

Valentine SNIPPETS of SALEM

19 - KD LINE
by
Paul Behrens

0-182 pages

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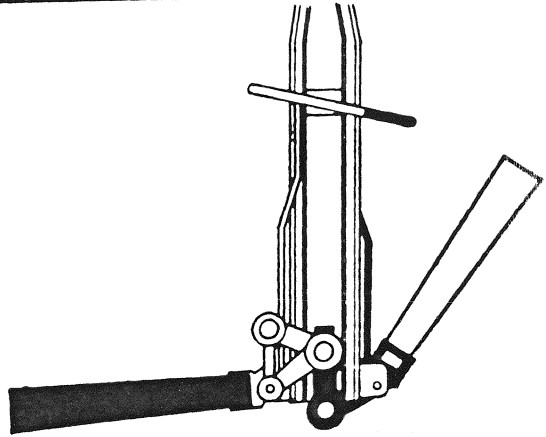
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P.L. Behrens

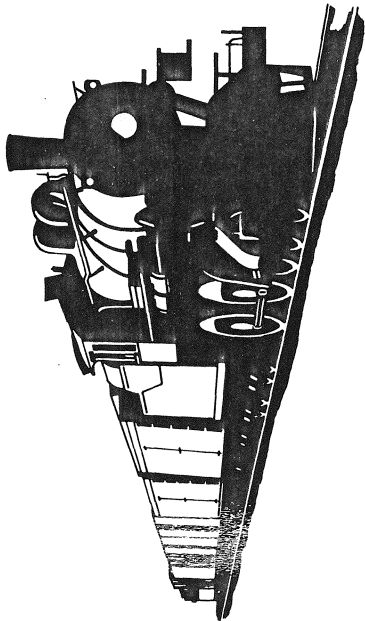
THE KD LINE



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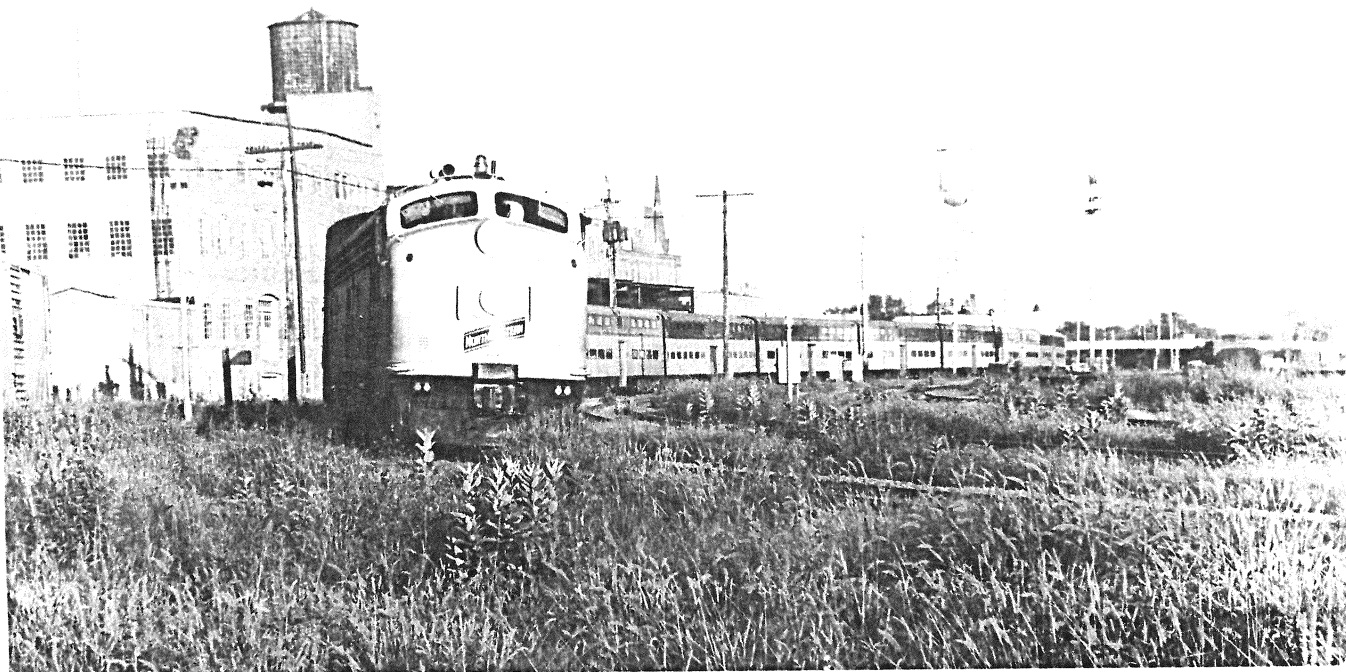
The KD Line

by P.L. Behrens



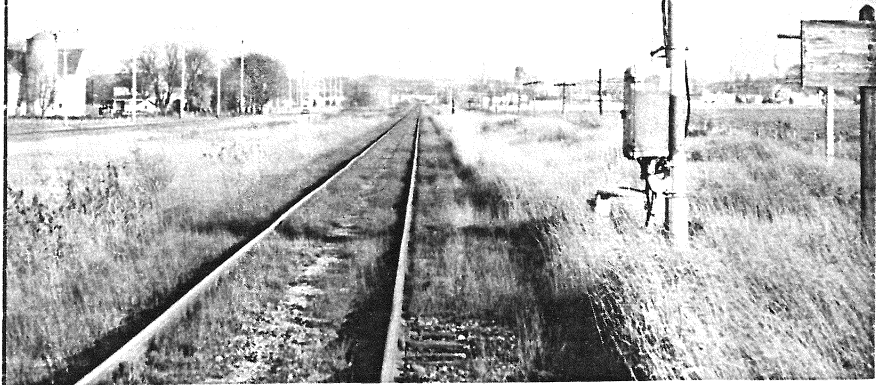
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Harvard, looking east. After bringing train 637 from Chicago E8 521 leads its train through the junction trackage west of the depot onto KD rails. The train has finished its run in this August 1977 view and will tie up in the coach yard at right. To the left of the engine is the KD's home signal for the junction.



Contents

Introduction	
Chapter 1	1
Chapter 2	10
Chapter 3	21
Chapter 4	28
Chapter 5	36
Chapter 6	39
Chapter 7	68
Chapter 8	78
Chapter 9	127
Chapter 10	137
Chapter 11	140
Appendix	170
Bibliography	176
Notes	178



One mile west of Harvard on the KD, looking east. Signal 818 is the interlocking approach. Automatic Train Stop territory began at this point until the early 1970s.

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Introduction

To those acquainted with the early history of the Chicago and North Western Railroad the names of this great system's two chief predecessor companies, the Galena and Chicago Union, and the Chicago, St. Paul and Fond du Lac are readily recognized. Yet there were other enterprises included in the June 1864 merger which created the basis for the modern North Western system whose histories have been largely neglected, and this work is the story of one of those lesser-known lines.

The finished KD was not a spectacular railroad physically. Within its length of 72 miles it traversed a territory which while highly productive possessed little notable scenery. The landscape varied from gently rolling hills to flat prairie, presenting few engineering problems. Features noticed by the traveler were the various small lakes and rivers the KD passed by on its way through Kenosha County. No more large bodies of water were encountered until the tracks reached the banks of the Rock River, following it for the last few miles into downtown Rockford. And of course all along the route were the well-kept fields and buildings of small farms, punctuated here and there by patches of woodland.

The KD, or Kenosha Division, began as an independent enterprise created by businessmen of Kenosha, Wisconsin. This company failed, nearly dragging the city down with it. Kenosha's railroad, acquired by the original Chicago & North Western, successor to the old Fond du Lac, found itself integrated after 1864 into the rapidly growing C&NW. As it lay across several of C&NW's other lines radiating out from Chicago, the KD provided North Western with its first means of reaching eastern Wisconsin from western Wisconsin and Minnesota without having to go through Chicago. For its part in the North Western's early development, and later, with its varied freight and passenger traffic making it an interesting line in its own right (along with a personal attachment gained from its being my hometown railroad), I felt that an attempt should be made to tell the KD's story in a more complete manner than has previously

appeared.

Histories of the C&NW have shed little light on the KD; Stennett's *Yesterday and Today* only devotes two pages to the KD, dealing with some early developments on the line, while Casey and Douglas' *Pioneer Railroad* scarcely mentions it at all. Frequent reference to the KD is made in histories dealing with villages and cities on the line, but only to the extent of the effect it had on the individual community. While this is not a complete history of the KD, I hope it does something to make the reader familiar with an important piece of our transport heritage.

A few words are in order about some of the maps that appear in the book. In general the dates with each map show each location at its greatest level of development. Most of the detailed track plans are drawn from railroad company right of way diagrams or station blueprints. The maps of Poplar Grove, Caledonia, Argyle, Harlem and Loves Park were drawn using a combination of photographs, USGS quadrangle maps, and observation.

The 1857 Kenosha map is from a city map published in that year by S. Y. Brande and J. Lothrop, belonging to Elizabeth Lyman.

Maps from the Kenosha County Historical Society's collection were used in preparing the map of the Kenosha & Beloit R. R.

Likewise the 1870 map of Rockford is from a city map of that period in the collection at the Rockford Public Library. In the Rockford library are also detailed insurance maps of the city from which the 1925 Northeast Rockford and 1930 Rockford maps were made.

The amount of information I originally brought to this project turned out to be quite small. Without the assistance of several helpful organizations and a large number of very kind people its completion would certainly not have been possible. I would like to express my thanks to all, including those whose names do not appear here.

First, many thanks to my sister Barbara Gabel, who typed the manuscript, and to Fran Tody, who edited it.

Of particular assistance in gathering material have been Lois R. Stein, librarian of the Kenosha County Historical Society;

often called in error
Kenosha Division

Kenosha County Surveyer Robert L. Smith; Gilbert Tuttle of the Western Kenosha County Historical Society; Charlotte Kamholtz of the Genoa City Historical Society; retired C&NW engineers Walter Skinkle, who furnished most of the material for Chapter nine and John Chapman, who provided recollections of railroading on the KD in earlier days; Archie McMillan, Carl Ralston, and Roy Peterson, who supplied much information concerning the Caledonia area; and Terry Timm, Mike Patrick and Anton Klova who generously contributed their knowledge of railroading in and around Kenosha.

Others who have been very helpful include Len Beard, Craig Pfannkuche, Elizabeth Lyman, Esther Adamson, George Hoey, Joseph Follmar, Jeff Kneipper and Bill Armstrong.

Organizations and institutions besides those already mentioned who have provided assistance include the Chicago & North Western Historical Society, the G. M. Simmons Library, Kenosha, Wisconsin, and the Rockford, Illinois, Public Library; also the Woodstock, Belvidere and Hebron libraries in Illinois and the Lake Geneva and Beloit libraries in Wisconsin, the Kenosha Public Museum, the Harvard, Illinois *Herald*, the McHenry County Surveying Company, the State Historical Society of Wisconsin, and the Interstate Commerce Commission.

P.L.B.

Chapter 1 The Kenosha & Beloit R.R.

In spring of the year 1835 a small party of explorers made its way on foot along the thickly forested western shore of Lake Michigan in what is now southern Wisconsin, heading toward the Illinois state line. The party was made up of three men, Sydney Roberts, Warters Towslee and Charles Turner, all from Hannibal, New York. They had started out by taking a boat to Detroit, walking to Chicago, and from there making another boat trip to Milwaukee where their labors began.

The expedition was organized by the Western Emigration Company, which had been formed by citizens of Hannibal to find land for settlement further west. It was felt by many in the east even at this early date that conditions were overcrowded and opportunities lacking.

Even though the settlers were opening up undeveloped territories no one intended to hack an existence out of the wilderness for long. They had much grander visions. Roberts, Towslee and Turner were instructed to look for a particular kind of territory on which a village and eventually a city could be built. It should be located along the lake shore at a place with a natural harbor, and have good farming country inland.

Agricultural products from the west were to be shipped east, and with manufactured goods from the opposite direction, the merchants of the town would handle the traffic in both directions.

Arriving at Milwaukee they found all the suitable land at that place occupied, so it was necessary to leave there and head south. Upon reaching Root River, which is now Racine, it too was already settled and had to be left behind.

Then, on June 5, 1835, the explorers came to a place about 7 miles north of the Illinois line where a wide-mouthed creek flowed into the lake. The location was protected on its north side by an island close to the shore, forming a small natural harbor. Not perfect, perhaps, but good enough. A few Potawatomi Indian villages had once been located here, but these were long since abandoned.

Claims were quickly made by notching tree trunks and word was soon sent east

that the new townsite had been found. Settlers began to arrive at the site during the summer, some coming overland and others on sailing vessels.

The townsite was first named Pike, an English translation of the Indian word "kenosha" for the fish which inhabited the area's waters.

The first buildings in Pike were crude log cabins with dirt floors. No crops were planted because no one had come early enough. The settlers survived on supplies they had brought with them and also lived off the land. Altogether about thirty-five souls spent that first winter in Pike.

In its early days the settlement had to survive the bitter winter weather, bands of hungry Indians, squatters on some of the best property, boundary squabbles, sporadic supply deliveries, a rival village established a short way north and internal disputes which in 1836 caused dissolution of the Western Emigration Company. During this year the population grew to eighty-two, including many people who were not part of the original scheme.

