

NORTH WESTERN LINES

*Official Publication of the
Chicago & North Western Historical Society*

**Vol. 6, No. 3
July 1979
\$3.00**



**“Antigo . . .
55 Minutes for Lunch”**

All-Time M&StL Diesel Roster

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NORTH WESTERN LINES

July 1979 Volume 6, Number 3

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COVER PHOTO: Engine 2452, a class J-S, 2-8-2 type and the camera were facing south in this view of Antigo's engine facilities on a summer day in the early fifties. The "old" roundhouse, built in 1893, stands to the right and the "new" roundhouse, built in 1904, stands to the left. Directly beyond 2452's tender is the ash hopper and coal hoist of the boiler house. Ahead of the engine is the coal chute, water tank and sand tower, all located for convenient servicing of locomotives. Of special interest is the engine blow down stand, an upright locomotive boiler and firebox located near the water tank. Its purpose was to provide a safe place to discharge steam and hot water when blowing down boilers to remove sediments. In a few years, steam locomotives would be gone from Antigo and eventually all the facilities in this photo would be removed. Photo by Ralph Wehlitz.

NORTH WESTERN LINES solicits both editorial material and photographs for publication. Materials submitted are done so with the understanding that no monetary compensation is paid what-so-ever. Send all materials for publication to: EDITOR, North Western Lines, P.O. Box 98, Bangor, Wisconsin 54614.

Editorial

ANTIGO, WISCONSIN IS celebrating its centennial this year from June 30th to July 10th. What better time than to publish our feature article tying the railroad's influence into Antigo's growth! In selecting and developing these stories, I try to bring out the effects or connections of past history to how things presently are. Usually, this is reflected in changes in equipment which indirectly affects peoples lives today. However, this time the current significance of the long-gone Antigo facilities lies in the effect on the people in the city of Antigo; in great measure, the people who worked in it made it the place it is today. Eventually, there will be some additional stories that evolved from research on Antigo, particularly related to the ice house, the bridge and building crews and on current operations through the area.

ALTHOUGH LOCOMOTIVE CHANGES are very evident in our other feature in this issue, the people aspect plays a very important role in this story also. It is being published as a memorial to a dedicated Minneapolis and St. Louis fan, James Altig. A special donation from his parents financed the enlarged section of the "M&StL Mileposts" column, and a further donation of Jim's collected files and photos enabled us to illustrate it beautifully. Their thoughtfulness is deeply

Society Notes

ON SATURDAY, MARCH 24, 1979, the Board of Directors met at the Regional History Center at Northern Illinois University in De Kalb, Illinois, to sign the agreement establishing our archives at the Center. This achievement culminates the efforts resulting from nearly three years of work. I, as chairman of the archives committee, would like to acknowledge the other members of the committee, namely, John Kamacher, Joseph Follmar and Dennis Blunt for a job well done. The gratitude of the committee and the membership is extended to the following persons who were instrumental in bringing about the establishment of the repository: Mr. Glen Gildemeister, Director of the Regional History Center, Mr. Joseph Bauxar, Northern Illinois University Archivist, and Mr. A. Donald Fishbein, legal counsel for the Society.

The signing of the agreement inaugurates a second phase in our Society. We are fulfilling our obligation to the public by establishing this historical collection and we can be assured that the items donated to the "Chicago and North Western Society Collection" will be safe and accessible for research in the years to come.

Due to inclement weather, the board meeting of March 24, 1979, was very short. Discussion centered around changing the date of future annual meetings to a day other than the second Saturday in May, the day before Mothers Day. The vote was unanimous in favor of changing to the third Saturday in May. Please change your copy of the Society By-laws, Article III, Section 1, to read: "An annual meeting of the members shall be held on the 3rd Saturday of May of each year."

THE 1979 ANNUAL MEETING was held in St. Paul, Minnesota on May 12. Through the efforts of Rick Krenske, meet chairman, and his committee, everyone had a fine time. There were more than 75 persons in attendance. I would especially like to thank Patrick Dorin for his most interesting

appreciated. There are many former M&StL units on the C&NW today and this should be a reminder of the many ex-M&StL employees that are still working throughout the C&NW system. The presence of these people among us is especially significant and their effect on the railroad and the railfan should not go without note. *Joseph Follmar, editor*

Contributing Members

The following members have made a contribution of double the regular dues amount or more. Their support of the Society is greatly appreciated by the officers and their fellow members.

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Mailbag

I NOTICED THAT HO MODELS of the C&NW J-4, H and H-1 are forthcoming. Could NWL publish material on the prototypes soon, so that we modelers could have such things as correct numbers for these engines when the models come out? Particularly valuable, and often scarce, are photos of the rear of the tenders, something which is necessary for correct lettering and numbering. The extensive coverage in NWL of the 2-8-2's is not necessary for this purpose, but something brief, geared to the particular models, would really be a service.

[Prototype information on the class J-4, 2-8-4's, the class H and H-1, 4-8-4's is already available in Knudsen's "Steam Power" and Dorin's "C&NW Power." A detailed study of the class H engines and conversion to class H-1 was published in the October, 1970 issue of Trains Magazine. Overland Models will provide prototype information with their forthcoming model of the class J-4 engines. Past issues of NWL have already provided several photos showing the rear of tenders. All C&NW and CMStP&O tenders are lettered on the rear to the same standard. In

Society Notes continued

and informative after dinner presentation on the "C&NW's Iron Ore Operations."

Board member Larry Easton indicated that he did not wish to be a candidate for reelection. He has been a board member since the inception of the Society, and he will be missed. It has been a pleasure working with him these past years. John Timm, of Cedarburg, Wisconsin, was elected to the Board for the first time, and William Stauss and myself were reelected. All of the officers were reelected by the Board of Directors for the coming year.

MEMBER LOUIS F. GERARD, JR., of Chicago was nominated by Treasurer Kamacher and appointed by the Board of Directors at the May 11, 1979 Board Meeting at St. Paul, to serve as Assistant Treasurer of the Society. His

NORTH WESTERN LINES welcomes comments both pro and con concerning matters of interest to the membership. Please keep letters as brief as possible and address them to: MAILBAG, North Western Lines, P.O. Box 98, Bangor, WI. 54614. Opinions expressed are those of the writer and do not reflect official policy of the Society.

the near future, complete lettering standards for steam locomotives based on C&NW and CMStP&O practice will be published. Robert A. Janz.]

A photo of the prototype is included with the Overland Models 2-8-2, and it shows a double-window cab with a Delta trailing truck and boxpok drivers. Apparently, at least one engine had this combination. Unfortunately, the locomotive number is unreadable from the printed photo. Do you know what it is?

[The photo used by Overland Models is of class J-A engine 2558. Information contained in table II on page 13 of the April, 1978 issue of NWL indicates that the cab of this engine originally had three side windows. The photo, however, shows this engine with two windows. Apparently, the original cab was replaced at some point. It was a common practice during shopping to eliminate certain

Continued on page 27

appointment will help to ease some of the paperwork load on the treasurer's office.

THE SOCIETY IS IN THE market for a reconditioned, long carriage, large character typewriter as a donation or at a nominal price. It is needed to prepare lists, rosters and tables for publication. If you can help out or know of someone who can, please drop a line to John Kamacher and give him the details.

AGAIN MAY I REMIND members that McMillan Publications, publishers of the forthcoming book "Prairie Rails" has graciously offered members of the Society a 10% discount; member cost being \$18.95 each (plus tax for Illinois residents).
Walter Feret, president



Walter Feret (right) representing the Society, and Glen Gildemeister representing the Regional History Center, Northern Illinois University, discuss the terms of the deposit agreement between the Center and the Society prior to the signing at DeKalb, Illinois on March 24, 1979. NWL photo by Robert A. Janz.

C&NW Happenings

Edited by Mike Blaszak



THE FIRST REFURBISHED ex-C&NW commuter coach was outshopped by the California Avenue Shops on April 6. Formerly C&NW 216, a bilevel car purchased in 1965, the refurbished coach is now numbered RTA 7817. Although the RTA press release covering the event stated that redone cars will be "repainted in the RTA colors of blue, brown and orange," the dominant color, as projected in the last "Happenings" column, has turned out to be an Amtrak-style silver mist. There is an orange stripe along the top row of windows and a brown stripe along the bottom row of windows. An RTA emblem and the words "Regional Transportation Authority" appear on opposite sides of the doors on each side in white, contrasting with the brown stripe. The car number appears in the same places as C&NW painted its car numbers, and the RTA numbers appear to have been applied with a C&NW stencil. The car numbers are painted in brown.

