Bradley, 53.02 miles (in connection with this segment, FOXY receives assignment of WCL's 0.4 miles of trackage rights over the Tomahawk Railway); the "Wausau pocket" trackage from Wausau to Kelly to Schofield, 11.9 miles; one-half interest (i.e., joint trackage) in the portion of the Valley Sub from Mosinee to Rothschild, 8.0 miles (WCL will retain trackage rights from Rothschild to Wausau to turn and service locomotives at Wausau); portions of the Bradley and Pembine Subs from Tony to Goodman, 131.0 miles (the Tony to Prentice and Rhineland to Goodman segments have been out of service since 2020 and 2017, respectively); the Ashland Sub from Prentice to Ashland, 91.9 miles (Park Falls to Ashland is out of service since 2018); the White Pine Sub from Marengo Jct to the Wisconsin/Michigan state boundary, 30.03 miles (out of service since 2015); and the Medford Sub, from Spencer to Medford, 27.6 miles.

In Michigan, GDLK is acquiring the White Pine Sub from the Wisconsin/Michigan border to White Pine, 47.26 miles (out of service since 2015) and the Newberry Sub from Trout Lake to Munising, 95.38 miles.

The accompanying map (back page) depicts all the pertinent US lines.

Watco is also acquiring the former Algoma Central from Sault Ste. Marie to Oba, Ontario, approximately 250 miles. Watco will operate freight and the Agawa Canyon passenger service, with partnership opportunities to be developed with the Missanabie Cree First Nation.

In its filing, Watco details the number of employees it expects to hire to staff the new operations. Because no additional personnel are required for the southern cluster, those operations will be presumably undertaken by employees of Watco's Wisconsin and Southern.

Watco anticipates the sale will be consummated on June 30, 2021.

CN lines to Watco, 2021



- WCL (CN) to keep
- Existing WSOR
- FOXY to acquire
- GDLK to acquire
- Other lines
- - - Out of service

0 25 50 Miles

Map by Rick Johnson and Mike Yuhas.
 Copyright © 2021 Wisconsin Chapter NRHS, Inc., all rights reserved.
www.nrhwis.org
 Information herein is believed to be accurate; not responsible for errors.