The good farmland which had been specified should be west of the town was certainly there. Even as Pike itself was in its early stages people were taking advantage of the new territory, and the two partners, town and country grew and developed apace, if not always in harmony.

The idea of making the town a lake port was still very active, and with this in mind it was renamed Southport in 1837. By 1840 Southport, which had a population of 337, was incorporated as a village. Growth was rapid during this decade.

At first ships anchored a short distance off shore and small boats or lighters were used to transfer cargo. To improve this situation a U.S. government dredge came to open a channel deep enough to allow lake vessels to enter the harbor. Piers and a lighthouse were added shortly after.

Businesses of many sorts were established, among these being warehouses near the lake where goods for shipment over the lake were stored. The main commodities shipped from Southport were wheat, being the main crop grown at that time, and flour.

In the 1840s both Southport and Racine were part of Racine County, and

were lake ports. Since they were only 10 miles apart, there was naturally a fierce rivalry between them for business. And for all the rapid growth of Southport, it began to fall somewhat behind. Most people in Southport felt their interests would be better served by greater independence from their neighbor to the north, so in early 1850 the southern part of the county was separated from the rest, taking as its name the original Indian word Kenosha. Southport, incorporated as a city that same year, also took Kenosha as its new name.

The situation between Kenosha and Racine was made even more acute by the fact that they were sandwiched between Milwaukee and Chicago, and were forced to compete with these larger cities.

Roads into the interior all over the area were dirt trails which were dusty paths at best, and impassable quagmires whenever it rained. The only other possible avenue of travel was the Fox River, but this was never suitable for navigation. In addition the river flowed north and south while most traffic moved from east to west.

More dependable transport was clearly needed, and at this period the most promising method was the railroad. The Galena and Chicago Union Railroad, organized in 1836, began operating 10 miles of track west from Chicago in 1848, and the Milwaukee and Mississippi Railroad opened a similar mileage out from Milwaukee in 1850. In the early 1850s both companies were slowly expanding their mileage. During this period many other lines were chartered, but only a few ever started construction.

Two companies formed in 1851, one in Illinois, the other in Wisconsin are of interest at this point. First organized as the Illinois Parallel Railroad, the Chicago & Milwaukee RR was built north from Chicago, and the Green Bay, Milwaukee & Chicago RR which came south from Milwaukee.

Both met at the same point on the state line forming one continuous railroad line between the two cities. The route of the GBM&C passed through both Racine and Kenosha. But while by this meant railroad service for Kenosha it still did not solve the problem of improving transportation from Kenosha to the west.

Then, in April 1852 a group of Racine businessmen organized the Racine, Janesville & Mississippi RR Company. Here was a development Kenosha could not ignore. If the Racine interests managed to complete their railroad and Kenosha did nothing, Kenosha, it was felt, would become a backwater, declining in importance.

Sentiment for a railroad of their own began to grow in Kenosha, by the end of the year reaching a level great enough that some were willing to put their feelings into action. Kenosha's population in 1850 was 3,437,¹ Beloit's 2,753 and all the country in between was thinly settled.² Yet in Kenosha there was little hesitation about building 65-odd miles of railroad to connect the two.

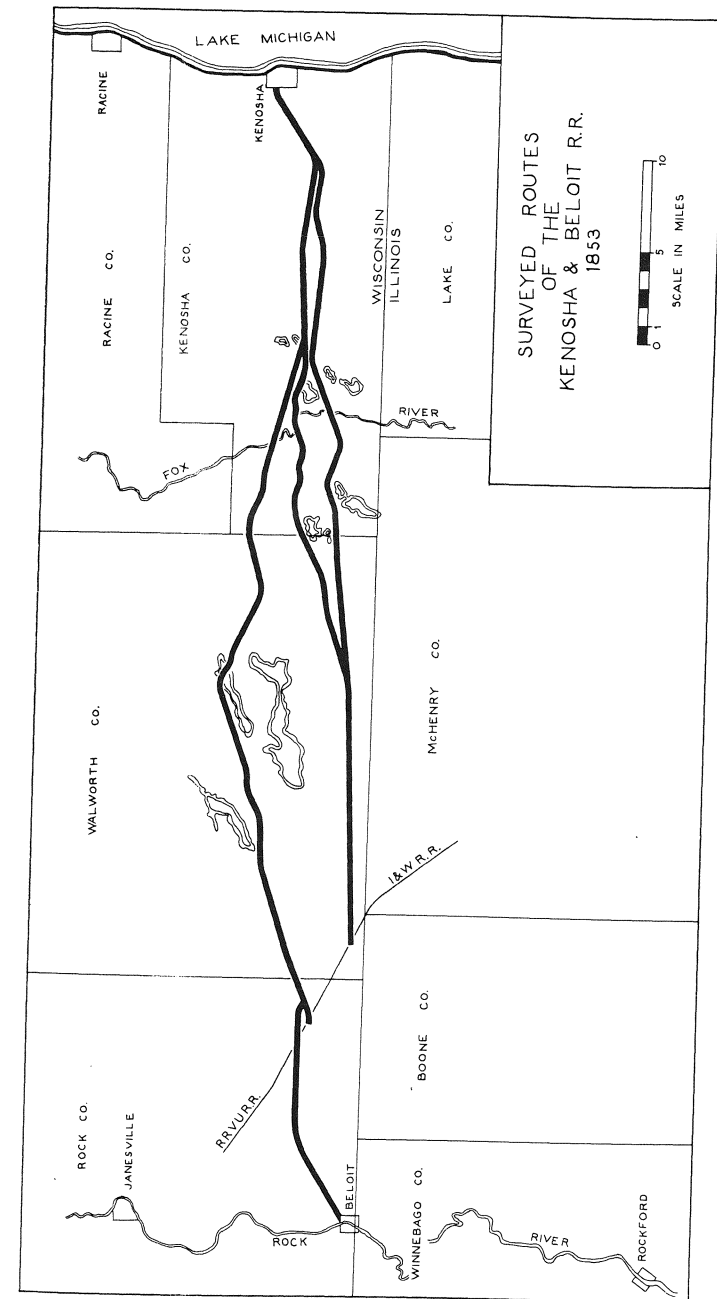
One of the earliest records in favor of such a project is an item in the *Kenosha Tribune and Telegraph* of January 21, 1853, calling for a railroad from Kenosha running to Beloit or some other point on the Rock River.

A meeting was held at Kenosha's courthouse January 29, to drum up support for the railroad. It was resolved to ask the state legislature for an act to permit the City of Kenosha and the rest of the county to lend their credit to the railroad for amounts of \$150,000 and \$100,000 respectively, to aid in the line's construction. Similar meetings were held February 5 and 24. Considerable support was voiced at these meetings by delegates from towns and counties west of Kenosha.

Enthusiasm reached such a pitch that somebody tried to organize something called the Kenosha Car and Locomotive Manufacturing Co.³

The Kenosha and Beloit Rail Road Company was incorporated March 4, 1853. It was capitalized at \$1,000,000 in shares of \$100 each. Commissioners appointed to receive stock subscriptions were Samuel Hale, Alonzo Campbell, Charles M. Baker, E.W. Evans, Josiah Bond, George Bennett, Henry B. Hindsdale, S.H. Stafford, Samuel R. McClelland, S.W. Benson, Joseph D. Monell, Jr., L.G. Fisher, T.H. Fellows and John Hackett.

The charter's terms authorized construction of a line "... from such point in the city of Kenosha, in the county of Kenosha,



to such point in the village of Beloit, upon the Rock River, as shall be determined upon by the board of directors and to connect with any other rail road running from Rock River to the Mississippi River."

The chartering act required at least 400 shares of stock to be subscribed with 5 per cent paid in for its terms to become effective. Subscription books were opened on April 12, and that day saw \$61,000 pledged.⁴

A meeting of the stockholders on April 19 elected the following directors: Samuel Hale, Alonzo Campbell, E.W. Evans, Josiah Bond, A. Leonard, Seth Doan, E. Simmons, C.C. Sholes, and H.B. Towslee of Kenosha; Charles M. Baker and C.H. Stafford of Geneva; and G.C. Davidson of Albany. C.C. Sholes declined the appointment and was replaced by J.H. Kimball.

These directors met the next day choosing Samuel Hale, president; Josiah Bond, secretary; Alonzo Campbell, treasurer and E.W. Evans, attorney.

The new railroad company president epitomized Kenosha and its aspirations. In 1836 Hale, at the age of 37 had walked from Chicago to the new settlement of Pike.

Shortly after his arrival he bought another man's business, becoming one of Southport's most prosperous merchants. Back in the late 1830s when any ship approached Southport, it was Hale's voice which could be heard calling "Vessel Ahoy!" bringing every able bodied man running to the harbor to help unload cargo. He was also involved in retail trade and wheat shipping.

In November 1853 Hale was elected to the Wisconsin State Legislature where among other things, he promoted the cause of the K&B.

A chief engineer for the K&B, A.C. Twining, was hired in mid-March 1853. Late in the same month he traveled between Kenosha and Beloit to look the country over, reporting after about a week that no serious obstacles would be met.

Survey of the K&B's right of way (except for that portion within Kenosha's city limits) began in April with two gangs of surveyors at work. The task took until early August.

An election was held May 14 in the City

of Kenosha to see if the city would issue \$150,000 in first mortgage bonds at 7 per cent interest for 20 years to aid construction of the K&B.⁵ The referendum passed with only one vote against.

When the survey was completed, a handsome lithographed map was produced under Mr. Twining's supervision showing the various routes being considered. There were three routes—a northern, a middle and a southern with the middle being the one on which construction eventually started.

Beginning at Kenosha, the middle route ran south-west to Pleasant Prairie village (present-day place names are used here) continuing on through Woodworth, Bristol, Salem, along the north shore of Silver Lake to Fox River, then north of Powers Lake to Pell Lake, Zenda and Sharon where it joined the Rock River Valley Union RR's line. Leaving the RRVU near Clinton, the K&B went straight west for about 5 miles, bending southwest for the last few miles into Beloit. The northern route left the middle at Salem, went to Lake Geneva, crossed the east end of Lake Como and turned southwest, passing just south of Delevan Lake, finally connecting with the RRVU about 2 miles east of Clinton. The southern line separated from the middle near Pleasant Prairie, passed south of Silver Lake, through Twin Lakes, and just south of Powers Lake to again meet the middle route just east of Zenda.

Late in August bids were opened for the construction contract. The contract was awarded in September to Samuel Worthy, Joseph Hall and Joseph Putnam, of Rochester, New York, and A.B. Smith and DeWitt Campbell of Kenosha.

Under the terms of the contract the finished railroad would contain the following features, as published in the *Kenosha Tribune and Telegraph*:

"(1) The road to be built on a gauge of six feet, the same as the Rock River Union Valley and Southern Wisconsin.

(2) T rail to be used, not less than 60 lbs to the yard - the iron to be of the best quality.

(3) Seven engines to be furnished, averaging not less than twenty tons each; also eight first class passenger cars,

costing not more than \$2,200 each, of the best construction and material; three baggage cars and 75 covered freight cars.

(4) Contractors to erect one engine house, machine shop, and turn table, six passenger and freight houses with sheds and tanks, two miles of turnouts complete with frogs and switches, &c.&c.

(5) The work to be commenced within sixty days from the first of September instant, and the whole road to be completed and ready for use by the first of April, A.D. 1855."⁶

One very interesting provision of the contract was that \$400,000 of the contractor's fee would be paid in K&B stock.⁷

But the K&B certainly did not have things all its own way. When the company solicited subscriptions in Beloit in spring of 1853 it was met with complete indifference. The circumstances were these: when the RJ&M had asked for financial support in Janesville, they were turned down. At the same time the RJ&M was looking for assistance from Janesville, a branch was being built to Janesville from Milton by the Milwaukee & Mississippi, which had reached Milton in 1852. This branch began operating in January 1853.

Beloit, however, was enthusiastically willing to support the RJ&M. By February 1853, a proposition was filed in which Beloit would bond itself for \$100,000 to aid the RJ&M. Held in April, the referendum easily passed. Private subscriptions to RJ&M stock in the Beloit area eventually totaled over \$300,000, and several other projected railroads also received support.

No issue of bonds were made to the K&B by Beloit, then a village, and the company found no takers for its stock. It was fortunate for Beloit that the village incurred no additional obligations because of the K&B. The Racine line, although built and operating failed financially several years later, leaving Beloit with a huge debt that took decades to repay.⁸

A protest was made over Beloit's favoritism towards the RJ&M, but it fell on deaf ears. At this period it was the custom for railroad companies to gather money for construction along its route either by sale of stock to individuals or issue of bonds by counties and towns. The

failure of the K&B to obtain any funds from its western terminus seriously disarranged the company's plans.

The K&B's response was to seek to exploit its projected junction with the Rock River Valley Union RR. Under this new scheme traffic would be routed over RRVU tracks to Janesville instead of Beloit. Negotiations on this subject began in April, culminating in an agreement signed in May. This agreement also involved another company, the Southern Wisconsin Railroad. The RRVU in conjunction with an Illinois company, the Illinois and Wisconsin RR was building a line from Chicago to Janesville and then north to Fond du Lac. The Southern Wisconsin had a charter for a line west from Janesville to the Mississippi. Both these railroads were intended to have track with a gauge of 6 feet, so to permit interchange the K&B was also to be built to this gauge.

A Beloit newspaper took a dim view of this development in an article which stated a more prudent course for the K&B might be to build its line to Burlington in Racine County, connecting there with the RJ&M.