A recent check of C&NW commuter operations revealed that at least two refurbished and repainted coaches are in operation. Two RTA F40PHs were seen in C&NW service, these being 115 and 116. Consists of RTA Budd-built commuter cars remain in service. These are powered by F40PHs. It has proved impossible for C&NW and other Chicago railroads to mix new RTA cars with their own bilevels because the RTA cars have different receptacles and jumper cables. It also has come to light in recent weeks that the RTA cars are less than popular with C&NW commuters.

Information and photos for C&NW Happenings should be sent to Associate Editor Michael W. Blaszak, Apartment 3, 225 Homestead, La Grange Park, IL. 60525.

The riders' main complaint is that the new cars are fitted with non-reversible seats. Not only do many commuters dislike riding backwards, but also the fixed seats inhibit a favorite commuter pastime — card playing.

C&NW HAS PLANNED AN \$8 million track rehabilitation program for the suburban lines, the largest in history. Actually, the planned program will offset several years of relative neglect, as C&NW has been spending its money on freight lines in recent years while waiting for public funding of passenger projects. Under the program, RTA will pay \$5.3 million of the cost and C&NW will pick up the remainder. To be installed are 170,000 new ties and several thousand tons of ballast.

RTA REVISED ITS contingency plans for North Line commuter service during the Edens Expressway construction project in late April. Beginning April 26, train 310 has been originating at Highland Park rather than Winnetka. This train stops at Ravinia and Braeside before resuming its usual schedule into Chicago. # 310 was extended in lieu of the

Continued on following page



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C&NW Happenings continued

additional southbound train which RTA was planning, as reported in the April issue. No additional northbound service has been provided.

To show the new schedule for # 310, the North Western issued a new North Line timetable dated April 30, 1979. This timetable follows the previous format of a single, unfolded 8" X 17" green sheet printed on both sides. The April 1, 1977 timetables for the Northwest and West lines continue in effect. C&NW also has issued a 1979 version of its Arlington Park schedule. For patrons who want to play the ponies at the Chicago area's premier thoroughbred racetrack, two special race trains will depart Chicago on weekdays at 12:25 and 12:50 p.m. for the 40-minute trek to the track. On Saturdays, these trains will be augmented by a 12:10 departure from Jefferson Park, while on Sundays three trains make the Chicago-Arlington Park run. Each special train consist lays over at the race track until the races end, then leaves when fully loaded. The 1979 Arlington Park timetable is printed on blue paper. A 1979 Ravinia schedule is forthcoming.

THIRTEEN RTA F40PHs are expected to be assigned to C&NW passenger service in the coming months. These units will be sufficient to displace almost all of the 14 non-rebuilt (5000-series) E units. 48 C&NW commuter coaches are to be rebuilt and refurbished by RTA during the remainder of 1979, with 102 more scheduled for shopping in 1980.

CALIFORNIA MOTORISTS AREN'T the only people having trouble finding fuel these days. C&NW reported in late May that it was having trouble finding enough diesel fuel to assure full commuter service operation through the month of June. A North Western spokesman said the railroad had enough diesel fuel to get through May, but June "is another question altogether. We are scrounging for diesel fuel and hope that it doesn't present a problem in June." C&NW received 200,000 gallons of fuel from the Illinois Institute of Natural Resources, but the Institute could not supply an additional amount, reported to be 600,000 gallons, which the railroad had requested. As the shortage is centered in Illinois, the commuter operation is the most likely to be affected.

IT PROVED TO BE ANOTHER interesting winter for diesel watchers along the North Western. Max Marmon and C&NW News have combined to fill in the blanks from last issue's coverage:

In order to cope with the backlog of traffic resulting from January's heavy snows, plus the resumption of solid ore train movements from the Head of the Lakes to the Chicago area on January 26, C&NW first resorted to the expedient of borrowing units from its connections as necessary. For example, new Southern Pacific SD40T-2s 8502 and 8517 were loaned by the Cotton Belt for a run from the Alton and Southern's Valley Yard in Venice, Illinois (across from St. Louis) to Benld, Illinois and return on January 19. Southern loaned units 2736 and 214 for service between Madison and Nelson, Illinois from February 9 through February 13.

The first leased units on the North Western were Lake Superior and Ishpeming U23Cs 2300-2303. These units came on January 23 and were used in iron ore service out of Escanaba, releasing 4 6700-series C628s for other duty. These units were followed by Duluth, Missabe and Iron Range SDs. DM&IR SD9s 139, 153 and 155 were delivered on January 26, SD9 160 on January 27 and SD18s 175 and 190, along with SD9 159, on February 7. These units started out working from Itasca (Superior, Wisconsin) to Altoona (Eau Claire) and Minneapolis and from Minneapolis to Missouri Valley, Iowa. Later they began appearing on trains to and from Butler Yard. In mid-April the units were switched to ore trains

between Itasca and Upton Junction, Illinois. The 160 was returned on February 20, while the other DM&IR engines went back at the end of April.

Pittsburgh and Lake Erie came up with three U28Bs (2800, 2803 and 2808) on February 2. They were used initially between Nelson and Madison. On February 20 three more P&LE U28Bs (2801, 2809 and 2813) arrived. At this time all six were put into "Falcon" service as trailing units. Unfortunately, the U-boats were not capable of performing this demanding service and spent most of their time in the shops. The first one was returned on March 13 (2809) and the last one on April 3 (2808).

Bessemer and Lake Erie, for the second straight year, loaned C&NW some SD9s in February. Units 821, 822, 823 and 824 came on February 23; 827, 834 and 836 arrived on February 25; and 844, 846 and 847 showed up on February 27. The B&LE units were used in the same services as the similar DM&IR locomotives. This year, B&LE also leased some cabooses to C&NW. Bay-windowed waycars 1971, 1972, 1975, 1988 and 1989 were assigned to ore trains out of Itasca, although they were used on other runs from time to time.

Baltimore and Ohio also pitched in with loaned and then leased GP40s. On January 19, B&O GP40-2s 4154 and 4311 were delivered to C&NW at Madison and operated on the "Southern Illinois" through January 22. 4042 and 3725 were used by C&NW in the same service starting January 22. A more formal arrangement was concluded in early February as C&NW leased a total of 35 GP40s from B&O. These included the 4042 and the 3725, which latter unit was off C&NW from February 3 through February 9, when it returned under the lease. The following B&O units began arriving on February 9: 3760, 3707, 3775, 3734, 3772, 3757, 3736, 3705, 3778, 3702, 3709, 3706, 3759, 3712, 3766, 3728, 4056, 4005, 3732, 3767, 4006, 4035, 4023, 4031, 3723, 4052, 4054, 3756, 4041, 4043, 3701, and 3727. The units are listed in the order received by C&NW; the last one came on February 26. The B&O GP40s were used just about everywhere except the former Lake Shore Division north of Green Bay and the Western Division. Some of them even ran in pool service onto the UP. These units all were returned by April 1.

Rounding out C&NW's winter visitors were Missouri Pacific, Missouri-Kansas-Texas and Chicago and Illinois Midland diesels. The MP and MKT units work run-through grain trains from Iowa points to the Gulf of Mexico via the Kansas City gateway and are expected to appear regularly in this service in the future. Santa Fe units may also show up in the future. On January 30, C&NW received MP units 2297 and 2536 at Madison. They pulled a train of empty grain hoppers to Marshalltown, Iowa, where they picked up a loaded grain train and returned to Kansas City, arriving back on home rails February 4.

As previously reported, the C&IM units were used on the unit coal trains out of Monterey Mine in southern Illinois. Two C&IM units per day were utilized from late January through February 27.

In total, C&NW leased 62 units — 10 B&LEs, 7 DM&IRs, 6 P&LEs, 35 B&Os, and 4 LS&Is.

WITH THE RETURN OF THE B&O units in late March, Conrail, C&NW and UP began pooling power on the run-through trains via Provo Junction on March 27. C&NW and UP units commonly are used on these trains. In order to balance out locomotive hours, Conrail has allowed C&NW to use various units, mostly GP40s. Conrail locomotives such as 3097, 3007, 3061, 3042, 3019, 3015, 3079, 3035, 3078 and 3020, all ex-NYC/PC GP40s. These engines can be found on ore trains originating at Black River Falls, Wisconsin and running through to the Indiana Harbor Belt at Provo Junction. Also

C&NW Happenings continued

seen from time to time are SD40-2s, SD40s, GP38-2s and GP35s. Conrail cabooses are running through to the UP on the run-through trains.

LATEST IN THE PARADE of leased locomotives are 30 engines from Precision National. The first to show up was ex-Frisco GP7 537, which arrived on April 14. The associate editor spotted this unit at Clinton on May 5. We do not have a complete rundown on these units as yet, but Walter Feret reports observing PNC-owned ex-Southern SD24s in northern Wisconsin and Tom Way reports seeing ex-SR 6323 eastbound on the Illinois Division on April 26. Also to be leased from PNC are 11 1800 horsepower Alco units. More information is needed regarding this power.