The K&B had other money troubles closer to home. Even in the few short years after the area was first settled, a sense of mistrust had placed a barrier between city and country. When the farmers in the outlying townships of Kenosha County heard that they might be taxed to help pay the railroad's construction costs, they were sure it was just one more attempt by the town people to fleece them.

During the summer 1853 two different acts were passed by the state legislature authorizing referendums to be held to give aid to the K&B. The first, which encompassed the entire county, permitted the issue of \$100,000 of second mortgage bonds⁹ and under the terms of the second five townships, Bristol, Salem, Wheatland, Brighton and Paris could separately bond themselves for \$10,000 each.¹⁰

But the sentiment of the outlying townships was strongly opposed to any such scheme. This opposition grew stronger and better organized as time passed. Lyman Dutton's tavern in Paris Township was the site where the Anti-Loan Society, as it came to be known, held its

meetings.

Both bonding proposals failed miserably but the K&B tried again the next year.

As construction on the right of way began, it was decided that the entire line would not be built at once. The first section of the K&B to be built would be from Kenosha to the Fox River, complete and ready to operate. Only afterwards would any work be done west of the river.¹¹

At the annual stockholder's meeting on Dec. 26, 1853, a new Chief Engineer, William H. Noble, was named. A.C. Twining had resigned early in December, citing personal reasons.

Work on the line had begun late in November, although at a low level for the first few months. Grading of the right of way began by mid-February 1854, with about 270 men employed.

Early in 1854 a new Loan Act was under debate in Madison. At first it was to apply to all the counties and towns through which the K&B would pass, but the representatives from counties west of Kenosha were all against this, so when the bill was passed it applied only to Kenosha County.¹² This act allowed any village, city, township or the entire county to bond itself for any amount desired to aid the railroad.¹³ The county's amount was limited shortly afterward to not over \$100,000.

The anti-loan forces had tried to defeat the bill, but failing that, now worked against any bonding referendum that appeared. At a meeting at Dutton's on March 7, Society officers were elected and by-laws passed. Among several resolutions adopted at the meeting were these:

"That if we, upon the final event or vote taken find that the citizens of Kenosha City universally persist in enforcing a loan upon us contrary to our wills, we will, to save ourselves, declare non-intercourse with said City."

"That we, the inhabitants of Kenosha County, do believe that the present Loan Act is more despotic than any that the British Parliament passed in 1775, and we have as just cause for resistance as did our fathers."¹⁴

To counter all this a so-called "Conservative Railroad Meeting" was held April

19 at the house of a P.H. Wood to hear both sides of the argument and see if a compromise could be reached. K&B Secretary Josiah Bond attended, bringing with him the company's books and records. Included were A. C. Twining's original estimates for construction cost and income of the railroad, and the company's present financial resources, which appear below:

<i>estimated cost of the road</i>	\$1,200,000
<i>That toward the construction the company has agreed to pay in the stock of the road</i>	\$ 400,000
<i>In first mortgage bonds</i>	\$ 400,000
<i>In cash</i>	\$ 400,000
	\$1,200,000

<i>Required in cash for construction</i>	\$ 400,000
<i>Of this there is provided in Bonds of city Kenosha at 95 cents on the dollar,</i>	142,500
<i>Stock subscribed in city of Kenosha</i>	\$ 100,000
<i>Stock from other sources</i>	\$ 60,000
	\$ 302,500

<i>Balance required in cash</i>	\$ 100,000
	\$ 402,500

Again:

<i>Whole cost of road, stock taken</i>	\$ 560,000
<i>First mortgage bonds</i>	\$ 400,000
<i>City of Kenosha bonds</i>	\$ 150,000
<i>Town and county bonds (if obtained)</i>	\$ 100,000
<i>Total indebtedness</i>	\$ 650,000
	\$1,200,000

<i>the income of this road, from this local business after it was in running order</i>	\$ 150,000
<i>Deduct running expenses 40 per cent</i>	\$ 60,000
<i>Interest at 7 per cent on all indebtedness of \$650,000</i>	\$ 45,500
	\$ 105,500

Leaving for dividends a premium \$560,000 on stock, \$44,500 or 8 per cent per annum."¹⁵

One interesting remark made at this meeting by Mr. Bond was to the effect that after reaching the Rock River Valley Union junction, the K&B would still like to

build to Beloit.¹⁶ There was spirited debate about the loan, but no one's mind was changed on this occasion or at a similar meeting held in May. The only positive result was a suggestion that dropping the loan effort might improve the climate for stock subscriptions.

By early that autumn, it was finally realized that any attempt to pass a county loan referendum was hopeless. The entire effort had only served to antagonize potential railroad customers. At a K&B board meeting September 28, it was resolved that the county bonding project be abandoned, and application made to the legislature to repeal the loan act. The Anti-Loan Society, in its turn, quietly faded away.

In the meantime construction laborers on the right of way had not been idle. Engineer Noble described in a report dated April 11, 1854, the progress made up to that time:

"At present all the sections to Fox River, a distance of 20 miles, are in process of grading, with the exception of four, including the Eastern portion, not located, into the city, which consist of very light work. It being deemed advisable, to confine operations to Fox River, to reach that point, if possible, before another year.

Our work, west of the river, had not been advanced but east, as steadily and as vigorously, as desirable at present. Our forces have not been very large, but sufficient to work to advantage, on our heavy work and to ensure a completion of the several contracts in due time. Some two and half miles, of more than average grading, and in fact, our heaviest, is completed. Stone for bridges, & culverts to some extent is delivered, as well as timbers. The pile foundations for the structure of the "West Aux Plaines" are driven and that structure now progressing. Our heavy bridging on Howes plan, patented by Stone & Bocmer is contracted by them, within a specified time. Ties are being delivered, and arrangements have also been made with a highly responsible firm, to furnish the rolling stock, all but engines, and on terms highly advantageous to the contractor, as in both instances a large percentage in stock is paid.

"The work is progressing as well as

could be wished at present, and as assurance is made, by the contractors that a sufficient force shall be operating to ensure the completion of the work in due time. . . ."

Contractor Samuel Worthly, who had gone east to negotiate for rail for the K&B, returned in May. Newspaper accounts credit some success to his efforts, but none of the rail he was sent to buy was ever delivered. Likewise, a tracklaying contractor, a Mr. Appguard, was engaged, but he never practiced his trade for the K&B.

Also in May, a laborer doing grading work in Bristol Township was badly injured when a bank of earth caved in on him.

During the summer Mr. Noble surveyed three different routes into Kenosha all ending at the same point on the harbor. The one that could be had most cheaply would be selected. Grading within the city began in November.

There were questions in the minds of many as to the profitability of the K&B. Chief Engineer Noble attempted to answer the skeptics in a long letter published in October in the *Tribune and Telegraph*, using estimates made by his predecessor, A.C. Twining. According to these figures the territory served by the K&B would possess a population of 70,000, including the City of Kenosha, when fully settled. As to the amount of rail traffic generated, based on this assumption, *"The down (eastbound) tonnage of this large agricultural district, finding a market somewhere, would amount to as high as eighty thousand tons a year, while the groceries, fabrics, furniture, material for manufactures, return manufactures, and pine lumber taken inland, with the numerous but unenumerated accompaniments, on the list, may be set down, doubtless, at twenty thousand, swelling the amount to one hundred thousand, and aggregate which would rise in valuation to three or four millions of dollars, and which, if it traverse your road on an average of half the length, or twenty-five miles, would yield in its destined time a gross proceed of a hundred thousand dollars. As yours is essentially a freight road, I shall add but half that amount for passengers and mails, constituting a gross income of one hundred and fifty thousand*

dollars, of which six tenths or ninety thousand would remain as profit. . . ."¹⁸

The Kenosha and Beloit's second annual meeting took place December 25, 1854. The company's financial position was reported as reasonably good, but so far nearly the whole financial burden had been carried by the citizens of the city of Kenosha. Stock subscriptions from the outlying districts had largely not materialized, and unless more financial assistance could be found the line's completion was in jeopardy.

At the same time, a report was presented by the chief engineer, showing the progress of construction to that date, some excerpts of which are presented here:

"The amount of grading originally from the City to Fox River was, 390,000 yds. Amount now done 250,000 yds. Amount to be done 140,000 yds. This amount of work could be easily done in five months, with our present force, and if necessary, in much less time by an increase.

"The structures on the west Aux Plaine, consisting of Howe's Trestle bridge of 120 foot span with crib abutments and pile foundations, and sheet piled, together with 76 ft. of trestle approaches, is completed, and now crossed by dirt cars.

I have designed in my structures, adaptations to the locality for furnishing material, as well as the demands of the Road structures, as to strength and size, and have increased the span in some cases, (as well as dimensions) in others diminished.

The difficulty of obtaining quarry stone, and the great expense attending, leave a resort to the common hard head, boulder, brick, and timber for the smaller structures - and even timber of the proper kind has been difficult to obtain, at a high price, on the line of the Road, and at great expense in hauling (in some cases the distance being ten and fifteen miles from the point delivered.) Our structures are mostly of wood, and executed to satisfaction, and I may say compare favorably with other roads where the same materials are used, and in fact, vastly superior to some I have examined.

Force on the road

The force on the line in grading has averaged about 200 men averaged about 60 horses and carts averaged about 30 cart wagons averaged about 16 cars averaged about 20 wheel barrows and on superstructures, at various times 30 men. Our operative force with superintendents, foremen, clerks, & Co. has averaged about 250."¹⁹

Piling was needed for soft ground near the East Des Plaines River, Hooker Lake, Silver Lake and the Fox River. This work began in February 1855.

The names of two of the line's subcontractors are recorded. A Mr. Olson was grading just west of the West Des Plaines River, and a Mr. Bourne had charge of piling at the East Des Plaines River.

An amendment to the K&B's charter permitted the company to change its name to either the Kenosha & Mississippi Railroad Company, or the Kenosha & Rock River Railroad Company, although there is presently no evidence that either name was adopted.

But at this same period there occurred for the K&B an event which brought the entire enterprise grinding to a halt, with all construction work stopping in March 1855. At least some of the contractors had quit and walked off the project. A comment on the matter appears in the *Telegraph* in June 1855: ". . . The Directors are getting impatient at the delay occasioned by the misunderstanding between the Contractors, and unless they settle their difficulties soon, the Directors will take the work in hand themselves, and complete it at the earliest possible day. . . ."²⁰

Ever since the K&B's beginning, Kenosha's leading newspaper, the *Tribune and Telegraph* had, in often quite flowery language, extolled the railroad's virtues via numerous editorials, articles and letters to the editor. With enthusiasm for the project again on the increase this letter, a small example, appeared in the June 28, 1855 issue:

"With a little time on my hands, while the matter is coming to a focus, one way or another, in regard to the immediate prosecution of our Road, as to its inducements for western freights and passengers in regard to saving distance and time, and also giving

a choice of markets, and a chance to visit our beautiful Lake cities, en route for Chicago - had induced me to set before you, as citizens, as well as the important fact to the Kenosha & Beloit RR the following facts, as mainly correct, without availing myself of the exact figures, from the various roads. It is twenty four and a half miles to our junction with the Fox River RR and about twenty eight miles to the junction with the Wisconsin Central Road. It is about eight and a half miles to Burlington, (on the Fox River Road) on their line, from our junction - about four and a half to the State line, near Richmond and Genoa from our junction with the Fox River. It is about 76 miles from the junction of our road with the FRRR, to Chicago, via Kenosha & Beloit RR to Kenosha, thence via Lake Shore RR. It is about eighty two and a half miles from the junction, over the Fox River Road, via Elgin to Chicago, or six miles shorter to Chicago, via Kenosha, on the K&B and Lake Shore Roads; a saving in distance on freights to be shipped, of 58 miles of Railroad travel to Chicago, and 55 by lake, back to this point, to compete with twenty four and a half miles of railroad transit over the Kenosha & Beloit Railroad - not to speak of extra inducements held out for shipping at this point, such as capacity, low rents, & c. Truly, this is a marked difference.

Next, the Wisconsin Central Railroad, from Geneva to Chicago, via its own route, to our junction and on the Kenosha & Beloit and Lake Shore Roads, is about 83 miles, while by its own route, via Elgin to Chicago, is about 87 miles, or about four miles further - But when we consider the directness of our lines, their easy grades and curvatures, may there not be a decided advantage in the Kenosha & Beloit and Lake Shore Railroads, to Chicago and may not the same rule hold good in traversing about thirty three miles of railroad to get to Kenosha, instead of eighty seven and a half, to get to Chicago with freights? Hoping this will arouse us till more to action, I shall refer to the subject again.

"Yours, & c., N."

Samuel Hale left the presidency of the company, his place being taken temporarily by another Kenosha pioneer, Harvey Durkee. Durkee was replaced in turn by Josiah Bond, elected president by

the Board in July.²¹ By this time also the Board broke its pact with the original builders and set about finding someone else to take over the work.

The new President, Josiah Bond, was 36 years old when he took that office. A native of New Hampshire, he had been trained as a lawyer, coming to Kenosha in 1842 to practice his profession.

Meetings open to stockholders and public alike were held at the courthouse July 28 and 30 to review the situation and decide what course to take. The Board was found not to be at fault, and the company's finances were in a "satisfactory condition."

An effort was made to raise another \$100,000 in the country and \$50,000 in the city. Only \$84,000 could be raised privately so it was decided to make up the \$66,000 difference by an issue of city scrip to be repaid in three annual installments of \$22,000 each at 10 percent interest. A referendum necessary to approve this proposal passed by a vote of 212 to 22 in the city.

With this cash in hand the K&B began to negotiate for resumption of construction with a new contractor, a Mr. McConnell, but apparently no agreement was made.

Interest in the K&B was now being taken by groups from Genoa, Wisconsin and Woodstock, Illinois. They arranged with the company for a survey to be made through those places in October. The likely terminal for such a line would have been Marengo and a junction with the G&CU.²²

Some words should now be said concerning the other railroads in the area with which the K&B would connect or compete. The Galena & Chicago Union, starting from Chicago in 1848, had by 1853 laid its track as far west as Freeport, Illinois, and in that same year completed a 23 mile branch from Belvidere, Illinois to Beloit. A subsidiary of the G&CU, the Beloit & Madison RR extended the line to Afton in 1857, and north from there in 1860.

Beginning at a junction with the G&CU in Elgin, Illinois the Fox River Valley RR was intended to go from that place to Burlington in Racine County and on north. This company built from Elgin to Richmond, Illinois in 1854, before finan-

cial difficulties forced it to suspend work. Some grading was done between Richmond and Powers Lake, but tracks were never laid that far. The FRV RR came under control from the G&CU in 1858.

Branching off from the Fox River line at Richmond was the Wisconsin Central RR. This line, chartered at almost the same time as the K&B, was planned to pass through Genoa, Geneva, Elkhorn and Whitewater on its way via Jefferson and Portage to "the headwaters of Lake Superior." Grading was done at various places along the line as far as Whitewater, with tracks being laid from Richmond to Geneva in 1856. This track, laid with used strap rail wore out after a few years, the company ceasing operation by 1860.

The Illinois & Wisconsin and Rock River Valley Union railroads had merged in 1855 to form the Chicago, St. Paul and Fond du Lac Railroad. This company's rails, now reduced in gauge from 6 feet to 4 feet 8½ inches reached Janesville in the same year.

K&B's competition, the RJ&M, renamed the Racine and Mississippi in 1856, began laying its track in 1855, reaching Delavan that same year and Beloit in 1856. Construction westward continued, reaching Durand, Illinois in 1857 and Freeport in 1859.

Finally, the Chicago & Milwaukee and Green Bay, Milwaukee & Chicago companies, which had been grading their rights of way since 1853, were ready for the rails in 1855. This work proceeded rapidly, the last rail being laid May 19. Regular service began soon after. The line's passenger depot in Kenosha was built at the corner of Grand Avenue and West Main Street (now 52d Street and 13th Avenue). This railroad did a good business right from the start, and while it was certainly a welcome addition to Kenosha no one there forgot the promise held out by the K&B.

That promise was clouded, however, by the K&B's troubles. Kenosha had experienced considerable prosperity up to the time the railroad's construction stopped, but that, combined with the heavy debt incurred by the city on the railroad's account resulted in increased taxes, produced a reduction in property values

and hampered the city's growth.

Josiah Bond was elected to his first full term as president at the annual meeting December 24, 1855.

The citizens of Wilmot, late in 1855, had expressed an interest in having the K&B pass through their town. When the railroad did not take this overture seriously the Wilmot interests threatened to build a railroad of their own, but it was a hollow gesture.

Some construction on the line finally began again in spring of 1856. Bridge building work within the Kenosha city limits was let to a Mr. Alfred Burroughs.

A new general contractor for the line, Frink, Jameson and Co. was hired. After about a month, with little accomplished, this firm too was discharged by the directors, who took on the job of overseeing construction themselves.²³ Also, Captain R. W. Fowler, holder of some responsible position with the railroad company, resigned his post.

But also, early in 1856, there was considerable confusion, especially in the areas west of Kenosha County as to where the railroad was actually going, whether to Beloit, Janesville or perhaps somewhere across the Illinois line. Neither of the Wisconsin communities seemed interested in the K&B, and it was not known what sort of reception the railroad might get in Illinois. The answer to this question would not be known until the middle of summer.

Chapter 2 A Change of Direction

The scene now shifts to Rockford, Illinois. The first white settlers on the site of this city were Germanicus Kent with his hired man, Thatcher Blake, who arrived in 1834, shortly after the end of the Black Hawk War. On an exploratory trip from Galena, they had come by a roundabout way to the place where the stream which became known as Kent Creek flowed into the Rock River on its west side. The two men returned to Galena, bought supplies,

hired more help, and came back in August to the Rock River site to stay.

The main order of business, after settling in, was to dam the creek, using its waters to power a sawmill. This work, after some setbacks, was completed by the summer of 1835.

While Kent and Blake were developing the river's west bank, the east bank remained unoccupied until April 1835 when Daniel S. Haight arrived. Originally from New York State, and now of Kane County, Illinois, Haight staked his claim and left, returning about a month later with his family.

Later in 1835 other settlers came, getting the new community fairly started. Its first name, bestowed informally, was "Midway", referring to its location about half way from Chicago to Galena.

In October a new name, Rockford, was adopted because the river bottom at this place was lined with stones, making crossing the river relatively easy. Locally, Rockford's western and eastern portions were known as "Kentville" and "Haightville" respectively.

In 1836 Winnebago County, in which Rockford is located was formed from parts of Jo Daviess and LaSalle Counties.

The growing amount of cross-river traffic made some sort of link between the opposing shores desirable. Kent began a ferry service that year.

The area's growth was hampered in the late 1830s by a dispute over claims to land in the Rockford vicinity between the original-settlers and a group of Polish expatriates who claimed it under a government grant. After several years the matter was decided in favor of those who had first occupied the land.

Rockford became an incorporated village in 1839, encompassing an area of one square mile taking in the settlements on both sides of the river. Population of the new town was 235.

As the amount of commerce in the Rockford vicinity increased, the need for improved transport facilities also increased. An appeal was made to the federal government for money to make the Rock River navigable. Some people talked about connecting Rockford with Aurora by canal.

The first bridge connecting Rockford's

two halves was completed in 1845.

Farming was the chief activity practiced around Rockford, but in Rockford itself industry was beginning to develop. A dam, with locks for passage of boats was built across the river in 1845 north of what is now Jefferson Street. Using this dam for water power were three sawmills, a grist mill and an iron foundry.

Rockford grew steadily during the 1840s, and by 1850 reached a population of 2,563. In 1852 Rockford was incorporated as a city.

The first dam only lasted six years, going out early in 1851. In July of that same year the Rockford Water Power Company was organized to build a new, more permanent dam south of the present State Street. Construction of the new dam was completed early in 1853. Among the industrial concerns using the hydraulic power from this new dam were several iron foundries and farm machinery builders. Rockford was now well on its way to becoming an important manufacturing center.

Ever since the late 1830s inhabitants of the Rock River Valley had been awaiting the building of the Galena and Chicago Union Railroad which would remove the last obstacles to travel in northern Illinois. Financial problems had stopped work on this line, but by the mid-1840s enthusiasm for the project was growing again.

In late 1845 steps were taken toward the organization of a convention of counties along the G&CU's route to be held in Rockford early in 1846 to aid the road's construction. This convention was held January 7, 1846, with 319 delegates from 11 counties attending. The convention resolved that intensive efforts would be made to obtain stock subscriptions from farmers and communities near the right of way.

Efforts at raising subscriptions were successful with work on the G&CU able to resume in 1847. The first few miles opened for business in 1848, tracks reaching Elgin by 1850. Grading and trackwork continued steadily west through 1851 on into 1852. Finally, on Aug. 2, 1852, the first train steamed into Rockford's east side. There was a delay in tracklaying for a few months while a bridge for the railroad was built across the Rock River. When this

obstacle was overcome the rails advanced west rapidly, reaching Freeport in September 1853.

The G&CU did all that Rockford's citizens hoped for. But there were many who were still not satisfied, and sought another railroad to increase Rockford's prosperity still further.

Rockford's first attempt at a second railroad was a branch line that would have connected with the projected Chicago, St. Charles & Mississippi Air Line R.R. But that railroad itself only laid enough track for a short branch line, never coming anywhere near Rockford.

The next project, promoted by men from Rockford, was the Rockford Central Railroad Company, incorporated February 14, 1855. Incorporators of the company were David S. Penfield, Robert P. Lane, Wait Talcott, Jason Marsh, Eleazar H. Potter, Melancthon Starr, Gurdon Grant, Horace Miller, Livingston Compton, Thomas D. Robertson, Charles H. Spafford, Robert Ogilby, James Brice, T.R. Blackstone and Asa Crosby who also made up the Board of Directors.

This railroad was planned to begin at Mendota, 47 miles south of Rockford, connecting with the Illinois Central at the former place. From there it would come north to Rockford, closely paralleling the Rock River on its east bank as it passed through the city. Then, crossing the river proceed to the village of Rockton and north to the state line where it would connect with the R.J.&M and Beloit & Madison at Beloit.¹

The Rockford Central was capitalized at \$1,000,000, and this amount could be increased.

R. P. Lane was the company's president. Other officers were E. H. Baker, secretary; C. H. Spafford, treasurer; Jason Marsh, attorney; R. Ogilby, chief engineer and Col. R. B. Mason, consulting engineer.

In the projections of its planners, the freight carried by the RC consisted mostly of lumber, grain and manufactured goods. Also important as a source of revenue to the RC was coal from central and southern Illinois. Wood, the chief fuel in the Rockford area was becoming scarce and expensive.

Estimated receipts of the Rockford Central were \$308,000 annually, of which

only half were operating expenses for a return on investment of 14 percent. It was expected that the line would cost \$17,200 per mile to build, a total of \$1,100,000.

The Rockford Central, however, was not a success. There was little enthusiasm for the project, with not enough money being raised to get properly started.

Negotiations began between the RC and R.J.&M in summer 1856 for a consolidation of the two. But these talks did not go well, and were broken off.² K&B president Bond and several directors visited Rockford in July to discuss railroad matters with various of its citizens, including the officers of the Rockford Central to see if they might make some arrangement beneficial to both companies.

The Rockford interests were immediately enthusiastic and soon began making plans to build a line to connect with the K&B. By this arrangement, Rockford would also gain a connection with the Fond du Lac line for a second route to Chicago, breaking the G&CU's monopoly.

During their visit, the Kenoshans invited some Rockford citizens to visit Kenosha to see what sort of a railroad building partner Kenosha would make.

This invitation was accepted and on August 13 a delegation of 28 Rockfordians set out for Kenosha. The first leg of the journey was made in carriages overland along the projected railroad's route to Harvard, where 12 more people joined the party. At Harvard the carriages were exchanged for the cars of a Chicago, St. Paul & Fond du Lac train which took them to Chicago.

At that place connections were made with a Chicago & Milwaukee RR train which took the delegation to Kenosha, where it arrived at 6:30 P.M.

The main business for the visitors began early the next day. They were given a tour of the city, in particular the harbor facilities and work being done on the K&B. Later in the morning a meeting was held at the courthouse where President Bond gave a report detailing the K&B's construction progress and financial position.

"... That Kenosha had taken by private subscription \$120,000 of stock, by city bonds \$100,000 by city scrip \$66,000; and about \$90,000 subscriptions in county;

Company were also authorized to issue \$300,000 of Bonds.... had no floating debt, and every obligation had thus far been promptly met."⁴

Speeches praising the project were made by men from both cities.

That evening the Illinois party held a meeting of their own where the general opinion was expressed that a railroad between Kenosha and Rockford was a desirable and feasible object.

During their stay the visitors were entertained as lavishly as the Kenoshans could manage right up to the moment, around midnight, when they boarded the steam lake vessel *Buckeye State* to start their journey home.⁵

The survey of the route from Rockford to the Wisconsin state line was made the following fall.

In September meetings were held at Rockford to drum up support to help get the new company started.

This company, the Kenosha and Rockford Railroad Company, not yet a corporation, was formed October 14, 1856, under the Illinois General Laws of 1849. Officers selected were Charles H. Spafford, president; Robert P. Lane, vice-president; E. H. Baker, secretary; and A. C. Spafford, treasurer.⁶ In mid-November the company began accepting stock subscriptions. That autumn, also, plans were under way to extend the railroad from Rockford to the Mississippi.

The Rockford Central had accumulated some assets, chiefly \$96,000 in stock pledges, although much of this had not been paid in. About \$5,000 had been spent by the RC, mainly on surveys and negotiations with other companies.

November 26, 1856, the Rockford Central project was abandoned and all its assets transferred to the Kenosha & Rockford RR.

The Kenosha and Rockford Rail Road Company's corporate charter was granted January 20, 1857, with these incorporators named: John M. Capron, John Cornell, Jason Marsh, Robert P. Lane, Chester C. Briggs, Agbert Ayer, William B. Ogden, George Haskell, Charles H. Spafford, Jesse Blinn, Thomas Paul, John Bradley, David S. Penfield, Anson S. Miller and Seely Perry, who also made up the board of directors.

The K&R was capitalized at \$800,000, in shares of \$100 each, with authority to raise that amount.

This company was empowered to build its line, "... commencing on the north line of the State within the town of Hebron or Richmond in McHenry county, where said State line may be touched by the Kenosha and Beloit Railroad now building in the State of Wisconsin, thence across the county of McHenry to Chemung village, crossing the Chicago, St. Paul and Fond du Lac Railroad at or near the Harvard station thence to the city of Rockford, ..."