C&NW JOINED THE RANKS of railroads owning a locomotive simulator on March 19, when it unveiled its Mobile Train Handling Simulator at North Western Station. The simulator is built into a 29-foot-long recreational vehicle. Unlike the Santa Fe's simulator, this version does not show the engineer trainee movies of the track ahead. Instead, a video screen displays a track chart, gradient profile and a graph that illustrates the dynamic forces acting on the train as the locomotive controls are operated. The simulator's computer is programmed to show not only C&NW's lines, but also lines of connections such as Illinois Central Gulf and Conrail.

North Western Limited

SW1 615 WAS SOLD BY the North Western on March 16 to an unknown buyer.

Max Marmon

THE CHICAGO AND NORTH WESTERN Transportation Company reported net income of \$15,748,000 for calendar year 1978, it was reported in late February. This represented an 8% increase over 1977's income of \$14,490,000. Operating revenues rose from \$562.7 million to \$651.6 million. Much of the improvement stems from C&NW's "very strong" 4th quarter, during which net income rose to \$6,979,000, compared to \$2,186,000 during the same period of 1977.

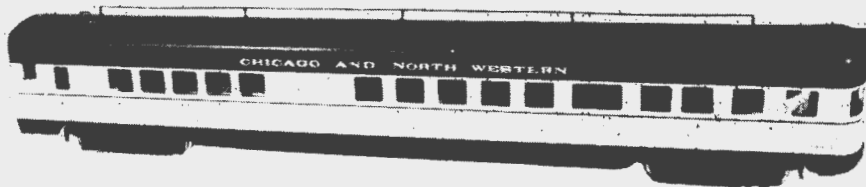
However, the disastrous winter of 1979 wiped out all of these gains in a short three-month period as the North Western lost \$30,571,000 during the first quarter of 1979. This loss, almost triple the 1st quarter 1978 deficit, was produced by extraordinary snowclearing expenses plus lower-than-normal revenues resulting from subdued business activity during the severe weather. The railroad may be able to overcome this terrible start and produce a net profit this year, but it will take some doing.

The North Western's tight cash situation may be aggravated by the possibility that it may be forced to operate portions of the prostrate Milwaukee Road for up to eight months under the Emergency Rail Services Act. The Milwaukee's trustee has recommended to the court that about 75% of the railroad be embargoed because losses have become so great that operation of the whole system will peril a successful reorganization. Of course, this will leave the Milwaukee's customers on the embargoed lines stranded. Under the Emergency Rail Services Act, the Interstate Commerce Commission can order a railroad to operate part or all of another railroad, using the second road's crews, for

Continued on page 28

from the shops of Nickel Plate Products . . .

HO Scale



Set Three — Dining Car and Observation (pictured)

Set One — 56 Seat Chair Car and Baggage-Tavern-Cafe Lounge

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High noon at Antigo in October, 1907. The new depot has just been completed and the Ashland Division offices now occupy the second floor. Train 116, pulled by engine 200, a class B, 4-4-0 type, is arriving from Ashland and will stop for fifty-five minutes to enable its passengers to have lunch. The "lunch" sign is evident on the corner of the building on the right side of this photo. The covered space between the two parts of the depot was eventually walled in. Photo from the collection of Russ Porter.

"Antigo . . .

55 Minutes for Lunch"

By Joseph Follmar

THE ORIGINAL SURVEY OF THE Milwaukee, Lake Shore and Western Railway from Eland to Ashland, Wisconsin, bypassed Antigo two miles to the west. The officials of the railroad were induced to change the route by Mr. F. A. Deleglise who gave the "Lake Shore" eight blocks of land in the village together with the right-of-way through his lands. The officials studied this proposed change, however, because the new acquisition required a stiff grade to reach the village and the originally proposed route would have provided the railroad with an easier grade through the territory. The decision to change to Antigo may have been influenced because a large, flat area was available for a yard. When the first train arrived on August 15, 1880, the crew was greeted with sandwiches and a barrel of lemonade; Antigo was strong on temperance.

The earliest development of the railroad's facilities occurred all on the east side of the tracks. A wooden passenger depot was built between Fifth and Sixth Avenues with a separate wooden freight house just south of it. Between the freight house and Sixth Avenue was an ice house which was later moved across Sixth. Between Sixth and Seventh Avenues there were several warehouses and a pump house with a well. The first engine house was a two stall affair alongside of the main line between Third and Fourth Avenues. In 1886, a three stall roundhouse was added to the original engine house. In later years, this area would be occupied by the brick freight transfer house.

By the end of May, 1892, the Chicago and North Western Railway had purchased control of the MLS&W. Before the consolidation was complete in 1893, Antigo had a new brick

Credit for this article about Antigo belongs first to Ralph Wehlitz, whose photos provided the original inspiration. Additional photos, many more than we could use, and informational expertise were provided by: Russ Porter, Earle S. Holman, Walter Wight, Joseph Duchac, Dan Hays, Jack Poshinske, Neal Baker, Edward Driscoll, Charles Fogeltanz, Bob Poss, Dick Strasser, Miss Agenes E. Norem, Ed Selinsky, Don Steffen, Larry Easton, Wes Foshay, William O'Gara, Oakman Mullen and the staff of the Wisconsin State Historical Society.

roundhouse. It was located on the west side of the mainline and consisted of twelve stalls, each sixty-nine feet long with pits and a cinder floor. The turntable was seventy feet long, the same as the original turntable on the east side of the tracks. It is conjectured that the original one was moved to this new location. A brick blacksmith shop and a new well were also installed at this time, north of the new roundhouse and within a year, a large coaling trestle was constructed south of it. The old roundhouse became a carpenter shop.

THERE WAS A CONSIDERABLE amount of vacant space between the new roundhouse and the nearest yard tracks. It was thought that this area was planned for future yard development yet further construction of yard tracks occurred only at the north end of Antigo which resulted in a separate yard. Instead, a third roundhouse was built in this area in 1904, on the east side of the turntable. There were fifteen stalls, each a length of eighty-two feet, capable of



In a tradition that continued for another forty years, trains 116 and 117 are shown here laying over for lunch in 1907. Apparently, train 117, pulled by engine 211, a class B, 4-4-0 type, has just arrived and there are some moves to be made. Her fireman appears to be anticipating a signal from a man who is stepping between the tender and the Railway Post Office car. The three young lads on the platform seem to know just where the action is. Photo from the collection of Russ Porter.

housing a class J mikado or a class E pacific. An R-1 was the largest engine that could fit into the 1893 engine house, now known as the "old house". The "new" and "old" houses now provided twenty-seven stalls at Antigo. A larger, ninety-five foot turntable was installed and as traffic rapidly increased up to World War I, as many as thirteen switch engines were assigned here.

Other changes came about in 1904. A brick machine shop was built north of the roundhouse. A wooden boardwalk connected the machine shop to the roundhouse and originally, a track was built running into the machine shop but this was later removed. The old blacksmith shop was converted to a store house. South of the roundhouses, a sand house, sand tower and a masonry cinder pit were constructed. Across the tracks on the east side, a wooden dispatchers office was built on Fourth Avenue. These developments began to give Antigo the look of a major terminal. It is not known whether these extensive facilities were ordered by the railroad in anticipation of making Antigo a division point, or whether Antigo was chosen as a division point because of the existence of the facilities there. Division headquarters had been at Kaukauna, but for some years that location had become

increasingly congested and there was no room for expansion. It seems likely that the 1904 improvements at Antigo were planned to make it a division headquarters. In 1907, it was made headquarters of the Ashland division, an event that marked the height of Antigo's importance as a railroad center. More changes were made. The old depot was temporarily relocated north of Fifth Avenue and a new, brick depot was constructed on the site of the old depot. The ticket office and waiting room were on the ground floor at the north end of the building while the divisional offices were on the floor above. The lunch room was at the south end of the depot on the ground floor and the dispatchers office was relocated from Fourth Avenue to the second floor in 1926.

For over forty years, two trains met at Antigo for a lunch break. Train 116 southbound, and train 117 northbound, arrived just a few minutes apart and laid over for fifty-five minutes. C&NW operated similar lunch arrangements at other locations such as Eland, Elroy, Merrillan and Spooner in Wisconsin. Presumably, this was less expensive than operating dining cars on the trains and this practice was notably more common on railroads in the west.

Another interesting operation at this depot in Antigo

This is the only available photo of the original depot at Antigo, but comparison of the photo with a contemporary track plan of Antigo suggests that the depot had been moved north a block from its original location, because the curving track to the left does not fit with anything on the plan except the trackage just south of the original engine house. The photo is dated July 16, 1907, and by that time the new brick depot was already under construction at the site of the original depot. Photo from the collection of Larry Easton.