Authorization for counties, townships, villages and cities on the route to hold referendums to aid the company was written into the charter, as well as permission to merge with any other railroad company.⁷ Officers of this company were the same ones selected for the K&R the previous autumn.

Charles Spafford came to Rockford in 1839 at age 20, together with his younger brothers Amos and John and their brother-in-law Jason Marsh. A native of Jefferson County, New York, Spafford originally intended to become a lawyer, but after coming to Rockford he abandoned this ambition and went into business instead.

Mention should be made of one of the K&R's board members, William Butler Ogden. Already wealthy from lumbering in New York State, he migrated to Chicago to develop real estate, and was elected mayor of Chicago in 1837. Several years later he helped to revive the Galena & Chicago Union RR, serving as its president from 1846 to 1851, when he left after a dispute with other G&CU officials. Ogden was not through with railroading, however. By the time the K&R was being formed he was deeply involved with the Chicago, St. Paul & Fond du Lac, being elected president of that line in 1857.

Now, in January of that year he was helping to organize the K&R which would, through its connection at Harvard with the Fond du Lac become a direct competitor to the G&CU.

January 28, 1857, the Rockford and Mississippi Rail Road was chartered. This company was formed to build from a junction with the K&R in Rockford, following the Rock River down to the

Mississippi at Rock Island.

The incorporators, who also comprised the first board of directors were Silas Noble, Dixon; L. Andrus, Grand de Tour; R. B. Light, Oregon; J. P. Smith, Byron; W. C. Grant, New Milford; R. P. Lane, C. H. Spafford, Jason Marsh, Seely Perry, C. C. Briggs, Jesse Blinn and D. S. Penfield, Rockford; Wm. B. Ogden, Chicago; John M. Capron, Alden and Josiah Bond, Kenosha. Officers selected were L. Andrus, president; E. H. Baker, secretary and R. B. Light, treasurer.⁸

The months of February and March 1857 were busy ones. February 6 the assets belonging to the Kenosha & Rockford RR were transferred to the corporation of the same name.

The Kenosha & Beloit changed its name, February 14, to the Kenosha & Rockford RR of Wisconsin.

Responsibility for construction of that part of the line from the Wisconsin state line to Harvard was transferred from the Illinois K&R to its Wisconsin counterpart on February 23.

In Wisconsin it was necessary to pass a separate act approving consolidation of the two companies. This was done March 2.

And on March 5, the two Kenosha & Rockford companies were combined into a new entity, the Kenosha, Rockford and Rock Island Rail Road Company.

The merger did not take effect until a stockholder's meeting in October, so both sets of directors were still in office until a new board could be chosen. The Rockford & Mississippi was included in the KR&RI June 19.

Kenosha 1856 - 1859

Merger activities were not the only things occupying the minds of Kenosha's railroad promoters. Right of way grading continued through the summer, with the first 12 miles being completed by early fall. Ties for the track were distributed along this portion by mid-October.

In the summer of 1856 locomotives and rail had been ordered. To help cover the cost of the rail and other track supplies about forty of Kenosha's most prosperous gave their individual notes, which totaled \$30,000, payable in six months.⁹ With this assistance enough rail could be purchased for 12 miles of track.

In August contractor Alfred Burroughs began construction, on railroad property adjacent to the harbor, on a 400 foot long dock for direct loading and unloading of lake vessels. The dock's superstructure "... will rest upon piles driven 30 feet, with a sheet piling driven 20 feet, of 3 inch oak plank, batted with 2 inch planks. The face of dock is to be of heavy squared timber, 7 feet above the surface of the water."¹⁰

The property south of the dock, on which ware-houses, freight offices and so on were to be built was filled, its level raised several feet. The dock was finished about the end of October, while the filling took considerably longer.

Two of the railroad's locomotives were delivered in October, but as no track was yet laid, they could not be brought to Kenosha. They were kept in a car house belonging to the Chicago & Milwaukee at the state line for a short time. By the end of the month these two engines had been brought to Kenosha and set out on a Lake Shore Line siding, being joined shortly after by a third.

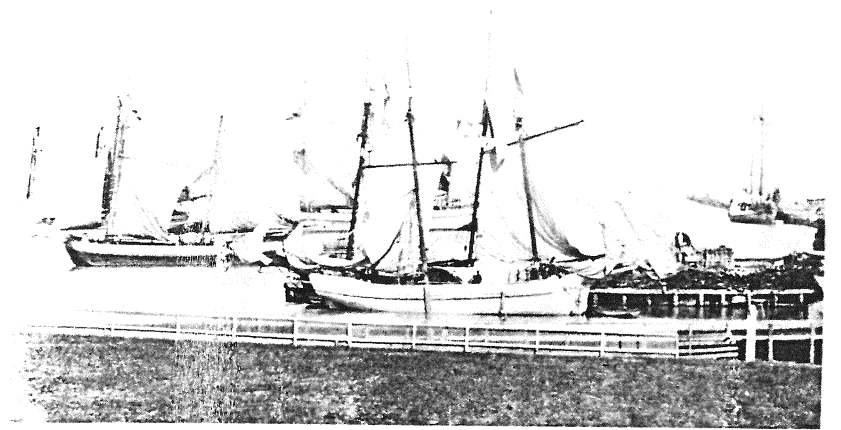
The first two engines to arrive were named the "Kenosha" and "Silver Lake," and the third the "Genoa." All three were purchased new. They were built by the Richard Norris and Son works in Philadelphia. For protection in transit the engines had been covered with a coat of tallow which had to be rubbed off before they could be placed in service.¹¹

Accompanying the engines to supervise their setting in operation was Mr. F. B. Osborne who decided to stay on in Kenosha to become the line's first engineer.¹²

In November the K&B built a temporary engine house about 500 feet west of the Lake Shore Line's main track.

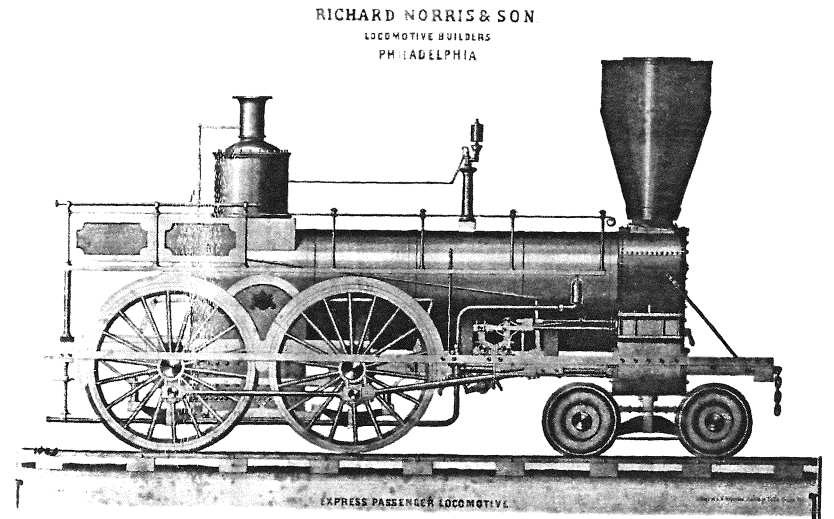
Iron rail for the K&B, in 20 and 24 foot lengths was manufactured in Cambria County, Pennsylvania. From there it was taken to Cleveland where lake vessels carried the rail to Kenosha, the first cargo being shipped in mid-October.

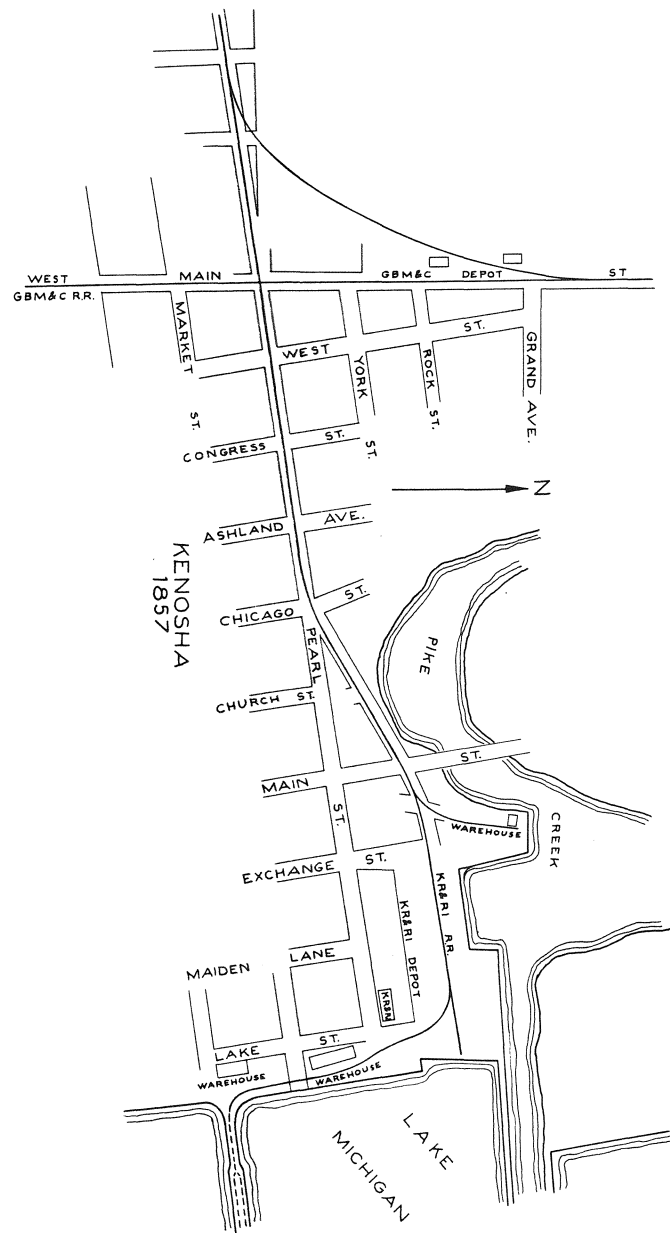
The rail began to arrive in Kenosha in early November. One of the first loads was brought to Kenosha by the schooner *Herald*. This vessel ran aground and flooded while entering Kenosha harbor. A pump had to be brought from Milwaukee



Sailing vessels fill Kenosha harbor in the mid 19th century. The two nearest the foreground appear to be unloading bark for the Allen Tannery. Photo courtesy Kenosha County Historical Society

A locomotive built by the Norris & Sons Locomotive Works in the mid 1850s. It closely resembles the locomotive engraved on KR&RI's 1860 bonds, and may be similar to the type delivered to the K&B in 1856. Photo H.L. Broadbelt collection





to refloat the schooner.

Tracklaying on the Kenosha & Beloit began in mid-November, the first stretch being laid from Main Street to Chicago Street (now 6th to 8th Avenue). The track between the two streets was carried on a trestle up until at least the 1910 period.

Near the end of November, the tracks were extended west across the Lake Shore Line tracks, reaching the engine house. On the 27th of that month, the first engine, the *Kenosha* was switched onto K&B rails and put in operation.¹³ Immediately pressed into service, the *Kenosha* hauled track supplies from the harbor to the end of track. A few days later the *Silver Lake* and *Genoa* were switched onto home rails.

The schooner *Minnie Kinney*, carrying rail bound for Kenosha was driven into Racine by a storm early in December. While being towed out by a tug to resume its journey, the vessel ran aground causing more delay. The rail was unloaded in Racine in January and brought to Kenosha on the Lake Shore Line.

Six miles' worth of rail had been delivered when winter closed down lake shipping.

Returning construction trains brought dirt for the fill project near the harbor.

Kenosha established the office of Railroad Commissioner to look after the city's interest in the K&B. First commissioner was S. B. Scott, who joined the railroad's board at the December 22 annual meeting.

By January 1, 1857, the track had been laid to a point about 2 miles west of Lake Michigan.¹⁴

Right of way grading went on even during the severe cold of the winter of 1856-1857. Wedges were pounded into the frozen ground to break it up. Laborer John Lavell, engaged in this work in Bristol Township was killed when a bank of earth collapsed under him.

In May 1857 the railroad issued a pamphlet titled "Exhibit of the Kenosha, Rockford and Rock Island RR Company," outlining the company's progress to date and future prospects. Grading to the Fox River was nearly finished, and about 6 miles of track had been laid. In addition to the three engines, "Cars sufficient for construction and other purposes of the road, until the whole line is completed, are on hand."

"Running connections of a favorable character are made with the Lake Shore road, and a passenger depot at Kenosha, will be used in common by the two companies."

Other parts of the pamphlet emphasized the KR&RI's favorable position relative to other transport modes, productive capacity of the land between Kenosha and the Mississippi, Kenosha's advantages as a port, the encouraging level of stock subscriptions along the route, and the huge potential for growth of the whole area. Estimates of the cost of the entire line and anticipated earnings were presented:

Estimated cost of the Road

<i>From Kenosha to Rock Island 175 miles, at \$22,000 per mile</i>	\$3,850,000
<i>Amount expended for grading real estate & c.</i>	264,000
<i>Superstructure</i>	49,900
<i>Equipments to be expended</i>	38,000
	\$3,499,000
<i>Estimated receipts and profits</i>	
<i>Lumber, 80,000,000 at \$4 per thousand</i>	\$ 320,000
<i>Grain, 6,200,000 at 8 cents per bush.</i>	\$ 496,000
<i>Other products</i>	62,000
<i>Coal and Iron</i>	160,000
<i>Merchandise</i>	40,000
<i>Passengers and mails, at least</i>	\$ 150,000
	\$1,228,000

"On a cost of \$3,850,000 this estimate would show the earnings to reach 32 per cent, and over. Deduct 50 per cent of this amount for running expenses, repairs, & C., and we have a surplus exceeding 15 per cent, for dividend and sinking fund."¹⁵

Beginning in mid-May some freight, mostly "hay and other produce" was being brought into Kenosha over the short segment of track laid thus far.¹⁶ As of late October a few cars of grain were being moved. This service continued on an as-needed basis through the winter and into 1858.

In June 1857 subcontractors Derbyshire and Scott completed a particularly difficult piece of grading on "sections seven and eight."¹⁷

More rail of the first lot purchased was brought to Kenosha by the schooner *Mary*



Z.G. Simmons, last president of the KR&RI, 1860-61.
Courtesy G.M. Simmons Library (Kenosha)



Charles H. Spafford, president, Illinois K&R 1856-57; vice-president KR&RI 1857-61. Courtesy Rockford Public Library



Josiah Bond, president of the K&B and KR&RI 1855-59. Photo courtesy Elizabeth Lyman

B. Hale. This vessel carried several cargoes of iron for the railroad.

Back in March an alternate route from the Fox River to Harvard running through Wilmot and Richmond had been considered. But in late June the route via Genoa was settled on. Engineer Noble making a detailed survey of this line shortly after.

Kenosha took \$100,000 of first mortgage railroad bonds at 65 cents on the dollar as security for the scrip issue made in summer 1855. Then a new issue of 70 bonds totaling \$35,000 was made with the city paying both principal and interest.¹⁸ The first was approved in July, the second in August. Both were issued September 1, 1857.

June 19, 1857, the Rockford & Mississippi RR company consolidated with the KR&RI, the combined company keeping the name Kenosha, Rockford & Rock Island Railroad Company.

Under the terms of the merger document, the KR&RI was now capitalized at \$4,000,000, in shares of \$100 each. Holders of stock of the previous companies which now made up the KR&RI could exchange their shares for shares in the new company on a one-for-one basis. The railroad's machine shops were located in Rockford, and the general offices in Kenosha. One interesting provision stated: "... it is further agreed between the parties hereto, that the stock subscriptions, money, other funds raised by either of the parties hereto, shall be expended on the respective divisions of the road raising the same, unless all the Directors at any regularly called meeting shall otherwise determine."¹⁹

The company was organized into three divisions: Kenosha to Harvard being the first, Harvard to Rockford the second, and Rockford to Dixon the third.

October 7, 1857, the first board of directors for the combined company was elected, with Josiah Bond re-elected as president. also on the board was new Kenosha Railroad Commissioner Henry Lines.

A severe financial panic involving the entire country had struck in mid-1857, curtailing much economic activity. This did not prevent contractors Derbyshire and Scott from doing grading work, on the

Fox River - Genoa segment, the following autumn. Their labor force numbered about 60 men.

The 12 miles' worth of rail bought in 1856 had all been laid in 1857. Any further tracklaying had to wait for a new supply of rail. This was procured in spring 1858, A. B. Smith making the trip east to purchase this new lot.²⁰

A boarding-house car for KR&RI employees was built in June 1858. It was two stories high and 40 feet long, "completely fitted to handle a large number of boarders."²¹

For the railroad's day to day operations a superintendent, Charles L. Prescott, was hired.

The first passenger service on the KR&RI took place July 5, 1858, in connection with the Independence Day celebration to be held at Linus Woodworth's in Bristol Township. Five trains would be run each way between there and Kenosha, making stops at intermediate crossings. A round trip fare was 25 cents. The operation was a success with large numbers of people taking the trains. The heaviest train carried roughly 1,000 passengers in 13 cars.²²

Tracklaying began again in mid-July as new rail arrived in Kenosha. Superintendent Prescott advertised for 100 construction workers. Tracks reached Silver Lake by mid-September and by month's end had arrived at the Fox River where they halted to await completion of the railroad's bridge. This bridge was finished, and tracks laid across it in mid-November. This stretch of line, from Kenosha to Fox River was the only piece of the original K&B to be completed. The supply of rail was exhausted soon after, with the tracks now reaching a point near the present village of Bassett.

Beginning in the summer of 1858, excursions over the KR&RI became a popular activity. In late July a large group, mostly school children took the cars to a gathering at Bristol; late in September trains, in conjunction with carriages, conveyed travelers to the county fair; and 80 Kenoshans organized a chowder party, taking a two-coach train to the Fox River in October. In following years the KR&RI ran numerous similar trips for various groups.

But excursions were no substitute for regular service and late in 1858 the time seemed right to begin daily operations. Tuesday, December 7, 1858, train service was instituted on the KR&RI as follows:

All trains daily except Sunday
 Leave Wheatland 8:00 AM
 Leave Kenosha 5:00 PM

These trains carried both passengers and freight. Carload freight received at Kenosha off the KR&RI with a Milwaukee or Chicago destination reached these places the same day. Wheatland Township, located west of the Fox River made the run to Kenosha about 20 miles. To help get the service started, ten new freight cars and a passenger car were purchased.²³

Others had a different perspective of train operations as related in this early history of Camp Lake: "*Farmers must needs guard their property from fire caused by the sparks from the locomotive which was open; a small cab with a large fire place, fed with cord wood secured from wood along the tracks (without permission) the train stopping when necessary to re-fuel.*"²⁴

A Mr. John McDonald was employed by the KR&RI as an engineer at this period.

In December a spur was laid in Kenosha to the warehouse of Quarles & Kimball.

The railroad ended its first week of regular operations with a derailment. December 11 the eastbound train left the tracks about a mile west of the Fox River. Out of the train's consist of ten cars loaded with wood, one passenger car and one "freight" car only the passenger and freight car derailed. Brakeman Harry Clark, who had been riding on top of the freight car, was bruised and shaken up, but soon recovered. No one in the passenger car was hurt. Regular service resumed soon after.

At the KR&RI's annual meeting on January 26, 1859, a new president, A. B. Smith was elected. Resolutions of regret with expressions of appreciation for his past efforts were passed by the board for Josiah Bond, who was leaving that office.

Not much information about the background of the new president, A. B. Smith, is available, save that he was a prosperous Kenosha citizen. He had been involved with the railroad since its begin-

ning both as a company official and as a construction contractor on the old K&B in 1853.

A new railroad between Kenosha and the Illinois state line, the Kenosha & Lake Shore RR was proposed. A petition appealing to the legislature for a charter was circulated, but it soon came to nothing.

So severe were the effects of the 1857 financial crash that two years later the KR&RI was unable to raise enough money to meet its needs, and in June 1859 the company defaulted on the interest payment of its Kenosha city bonds. The city responded by paying the interest itself, levying a tax for the necessary amount.²⁵ This move was highly unpopular with Kenosha residents. Michael Frank, first mayor of Kenosha and former publisher of the *Telegraph*, wrote in his diary for September 1, 1859: "*The citizens of Kenosha are desponding on account of the business prospects this fall. Grain market does not compare with other places; people predict the ruin of the city on account of taxes to pay for a railroad which does no business.*"²⁶

Yet, in September the KR&RI was able to purchase about 5 miles worth of rail, enough to reach Genoa.²⁷ This rail was delivered in November, two of the ships involved being the "propeller" vessels *Racine* and *Forest Queen*. The right of way to Genoa was finished, but there was not enough money to pay for laying the track, so the new rail sat in Kenosha for the time being. From Genoa to Harvard no ground had yet been broken.

By the end of November 1859 the only activity taking place on Kenosha's railroad was the regular mixed train, doing its small amount of local business. Construction had stopped, and the till was nearly empty. The situation is well summed up by this excerpt of an editorial in the *Telegraph* of December 1, 1859. . . . "*The subscription of new Railroad stock in the present condition of things is probably impossible; the further issuing of bonds, or the obtainment of mortgages for the present is out of the question. What resources for the continuation of the work can be had, is a question not so easy to answer; there is a general distrust of Railroad stocks and securities. But if there are no available*

means at the disposal of the Company, we doubt not it would be the general sentiment of those interested in the Road-stockholders and all, that the entire property be consigned to any party who will complete the work, and put the Road in a working condition through to Rockford. It is hazardous to delay in expectation of more auspicious times; interests are accumulating and debts increasing; better therefore give the Road to any responsible party on almost any condition, rather than suffer the consequences of an unproductive investment."

Chapter 3 Finishing the Railroad

By March 1857 bids were being taken for construction of the line from Rockford to Harvard, surveys having been completed the previous autumn.

Chief engineer on this end was Robert Ogilby who had begun with the old Rockford Central.¹ Original estimated cost from Rockford to the state line was as follows, per mile:

<i>Grading, Masonry and Bridging,</i>	
<i>per mile</i>	\$4060
<i>Ties, chairs and spikes</i>	2100
<i>Engineering officer and</i>	
<i>contingent expenses</i>	1200
<i>Right of Way and depot grounds</i>	1000
<i>Engine houses, water tanks</i>	
<i>and depots</i>	1200
<i>Fencing</i>	640
<i>Iron rail</i>	7000
<i>Locomotives, passenger and</i>	
<i>freight cars</i>	2800
	<hr/>
	\$20,000 ²

The contract, awarded for the 27 mile distance from Rockford to Harvard, went to Field, Gaggin & Walker of St. Louis.

Sub-contractors were soon lined up. Work was able to get under way that spring. Most of the grading was of an uncomplicated nature, the only difficult spot being a solid limestone hill about 8 miles out from Rockford, through which a deep cut had to be made. Stone from this cut was used to build culverts at several places on the route. The job of grading the

section where the cut was located was let to Darrow & Dennison.

Meanwhile, some activity was taking place on the Rockford & Mississippi segment. Under the direction of a Mr. Chase, two different routes were located between Rockford and Dixon that summer. The first was: "...on the west side of the (Rock) River crossing a short distance below Rockford through Byron and Oregon to Grand de Tour, where they recrossed the river and took the east side to Dixon; another followed down the east side to the River, crossing to the West side at Byron."³

Subscription books were opened, and a promising start made, but the business depression of 1857 forced all work on the R&M to be suspended indefinitely.

Instead of building a line of its own from Dixon to Rock Island, the KR&RI elected to use the rails of two other companies, the Galena & Chicago Union and Sterling & Rock Island railroads between those two places.⁴ For the gap of 12 miles from Dixon to Sterling the "Dixon Air Line", G&CU's main line from Geneva Illinois to the Mississippi was to be used.⁵

The Sterling & Rock Island Railroad was organized in May 1857 with Miles Henry as its president.⁶ Work on this line, hampered by the 1857 panic continued for a few years, but eventually the company failed.

A railroad was later built between Rock Island and Sterling, however. In 1865 the Rockford, Rock Island & St. Louis RR received its charter, eventually laying its rails from Rock Island to Sterling, and south to East Alton. Reorganized as the St. Louis, Rock Island and Chicago RR, it was acquired by the Chicago, Burlington & Quincy RR in 1876. That portion from Rock Island to Sterling today operates as part of Burlington Northern's Chicago Division.

By spring 1858 work was continuing between Rockford and Harvard, though the general contractors were now in financial difficulty, John W. Walker acting as assignee for the company.⁷

The rock cut was finished in March. But in June Willow Creek, which crossed the right of way near the cut flooded, causing considerable damage.

This division of the KR&RI, like the others was dogged by money troubles. Midsummer 1858 found it with a nearly completed roadbed but unable to afford track materials. In August an appeal was made to the City of Rockford for aid. The city agreed to hold a referendum on the matter which would take place Sept. 2. The railroad exchanged \$55,000 of its first mortgage bonds for \$50,000 of city bonds, bearing 10 per cent interest for ten years.

The referendum passed by more than 500 votes, but it was immediately challenged in the courts by some who felt that governments should not become involved in private business. The case went all the way to the Illinois Supreme Court which ruled in favor of the railroad in late spring 1859.

Almost immediately after the bonds became available Charles Spafford was able, in June, to purchase enough rail for the entire distance, Harvard to Rockford.

With the general contractors no longer in the picture in 1859, the remaining work was let in separate contracts to A. S. Dennison, Reuben Sherman, I. M. Griffin, William Buckley and Hugh McGavock, who soon finished their tasks. The finished roadbed contained "... no embankments over ten feet, no cuts over fifteen feet except that at Dyer's, no grades over thirty-four feet to the mile, and no curves of over two degrees, beyond the city limits, the longest cut on the road is less than 300 feet."⁸

In June 1859 the Chicago, St. Paul & Fond du Lac was sold and underwent a reorganization, emerging as the Chicago and North Western Railway Company.

The KR&RI's rail began to reach Chicago in July. From there it was taken to Harvard where tracklaying began at KR&RI's junction with the C&NW.

The track was laid by Page & Co. of Harvard. The 56 lb. rail in 30 foot lengths was from the "Montoor Works" at Danville, Pennsylvania.⁹

Laying of the track to Rockford began about the middle of August and proceeded rapidly west.¹⁰ By the end of the month 8 miles had been put down. At the close of September the rails reached just beyond Caledonia.