The yard office was located south of the roundhouses. In the background is the carpenter shop, the coal chute, water tank and the 155 foot power house chimney. Photo taken by Ralph Wehlitz in the early fifties.

happened with the arrival of the Wisconsin Lakes Special, train 103, about 4:00 a.m. This train always left Chicago the evening before with sleeping cars and coaches bound for both Watersmeet and Ironwood. At Antigo, this train was split in two. Train 103 continued on to Watersmeet and train 203 went up the Rhinelander Line to Ironwood as the two lines diverged at Monico, north of Antigo. When the depot was new, there were many branch lines on the Ashland Division and a mixed train ran out of the Antigo depot up to White Lake three times a week.

THE PRESENCE OF THE DIVISION superintendent at Antigo necessitated that a considerable office staff be on hand, and for many years this also meant maintaining his railroad business car. When John Leppla was the superintendent, from 1922 to 1942, his car was number 25, the "Two Bits". Although the 25 was small, it could provide for five men for three or four days.

When the new depot was completed in October, 1907, the old depot was moved across the yard to a location south of the engine facilities. Here, it served as a carpenter shop for the bridge and building crews. The B&B supervisor for the Ashland Division was responsible for nearly a thousand culverts and bridges and he had six crews assigned to him. In the area south of the roundhouse, there was a large yard for the storage of bridge timbers with enough material to build a ten-span bridge.

This is the south end of the carpenter shop used by the bridge and building foremen. It is thought to be the original Antigo passenger depot, as both buildings had the same general size and shape, both were of board and batten construction and had end windows in the same location, except for the small attic windows, which could easily have existed on the end of the original depot we have no photo of. Close inspection indicates that the door on the right was cut in later. The switch engine and cars are on a track that originally led up an inclined trestle to coal chutes. Photo by Ralph Wehlitz.



A new brick freight house was constructed in 1907 on the east side of the tracks just south of the original engine houses. These were removed but the freight house still stands. Antigo had become a very important stationpoint for the transfer of less-than-carload-lots (lcl) for all points north of it. Cars of goods shipped from Chicago would be broken up and the goods re-distributed. At times when a town was large enough, a solid car would be packed with all the lcl from the various small shippers. At other times, boxcars, and occasionally, refrigerator cars, referred to as way cars would be loaded with all the lcl for a number of intermediate smaller stations and then handled by the way freights.

A large ice house was built north of the roundhouse and it became a favorite spot for local fishermen to store their catch. Its use became increasingly important in later years as the production of potatoes rapidly increased in the area all around Antigo. In the late 1940's, at least two thousand refrigerator cars of potatoes went out on the railroad each year.

A **NEW FREIGHT CLASSIFICATION** yard was laid out at the north end of Antigo in 1909 and the old yard near the engine facilities was re-named the "South Yard". All southbound trains were broken up in the North yard and northbound trains in the South yard. Business was good for many years. The World War I period marked the peak of the logging and lumber traffic. Even during the Depression a lot

The water tank and the coal chute shown here both replaced earlier facilities. The water tank was built after World War I, of redwood from the West coast. According to Joseph Duchac, former Ashland Division Bridge and Building Supervisor, water tank hoops made from wrought iron would last sixty years while steel hoops were good for only five years. The coal chute was erected in 1917, replacing an elevated coaling trestle which stood where the hopper cars are in this view. Before the diesel era, an average of two carloads of coal a day went through this chute. In the center foreground is a blowdown stand made of a portion of a cast-off locomotive boiler. Photo by Ralph Wehlitz taken during the fifties.



of the crews operated and in 1938, the railroad began calling men back to Antigo.

Along the ladder track of the south yard was a cluster of shanties for the section crews that worked out of Antigo. One crew was responsible for the local yard, another worked south from Antigo and another worked north from it. Also, each branch line had a crew. For many years there were a number of old box car bodies in the area of the roundhouse and shops. In 1912, these old car bodies were used for a section crew quarters, a restroom for engineers, a coal and oil house and a sleeping room for an operator. Other small shanties near the depot, were for the car cleaners, pumps, tools and phones. Two single outhouses and three double ones completed the picture.

A new Fairbanks Morse coal chute with a capacity of one hundred and fifty tons was built in 1917, replacing the elevated coaling trestle. An average of two cars of coal were needed to supply the twenty or so engines that fueled at Antigo each day.

The height of log and lumber shipments through Antigo peaked around 1916 when there were the greatest number of sawmills and fifty to sixty cars of logs a day would be delivered. There were usually seven switch crews on duty most of the time.

The original wooden freight house, which had stood south of the original depot, had been moved to a position directly across the tracks from the new freight house in 1907. In 1924, it was moved again to a site along the car repair tracks for use of the carmen. The original freight house was furnished with toilets, washrooms and locker rooms; it also furnished space for a store room and a room for repairing brake valves. Car repair on the division had been concentrated at Antigo, although Kaukauna had continued to build freight cars for a few years. In 1909, the repair tracks had been increased to a capacity of eighty cars, and in 1917 an additional car repair track for light repairs had been added in the North yard. The car repair area included a building for paint supplies, a building for renovating journal box packing, a blacksmith



A great deal of activity and the heaviest concentration of motive power occurred at the south end of the roundhouses. The raised track on the far left served the boiler house. The hose apparatus in the center foreground is a gas-electric fuelling station. To the left, on a storage track is engine 2453, a class J-S, 2-8-2 type, between the two roundhouses is an unidentified class M-2, 0-6-0 type, and on the right is engine 2094, a class M-1, 0-6-0 type. Photo taken during the fifties by Ralph Wehlitz.



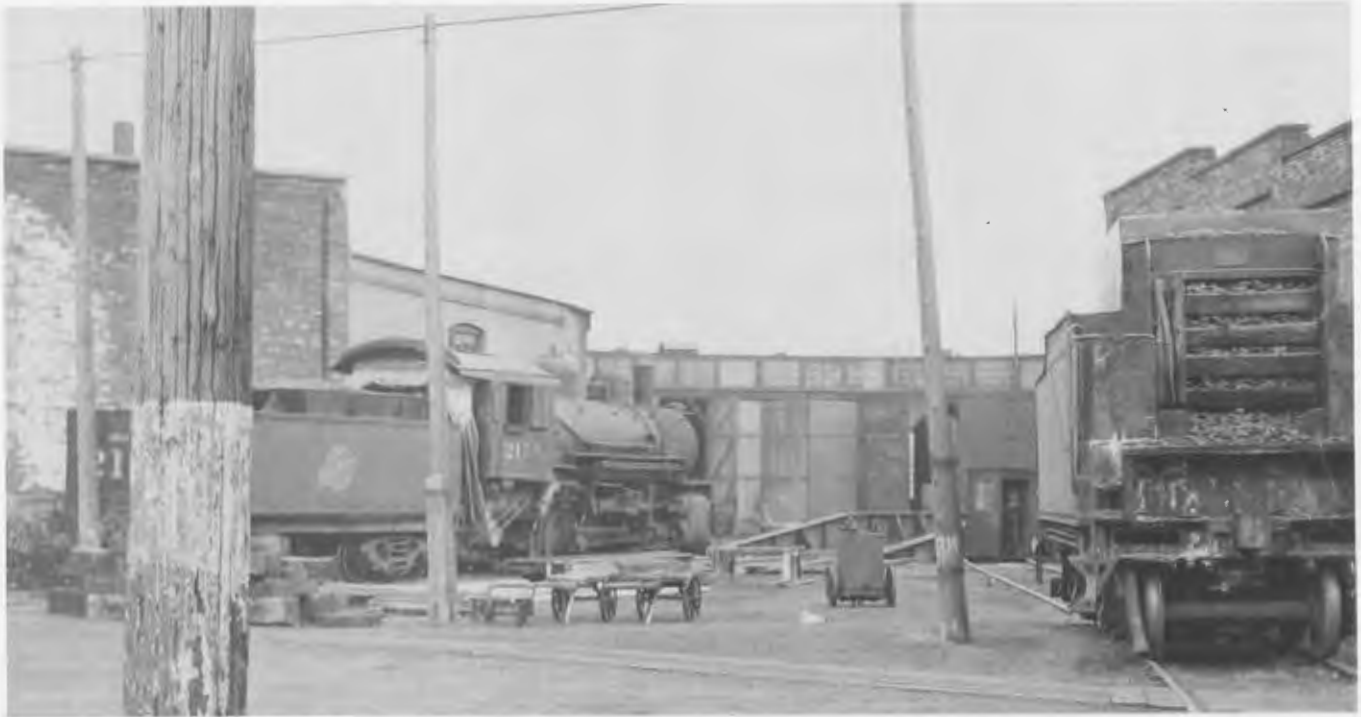
This view of the roundhouse area was taken by Don Steffen in March of 1947. To the left is the boiler house, coal hoist and ash hopper. The boiler house provided steam and compressed air for the roundhouse and the shops.