KR&RI's Rockford depot, under construction at the same time was

finished late in October. This depot was located at what was the railroad's end of track near the intersection of Court and Main Streets (Now Jefferson and Madison Streets, respectively). There was as yet no connection to the G&CU. A turntable and engine house were also to be built near the depot.

By mid-November the tracklaying was nearly finished. The first load of freight was: "... a stock of groceries for Henry Cook ... The goods were bro't by rail to the end of the track, about half a mile east of the city, and then carted to Mr. Cook's store ..."¹¹

November 21, 1859, the last rail was laid near the depot in a ceremony attended by railroad company officials, civic leaders and journalists from both Rockford and Chicago. That evening the line's opening was celebrated with a dinner and dance at Rockford's Holland House.

At that event KR&RI vice-president Charles Spafford told this story about his first attempt to purchase rail: When in New York to secure the iron, "... he went armed with letters from influential men to a heavy iron concern. He entered upon this firm and explained the errand on which he had come. They received him cordially and requested him to come back the next day. He did so and was astonished when one of the firm asked him how he proposed to sell his railroad bonds, by the bushel or cord. Thinking he might have misunderstood the nature of the bonds, he explained them over again, and was then told that if that proposition did not suit him, they would make him another which would be positively the last. This was that for every pound of bonds which he would furnish, they would furnish a pound of railroad iron."¹²

It was not until his fifth trip to New York that he returned with a signed contract for delivery of the iron and "... never saw a happier set of men than the Directors when they received it"¹³

The line was leased to the C&NW for operations in order to reduce costs.¹³ Service began quickly, even though a regular passenger schedule was not established until year's end, with two trains daily in each direction.

KR&RI passenger timetable effective Dec. 27, 1859 (Tuesday)

all trains daily except Sunday

Lv	Rockford	Ar
7:00 PM		4:35 PM
12:45 PM		10:45 PM

Trains run to Harvard and make connections with trains running to Chicago and all points in Wisconsin.

E. H. Graves, Agent Faced with this competition the G&CU drastically cut its passenger and freight rates to keep the KR&RI from gaining a foothold.

Agent E. H. Graves furnished the figures for the business done by KR&RI in Rockford from its opening to January 1, 1860:

"freight shipped, 957,717 lbs	1056.16
freight received 2,568,028 lbs	2717.52"
passenger ticket sales	1488.05"
	<u>\$5261.63"</u> ¹⁴

The rate war lasted about a month, ending in early January with an agreement between the two companies. Passenger fares were fixed at about 3 cents per mile. Freight rates, set at a level slightly lower than G&CU's rates before the KR&RI opened were still higher than many potential patrons in Rockford had hoped.¹⁵

At the KR&RI's annual meeting held January 25, 1860, this statement was presented showing the Rockford-Harvard (2d) Division's financial condition:

"Total stock subscriptions to said division	\$442,100
Of the same there has been paid by mortgages	\$201,300
By installments	50,000
	<u>\$251,300</u>

Leaving unpaid	\$190,800
"Of the amount thus unpaid somewhere near the following is conditional and not available - vis	50,000
	<u>\$140,800</u>

Of the remaining balance of bona fide subscriptions some are now and some always were probably uncollectable and will never be of use. This amount cannot be stated except by conjecture, and may not exceed

	80,000
	<u>\$60,000</u>

The Liabilities of said Division consist of First Mortgage Bonds of

the entire Road, used for purchase of iron for said Division 215,000

The same deposited with the City of Rockford for its bonds loaned the company 55,000

Farm Mortgage Bonds outstanding 165,000

Scrip redeemable in Farm Mortgage Bonds outstanding 6,000

Miscellaneous indebtedness, which includes all unsettled accounts for construction, salaries, agencies, land damage and other contingencies, and also embraces all loans and contracts for raising money used in construction, management & equipment ready for operation by North Western Road, 30,000

\$471,000

The assets of this Division outside of the Road itself:

Farm Mortgages used as collateral to its bonds, \$165,000

Subscriptions unpaid 60,800

City Bonds of Rockford 50,000

Notes, accounts and contracts payable 3,000

Real Estate 6,000

Personal Property 1,000

Farm mortgage Bonds on hand or used as collateral for the miscellaneous indebtedness 10,000

\$195,800

Length of this Division 28 miles

Total cost of this Division \$537,300

Making cost per mile \$ 19,189

E. H. Baker, Sec'y 2d Div."¹⁶

Also at the 1860 meeting a new president, Z. G. Simmons, was chosen. Zalmon Gilbert Simmons, at the time of his election was one of Kenosha's most prosperous and respected businessmen.

Originally from New York State, Simmons arrives in Southport in 1842 at age 14 with his father and three brothers. Beginning as a clerk in a store, Simmons soon bought out his employer and built the business into one of Kenosha's biggest. From the middle 1850s he owned a substantial share of the Wisconsin State Telegraph Company, which greatly expanded under Simmons' influence. Simmons disposed of his mercantile interests in order

completed, making workers available. In August 500 men were advertised for to work on the railroad.

The KR&RI's Kenosha engine house had a 40 foot x 70 foot addition put on, and permission was given by the city to lay a track down Exchange Street to Market Street.²⁰

Tracklaying was able to resume, with Genoa being reached in mid-September.²¹ Excursions were run by the railroad to Genoa, one of which was described this way: "The train was made up of flat cars with seats of plank along the side, shade being afforded by oak and poplar saplings from the woods nailed to the edge of each car. The ladies on the excursion went dressed in their prettiest clothing, many wore white dresses. In the open cars, with the wood burning engine belching smoke and cinders, these dresses were in a deplorable condition on their return."²²

Regular train service was extended to Genoa beginning Oct. 1, 1860:

3:00 PM Lv Kenosha Ar 10:30 AM
6:00 PM Ar Genoa Lv 7:30 AM

By the end of October grading was being done about 5 miles west of Genoa.²³ Six hundred feet of bridge work, necessary to cross the creek on Genoa's west side was also under way. This project was finished by late November.²⁴ Rails were quickly laid across it.

An excursion was run to Genoa November 21 for the benefit of the bondholders, who pronounced themselves highly pleased with the progress of the work, and with the scenery along the route.²⁵

In 1860 an attempt was made to revive interest in the line from Rockford to Dixon. Beginning that spring stock subscriptions were sought, bonding proposals explored, even a construction contract let to a Mr. Babcock of New York.²⁶ The necessary support could not be found and roughly a year later the project was shelved again.

D. C. Jennie was named chief engineer of the KR&RI at its annual meeting, January 23, 1861. W. H. Noble had left the post some time earlier. *Yesterday and Today* lists a Mr. B. L. Dodge as a "locating engineer" during construction of the KR&RI, but when or where he worked for the company is not specified.

to devote full time to the railroad.

And it was a railroad that needed full attention. The second division was built and operating but there were still 14 miles of grading to do and nearly 20 miles of track to lay to reach Harvard from Kenosha, and there was no cash or credit to do either. Further stock subscriptions from this cash-poor territory were unlikely, and the city was taxed to the hilt.

In order to make investment in the KR&RI attractive, it was necessary to loosen the city's grip on its first mortgage on the railroad's property. This was done as related in the *Telegraph* of February 16: "The question which has for sometime been pending before the Common Council of this city, of transferring certain bonds to parties who propose to complete our western road to Harvard, was finally acted upon Tuesday evening last (Feb. 13). The arrangement was agreed to by the Council, and it is hoped the work on the road will be resumed."²⁷

The parties referred to were a group of investors, mostly from New Jersey, who invested in a new bonding scheme to be issued by the railroad. Late in February a delegation of these eastern capitalists came to look the property over, and were pleased with what they saw.

Issued March 8, 1860, the bonds totaled \$720,000 (800 - \$500 bonds and 3,200 - \$100 bonds), at seven per cent for 20 years, secured by a mortgage on the company's property and franchises. The bonds sold quickly.

One of the railroad's bridges near Bristol was burned, along with a pile of lumber.¹⁸

By early July the rail necessary to finish the line was bought and paid for, including freight charges from New York.¹⁹ This order of rail began to arrive at the Kenosha dock in mid-August, with deliveries being completed in October. Some of the vessels engaged in carrying the iron were the schooners *H. S. Fairchilds*, *Grey Eagle* and *F. T. Barney*.

All the necessary ties were arranged for, deliveries beginning in summer.

A new general contractor, A. E. Cromwell of Syracuse, New York was hired and construction work began in a small way that summer with the tempo picking up as that year's harvest was

UNITED STATES OF AMERICA

MORTGAGE BOND

\$500

STATES OF WISCONSIN & ILLINOIS

MORTGAGE OF ROAD

Kenosha, Rockford and Rock Island Railroad Company.

J. H. Williams, President.

A. E. Cromwell, Secretary.

One of the KR&RI's \$500 1860 bonds. Courtesy Kenosha County Historical Society

By late February the track reached 6 miles west of Genoa, to what is now the village of Hebron.²⁷

Laborers were still wanted by the railroad, which offered wages of one dollar per day.²⁸

About three miles east of Harvard, the railroad's construction took its second life in March when contractor A. E. Cromwell was fatally injured after falling in front of a moving dirt car.²⁹ Work on the road was not seriously interrupted, however.

Construction continued at a steady pace, and at the end of May 1861 the rails reached Harvard, connecting with the rest of the line to Rockford; the work started 8 years before was now done.³⁰ To handle an anticipated increase in traffic three new engines and forty freight cars were purchased.³¹ (No record has yet appeared which shows how many engines were actually delivered). Also the KR&RI built a two-stall engine house in Harvard.

Brakeman Matt Benson was bruised and shaken up when his eastbound train derailed 15 miles west of Kenosha June 5.

An excursion was run from Kenosha to Harvard June 6; fifty-odd Kenoshans and others made the trip.

The first run from Kenosha to Rockford, a special train, took place on July 4. The five car train, decorated with evergreen boughs stopped at stations enroute picking up additional cars and passengers as it went. Final consist was three passenger cars, five flat cars and two boxcars. At least four hundred passengers rode this train.

Arriving at Rockford around 1:00 PM, the passengers took their midday meal and then scattered to tour the city for the remainder of the afternoon. Returning from Rockford, one of the cars derailed after running over a calf. After rerailling the car, the excursion was concluded without further incident.³²

Another junket of a somewhat unusual nature was organized by members of the Methodist Church of Alden, Illinois that year. A thunderstorm destroyed the frame of their new church and by the time a new one was erected and the building finished they found themselves \$800 in debt.

To pay it off a trip was planned to Rockford to visit friends in the Ninety-fifth Regiment of the Illinois Volunteers.

Instead of the passenger coaches they expected, the railroad provided grain boxcars. Fortunately the church members had a good sense of humor and the trip returned a handsome profit.

Following the railroad's completion freight traffic increased with grain moving eastbound to Kenosha and Milwaukee, and numerous carloads of lumber moving west. It is recorded that farmer Cyrus Mead of Hebron shipped a flat car load of hogs to Milwaukee shortly after the line opened.

Late in June the KR&RI's Kenosha dock was badly damaged by a now unknown cause, its tracks washed away. Until it could be repaired, switching operations which had been done near the dock now took place in the center of the city. Main Street was frequently blocked, provoking loud complaints about the obstruction of traffic.

Regular passenger service began between Kenosha and Harvard as follows: Timetable effective July 11, 1861

4:50PM	Lv	Kenosha	Ar	12:00PM
5:10		Bristol		11:10
6:05		Salem		10:50
6:22		Fox River		10:33
7:00		Genoa		9:55
8:00PM	Ar	Harvard	Lv	8:50AM

A few months later the schedule was changed to include Rockford:

Timetable effective October 3, 1861

4:45PM	Lv	Kenosha	Ar	12:30PM
5:15		Bristol		11:50
5:45		Salem		11:15
6:00		Fox River		10:55
6:30		Genoa		10:15
7:10		Harvard		8:45
9:30PM	Ar	Rockford	Lv	7:00AM

A complete list of the KR&RI's stations, with mileages, was printed in the *Kenosha Times* of November 21, 1861:

Stations	Miles
Bristol	10
West Prairie	13
Salem	16
Fox River	20
Bassetts	22
Genoa	28
Hebron	34
Alden	39
Harvard	45
Chemung	47

Capron	51
Poplar Grove	57
Caledonia	60
Argyle	63
Harlem	67
Rockford	73"

Note that what is called Bristol is where Woodworth should be, and Bristol's location is called West Prairie. Woodworth was included in timetables and Bristol moved to its present location by 1863.

Stations at which some sort of village or settlement existed before the railroad was built were Bristol, Fox River, Genoa, Alden, Harvard, Chemung, Capron, Poplar Grove, Caledonia and Argyle. At the other places, Woodworth, Salem, Bassetts, Hebron and Harlem it was the establishment of the station which gave the village its start. The KR&RI erected plain wooden depot buildings at all these locations except Caledonia and Harvard where depots already existed built by the G&CU and CS&P&F&L when their lines went through.

A few of the KR&RI's depot sites deserve further mention. Woodworth took its name from being located on the property of farmer Linus Woodworth.

At Bristol a store built by Alfred Giddings served temporarily as the depot. After the railroad built a proper depot this building was sold, being used later as a hotel.³³

Two small settlements in Salem Township, one called Liberty, the other at Brass Ball Corners (now the intersection of highways 50, 83 and 75), were eclipsed in importance when the railroad's station at Salem was opened. First depot agent at Salem was Alexander Bailey.