Many of the stalls of the old roundhouse had arched doorways with windows in the doors. In this view, time has taken its toll on many of the extra little touches that were built into this once classic building. Photo by Ralph Wehlitz taken during the early fifties.



This view of the turntable shows a portion of the "new" house. The presence of at least five locomotives suggests a very active operation, even though the pit is overgrown with weeds. Photo by Ralph Wehlitz.



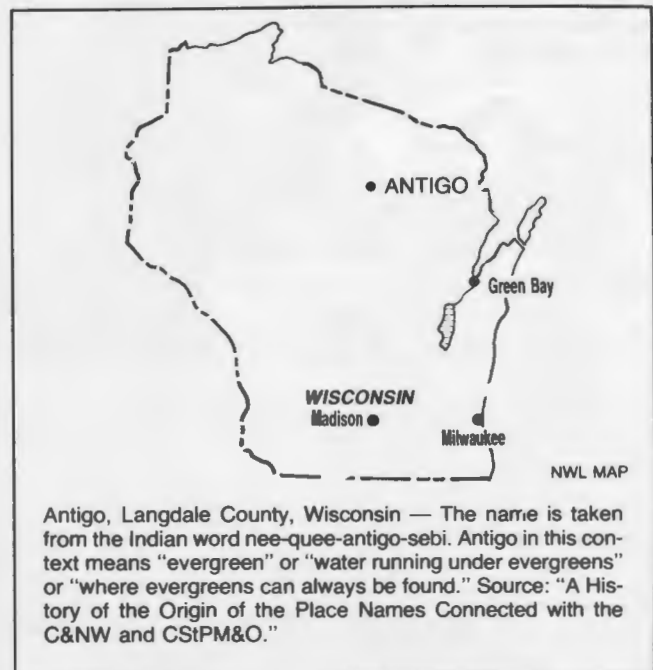
This view shows the north end of the roundhouse area. To the left of the photo, beyond engine 2179, a class M-2, 0-6-0 type, is the "new house", while beyond the disconnected tender of an R-1 is the "old house." The doors visible in this scene beyond the turntable bridge are those of the "new house." The boardwalk led off to the machine shop to the right. At the left is a corner of the store house, the former blacksmith shop. Of special interest in this view is the front of the R-1 tender; the coal board arrangement is quite evident as is the canvas curtain which can be pulled across the coal pile to inhibit dust. The coal bunker of this tender has been modified to increase its fuel capacity and at the same time to provide clear vision to the rear. Photo by Ralph Wehlitz during the early fifties.

shop, a machine shop and sheds for storage of jacks and lumber. In 1925, there were eighty-three men working in the car department at Antigo.

THE BOILER HOUSE WAS the last major construction project for the Antigo terminal. It was built south of the roundhouse in 1927. The track behind the coal chute was extended to service the new plant with both coal delivery and cinder removal. The coal appears to have been stored underground and the cinders in a large housing above the tracks. The boiler house not only supplied steam for heating the roadhouse and other buildings, but it also supplied compressed air for powering heavy equipment, such as hoists, air hammers and locomotive jacks. In emergencies, the air was also used to operate an engine onto the turntable and into a different stall into the house. The boiler house provided employment for four stationary engineers and nine other firebuilders and laborers. Before the end of steam, however, they were forced to discontinue using the powerhouse boiler, as the facility became too expensive to maintain for the small amount of steam and air needed at that time. Instead, they heated the roundhouse and pumped air with a locomotive in the roundhouse; the ash hopper and coal hoist at the boiler house were among the first items from the steam era to be removed.

After the Depression and World War II, Antigo facilities received just minor improvements including an addition to the yard office of lockers and washrooms in 1946.

Antigo began to lose its railroad functions and related employment in 1954, when the Ashland Division was merged into the Lake Shore Division. Since then, the Lake Shore Division has been merged into the Wisconsin Division. In the forties, the railroad had been the largest employer in Antigo with a monthly payroll of \$100,000. Back then, there were nearly two hundred men in the powerhouse, roundhouse and machine shop and another hundred in the car department.



Because Antigo was a crew change point, many trainmen and engine crews also lived there. On January 1, 1954, the roundhouse crew roster was down to just nineteen machinists, seven boilermakers, eleven boilermaker helpers, two blacksmith helpers and one electrician; there were two carmen assigned to the roundhouse who looked after pilots, cabs, tender trucks, brake riggings and couplers.

The last steam locomotive to run through Antigo was engine 175, a class R-1, 4-6-0 type, on September 24, 1957. The steam era facilities lasted a little longer. Everything west of

This area north of the "new house" was used to store locomotive material. The narrow gauge track in the foreground served as a light railway. To the left are several different sizes of tubing which are apparently replacement boiler tubes and flues. In the center foreground are locomotive truck wheels and tires stored on timbers indicating that they are intended for eventual use. Standing to the right is a crane used to handle heavy material. Beyond the crane are several sheets of steel which could be put to a multitude of uses. Adjacent to the back roundhouse wall is the body of a retired boxcar which serves as a toolshed for the roundhouse machinists. Photo taken by Ralph Wehlitz in the early fifties.



the mainline except the yard office was eliminated. The last building on this side was the carpenter shop which burned in 1978. Today, the only railroad buildings left in Antigo include the yard office and those on the east side of the tracks. Ironically, this is where the entire development first began.



The old freight house originally stood on the east side of the main line and was moved across the track to the west side in 1907. For this move, it was loaded on flatcars and was handled by engine 1009, 0-6-0 built by Rhode Island in 1891. Originally, MLS&W number 109. Photo from the collection of A.W. Johnson



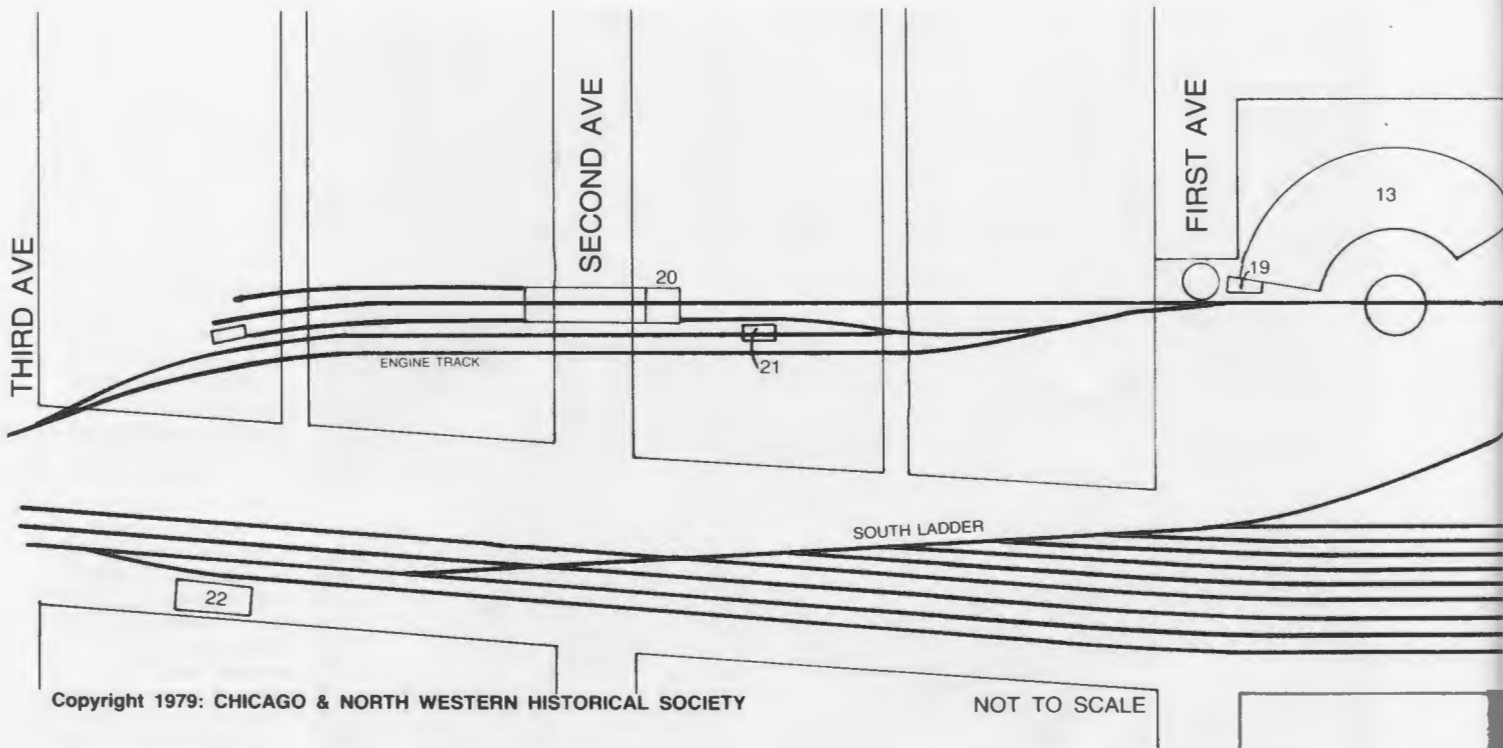
The building in this photo is the lumber shed used by the car repairmen. Notice the brake beams leaning against the end of the shed. This view was taken at the far north end of the South yard with the camera facing northward. The cars at the left edge of this photo are on the number one car repair track. The caboose and the Jordan spreader are on the storage track which was originally connected with the repair track on the left. Photo taken by Ralph Wehlitz during the fifties.



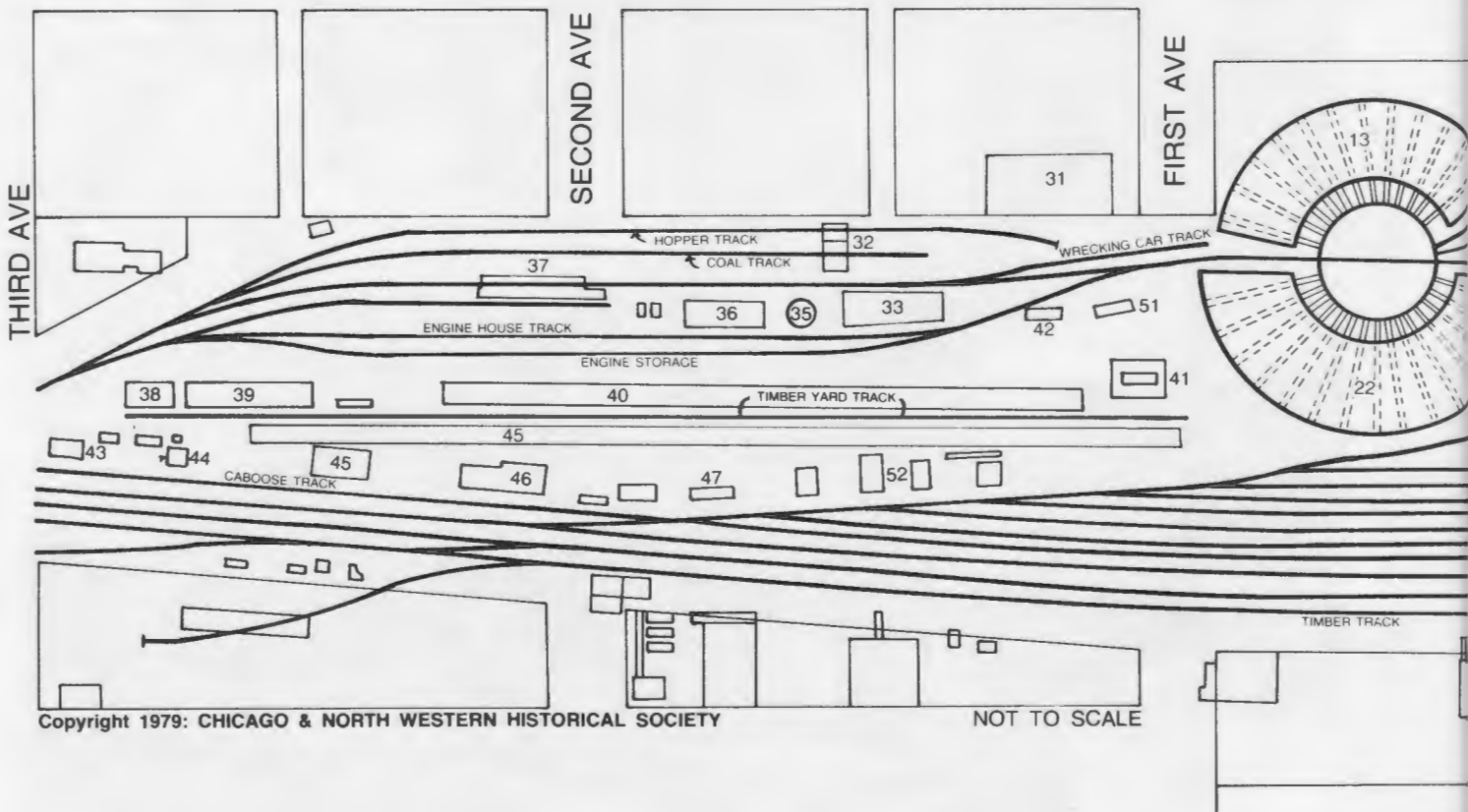
Steam power was only a memory at Antigo when this aerial view, which faces north, was made during the mid-sixties. However, most of the steam era facilities still remained. The boiler house was no longer in operation and the coal hoist and ash hopper have been removed. The 155 foot high smoke stack would be one of the last structures to go. Differences in roundhouse size and construction between the "old house" on the left and the "new house" on the right are apparent. North of the roundhouses are, from left to right, the machine shop, store house, car repair shed (former freight house) and ice house. The classification yard shown here is the original and is known as the "South yard". Another, known as the "North yard", which includes a wye, begins just beyond the upper limits of this view. Photo from the collection of Charles Fogeltanz.

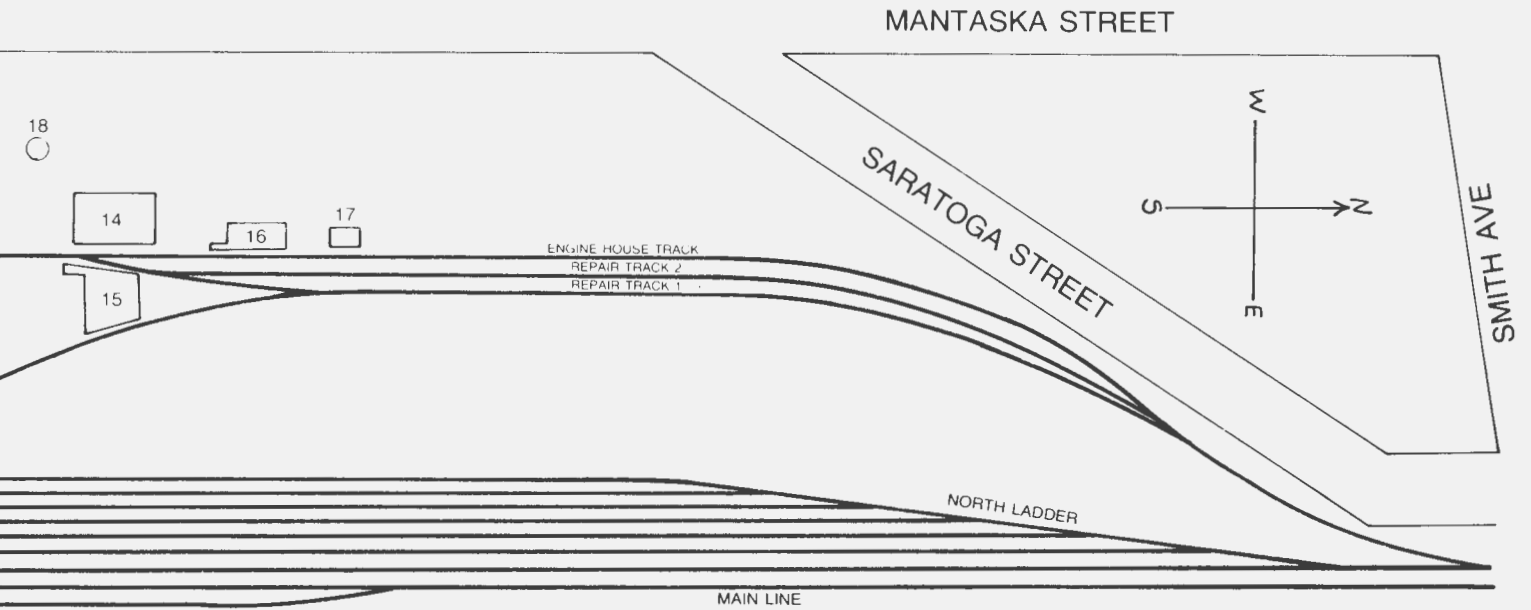
The Antigo depot did not change much over the years except for replacing blinds with shades in the windows, enclosure of the passageway between the buildings and a power line post at this end of the building where a tree had been planted. In this 1950 view we are looking at the north end and the west side of the building. Photo by Wes Foshay.





- | | | | |
|--------------------------|---------------------------------|--------------------------|--------------------------------|
| 1 Original Engine House | 9 New Freight House | 17 Car Repair Department | 25 Store House |
| 2 Second Engine House | 10 Dispatchers' Office | 18 Well | 26 Old Boiler House |
| 3 Original Depot | 11 Old Freight House | 19 Sand Bin | 27 Water Closet |
| 4 Original Freight House | 12 Yard Office | 20 Coal Shed | 28 Warehouse |
| 5 Ice House | 13 Old Engine House, Built 1893 | 21 Cinder Pit | 29 Car Repair (Former Freight) |
| 6 New Depot | 14 Blacksmith Shop | 22 Stock Yard | 30 Ice House |
| 7 Lunch Room | 15 Store House | 23 New Engine House | 31 Boiler House |
| 8 Machinery Room | 16 Platform | 24 Machine Shop | 32 Coal Shed |

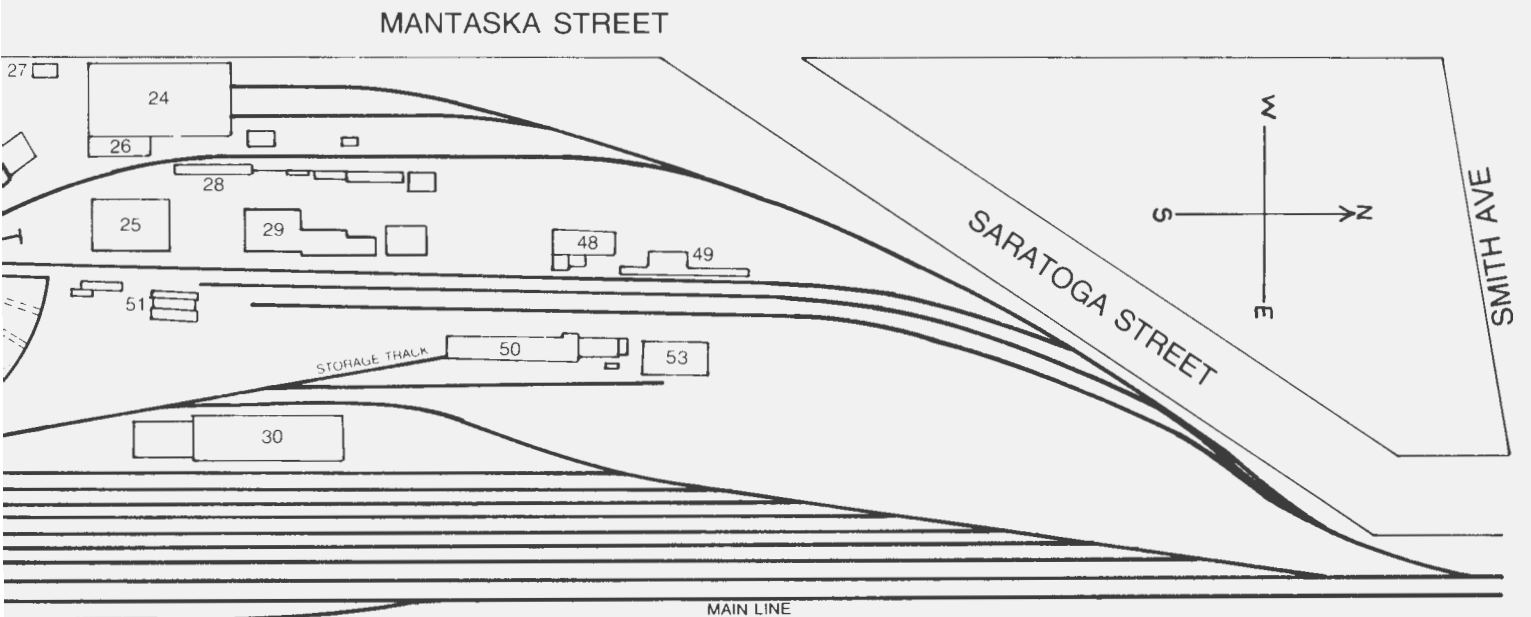




Karen Olsen
 NWL Drawing by Karen Olsen

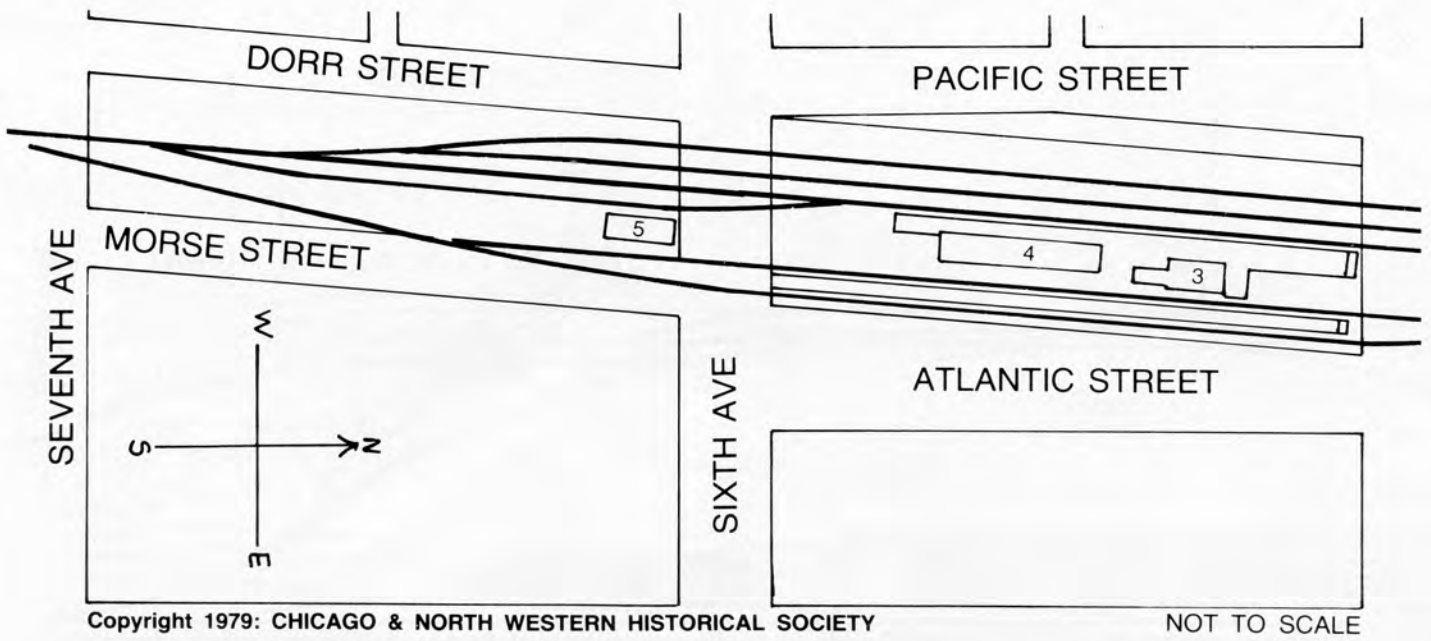
ANTIGO YARD 1899

- | | | |
|-----------------------|-----------------------|-------------------|
| 33 Wood Bin | 41 Tank | 49 Scrap Platform |
| 34 Half Car Body | 42 Pump House | 50 Lumber Shed |
| 35 Water Tank | 43 Office | 51 Car Body |
| 36 Sand House | 44 Coal Storage | 52 Section Houses |
| 37 Cinder Pit | 45 B&B Timber Storage | 53 Tool Shed |
| 38 Carpenter Shop | 46 Platform | |
| 39 B&B Materials Shed | 47 Welders' Shop | |
| 40 Gas Storage | 48 Blacksmith Shop | |

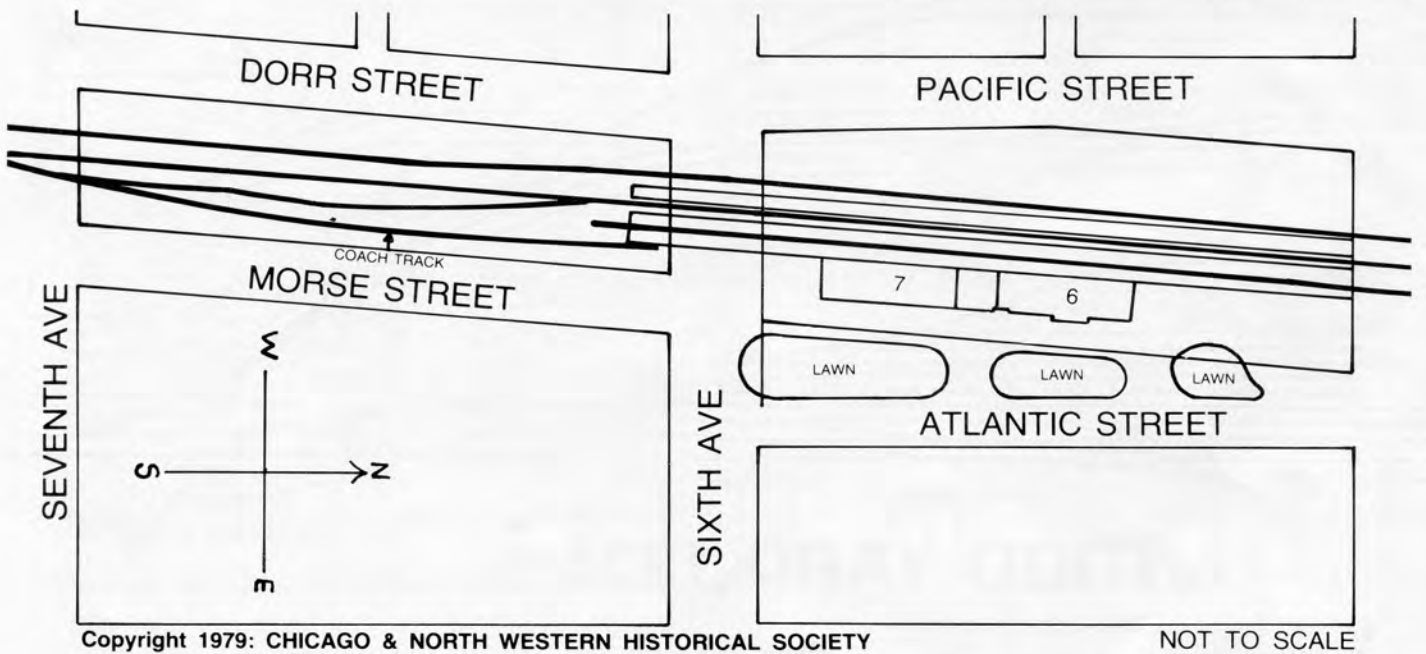


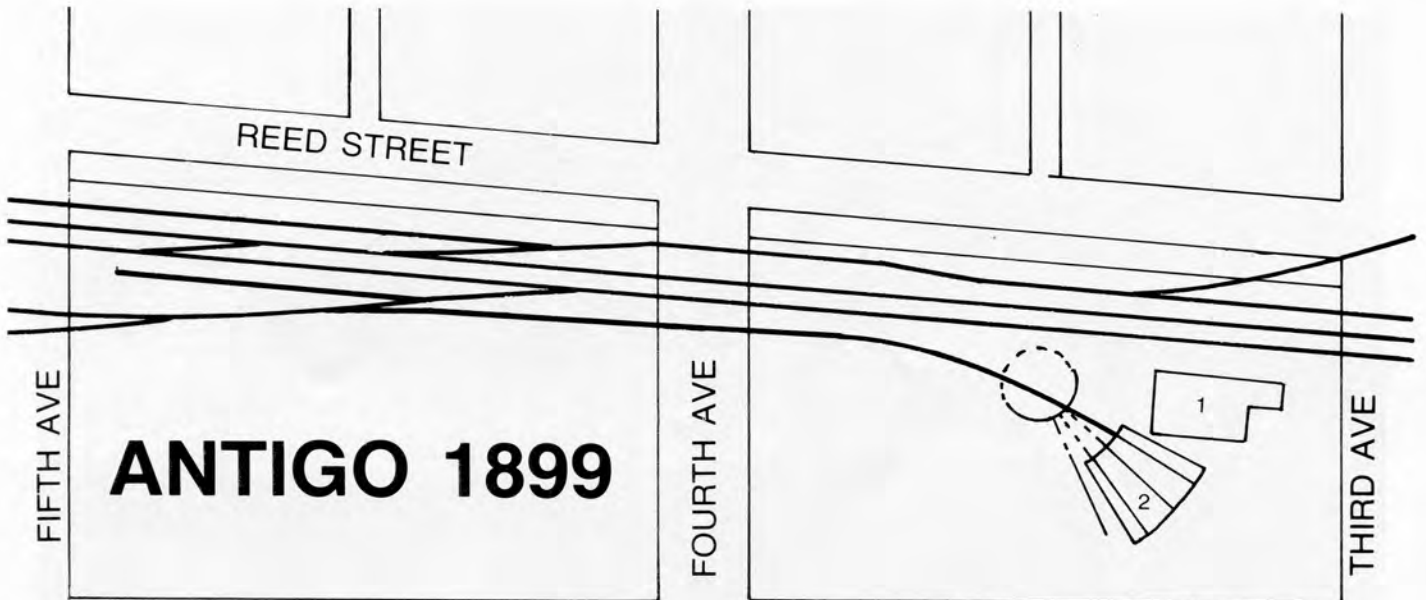
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ANTIGO YARD 1935



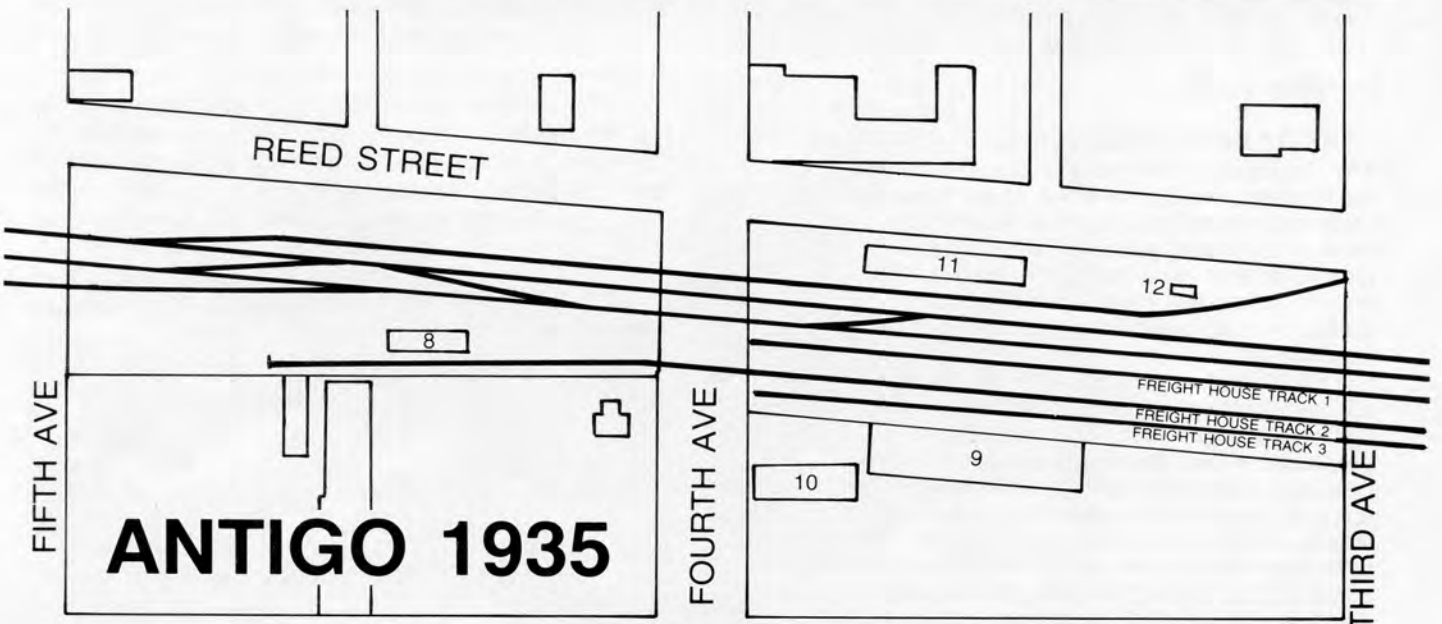
This crossing watchman's shanty stood at Third Avenue and was evidently maintained with pride along with the adjoining area. Over the tops of the maintenance-of-way cars can be seen the roof of the freight house where lcl was broken down for distribution to various way freights. Photo taken by Ralph Wehlitz in the 1950's.





NWL Drawing by Karen Olsen *Karen Olsen*

A new freight transfer house for lcl (less-than-carload-lots) was built in 1907, the same year as the new brick depot. In this 1908 scene, we are looking southwest. The temporary pool of spring water is the site of the original two stall engine house and the three stall roundhouse. The frame dispatcher's office was off to the left of this view. Photo by A.J. Kingsbury, from the collection of Larry Easton.



NWL Drawing by Karen Olsen *Karen Olsen*