Rueben Bassett donated the land for the depot which would bear his name, and served as the first agent.

In Hebron Township farmer Henry W. Mead, also a KR&RI stockholder and board member built a depot on his land. Mead was named agent of this station, which several sources state first went by the name of Mead's Station for a few years. He subdivided his property, selling lots on which the village would grow, and started lumber and feed businesses near the depot.

Alden pioneer W. W. Wedgewood was

the first depot agent in that village.

Barney Cornwell occupied the same post when a depot was built at Capron, first called Halgisaw. At first only a loading platform was located here, the depot coming shortly afterward. Like Henry Mead, Barney Cornwell was involved in several local businesses, dealing in grain, lumber, banking and general merchandising.³⁴

The seeming triumph of the line's completion was over-shadowed by financial failure. There was no money to pay the first installment, due July 1, 1861, of interest on the bonds issued the year before. July 21, 1861, was the date of the first Battle of Bull Run in the Civil War that raged in the now-divided country. It was also the date immediately preceding that of a KR&RI stockholder's meeting at which it was decided there was no recourse but to sign the property over to the bondholders.³⁵ The transfer was completed September 14.³⁶ The new owners continued operations much as before, the manager being F. A. Babcock of New York.

As if that weren't bad enough, September 14 was also the date of the KR&RI's first fatal accident from train operations. A westbound mixed train consisting of one passenger coach containing about thirty people, one baggage car and four freight cars derailed on rain-softened roadbed about one mile west of Harvard.

Three cars, including the coach and baggage left the track. Student brakeman George C. Brown fell from on top of the baggage car, expiring later from his injuries. A number of passengers were also hurt, but none seriously. It is recorded that also riding this train were baggage-man A. Bross and expressman John B. Smith. Neither was injured.³⁷

Under the new regime, the KR&RI began construction of a new freight house just east of Main Street in Kenosha in October. At about this same time, a new, permanent engine house was built near the old one. The new building was furnished with a stationary steam engine, lathe, planer, drills and other machines for repair of engines and cars. One of the machine shop's first jobs was an overhaul of the engine *Silver Lake*.³⁸

In November the road's owners

removed F. A. Babcock, replacing him with former president Z. G. Simmons, who took the title of general manager; Charles H. Parker was hired as superintendent. A Mr. Scott was KR&RI's freight agent in Kenosha.

Nine new boxcars were delivered to the road in mid-October and about a month later a new locomotive, the *Harvard*, was delivered to Kenosha from the "Paterson, N.J. Locomotive and Machine Shops."³⁹

Far from the battlefield though it was, the KR&RI too carried some wartime traffic. November 24 two trains carrying the First Regiment Wisconsin Calvary turned onto KR&RI rails from the C&NW at Harvard and brought the Regiment to Kenosha. The men, about 700 in number, arrived on the first train, the baggage, tents and about 100 horses on the second. After receiving several hundred more horses the Regiment continued its journey south.

At this time the KR&RI was moving roughly fifty cars per week of grain to the port of Kenosha. The majority of the grain was wheat, with barley, oats, corn, flour and milled feed also being carried.

The next events of note on the KR&RI occurred in May 1862 when E. G. Patterson was appointed as both superintendent and general manager, replacing Parker and Simmons.

KR&RI passenger trains, which had been starting and ending their runs at the freight house on Main Street began operating from the Lake Shore Line passenger depot.⁴⁰

Late summer found the railroad hauling carloads of stone from Bristol Township to Kenosha for repair and reinforcement of the north harbor pier.

Some consideration was given, in summer of 1862, to extending the line south from Rockford along the river. The idea was again rejected, this time for good.

Back in January 1862 the Post Office Department had opened bids for new mail routes through the railroad's territory, including one from Kenosha to Rockford.⁴¹ The contract was eventually awarded and mail services on KR&RI trains began that autumn.

The names of some other KR&RI employees at this period are a Mr. Thorp, mail agent, Mr. C. L. Kimball, road-

master, and a Mr. Abraham Hanson, who left the railroad's service to accept a diplomatic appointment.

In 1863 several changes were made around the Lake Shore Line depot to improve the handling of passengers and freight. The KR&RI laid a track on the depot's west side, and the depot platform was extended to serve this track. The Lake Shore's freight house was moved to a more convenient spot nearer the depot, and the KR&RI built a new freight house west of the depot.⁴²

But even with all these improvements and the increased business, the road's owners were dissatisfied with their investment. Trustee for the bondholders Benjamin Williamson of Elizabeth, New Jersey placed notices in the newspapers that the KR&RI would be sold at auction, all its property and equipment in one lot.

The sale was held at the courthouse in Rockford, Illinois at 2:00 PM January 7, 1864. Purchaser of the KR&RI was the Chicago & North Western RR which paid the line's owners 14,000 shares of C&NW common stock.⁴³ Now the fate of the 72 mile railroad, for better or worse would be: ". . . not as Kenosha willed, but as the company found most to its own advantage."⁴⁴

Chapter 4 1864 - 1870

The loss of the KR&RI by its original investors did not mean that their troubles on the company's account were over. The huge debt incurred by the City of Kenosha still had to be paid, interest accumulating so quickly that the city could not keep up. As of January 1, 1862, the total Kenosha debt had been \$410,000, and before it was all over the amount, with interest and judgments reached \$1,750,000.¹

Many businesses left Kenosha, its population remaining essentially the same for almost twenty years with economic activity being generally stagnant. Real estate values were badly depressed. It was said that many would have left Kenosha if

they could have gotten a decent price for their property. Kenosha's position as a grain market, for which purpose the railroad was built, likewise deteriorated. Business activity in Kenosha did not begin to improve until the late 1870s.

By the mid-1880s Kenosha's debts had been purchased by various of its citizens and reduced to \$200,000. Instrumental in getting the debt reduced, Z. G. Simmons was elected mayor in 1884 on a "people's ticket" to settle the city's financial problems. The city issued \$200,000 of 20 year bonds at 5 per cent interest in exchange for the debt certificates, and so finally Kenosha was free of the burden that had crushed it for so long.

Its money problems settled, Kenosha grew rapidly, with a more diverse and stable economy than before. Instead of relying on lake trade, manufacturing now became the city's chief activity.

Many farmers between Kenosha and Rockford suffered hardship also. Wishing to buy railroad stock, but not having enough cash to do so, they had exchanged mortgages on their farms for shares in the company. One hundred twenty five mortgages worth \$175,000 were taken in Winnebago County, and 96 worth \$65,900 in Kenosha County.² When the railroad was taken over by the bondholders in 1861 the stock taken by the farmers became worthless. They were still liable, however, for the full amount pledged.

The same thing had happened earlier with other railroad companies (notably the Racine & Mississippi), with the validity of such farm mortgages being challenged in court. These mortgages were ultimately found to be payable for the entire amount. At worst, some lost their farms while the rest had, depending on their circumstances, a greater or lesser debt to pay. On the KR&RI the amount subscribed varied from under \$500 to \$5,000.³

It came to be felt, especially in areas west of Kenosha, that the entire enterprise had been a fraud from the beginning, the line's promoters using it as a means of lining their pockets. And yet, no evidence has come to light of any individual connected with the KR&RI having unduly enriched himself. The line's last president, Z. G. Simmons lost at least \$80,000 of his own money from his association with the

railroad.⁵

Like many other railroads of those days, the KR&RI counted on attracting new settlers to its territory to insure its profitability. Due to several factors, not least of which were the disruptions caused by the Civil War, the hoped-for growth did not occur, and so the company failed.

Right from the start the venture had been a highly risky one, and perhaps the chief crime of which the railroad's representatives were guilty was over-optimism.

With the passing of the railroad from their control the KR&RI's former officers returned to their old careers or took up new ones. Samuel Hale, who in 1857 had ceased active participation in the railroad's affairs went back to his regular business activities. Afterwards he retired and returned to Chicago.

Josiah Bond resumed his legal career. He practiced law in New York for two years, then returned to Wisconsin, becoming a judge in Racine County.

A. B. Smith went on to other business ventures. Among these he had a hand in laying the Atlantic cable.

Charles Spafford stayed on with the railroad for a while, eventually leaving to become Rockford's postmaster. In addition he held the offices of circuit clerk and recorder, and developed real estate in downtown Rockford.

Z. G. Simmons went back into business, eventually taking up manufacturing, first of cheese boxes and then of mattresses. Simmons served a term in the state legislature in the late 1860s and took part in numerous civic activities in Kenosha.

Simmons was not yet through with railroading. In 1889 he helped organize the Manitou & Pike's Peak RR. This unusual Colorado tourist line, using a middle cog rail between the outer rails of the track climbed the steep grade up the mountain's side. The cog rail engaged a corresponding gear on the engine's axle to provide tractive power. Simmons held the office of president of this railroad for a number of years.

A new company to take over the Illinois portion of the KR&RI, the Dixon, Rockford & State Line RR Company, was organized January 6, 1864. After the sale, on January 15, the Kenosha & State Line RR Company was formed of the KR&RI's

Wisconsin segment by C&NW. These two companies merged January 16 into a new concern, the Dixon, Rockford & Kenosha Railway Company. The DR&K only lasted three days, being consolidated on January 19 with its owner, the Chicago & North Western RR.

For nearly the entire month of January 1864 train service to the west of Kenosha was interrupted by heavy snow which had fallen early in the month.

For the next few months Superintendent George L. Dunlap was in charge of the Kenosha - Rockford line.

The question in spring 1864 now became what the C&NW would do with its new acquisition. A few unkind souls suggested that the entire line would be dismantled, but this idea was never seriously considered.

Far more hopeful was a plan reportedly put forward by C&NW president William B. Ogden to greatly expand Kenosha's shipping facilities and divert considerable grain traffic there over its new line. This would relieve pressure on the company's installations in Chicago which were frequently clogged.⁶ But the scheme, which would have been a boon to financially strapped Kenosha, was not proceeded with.

Arch rivals C&NW and G&CU came to realize that continued competition would only injure both companies. They laid aside their differences and on June 3, 1864, were consolidated.

Between its owned and leased lines the G&CU possessed 545 route-miles. The C&NW, including the Kenosha - Rockford line, had 315, making the total for the consolidated company 860. This was the biggest railroad merger in the country up to that date. For the sake of convenience the name Chicago & North Western Railway Company was retained, with William B. Ogden as president.

A general circular issued June 10 outlined the manner in which the railroad would be organized:

"That portion between Chicago and Fulton, and Chicago and Freeport, including the Fox River Valley and Beloit & Madison line, will form and be known as the Galena Division.

"That portion between Clinton and Nevada (Ia.) will form the Iowa Division.

"That portion between Chicago and Fort Howard will form the Wisconsin Division.

"That portion between Kenosha and Rockford will form the Kenosha Division."

It should be noted that the line was called the Kenosha Division even before the G&CU - C&NW merger. The name Kenosha Division was afterwards shortened by popular usage to its initials, KD, and the name has stuck right down to the present day, even though the line long ago lost its status as a separate division. Chosen as superintendent of the KD following the June merger was Charles H. Spafford, who had been associated with the line for years.⁸

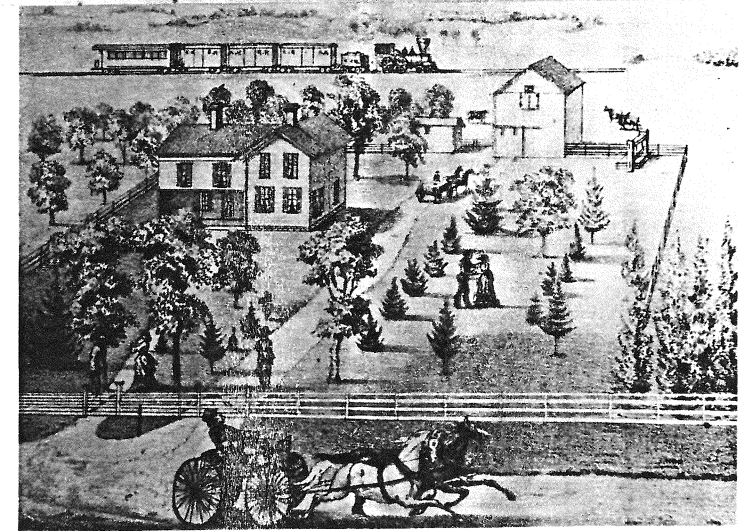
Water for the railroad at Harvard came from Mokeler's Creek, 2 miles east of the town. A pipe made of cypress wood with an outside diameter of 8 inches and a 2 inch hole through its center, running near the KD track, brought the water to a reservoir and pumping station which supplied the railroad's water tanks. From the spring to the reservoir no pump was needed as the drop in the water level was 30 feet. This arrangement lasted until the early 1900s when the railroad turned to using water from wells drilled inside the city.

Train operations on the KD in these early days could be of a rather informal character: *"One passenger train stopped in the country while several of the passengers and trainmen went into the field to pick wild strawberries, according to one report."*⁹

Another illustration can be found in this letter to the *Kenosha Telegraph* in January 1870:

"Editor Telegraph: In coming to town on the Rockford train this morning, just after the train had started from Woodworth, I saw a man step up to Dr. McClellan who was on the train. The man said, "Doctor, I am just going to Kenosha after you, now can't we get Reeves to stop the train and we can get off right here?" With that off stepped the young man and spoke to the conductor, who at once consented and stopped the train and the doctor got off. Now that is what I call obliging and I was glad to see it.

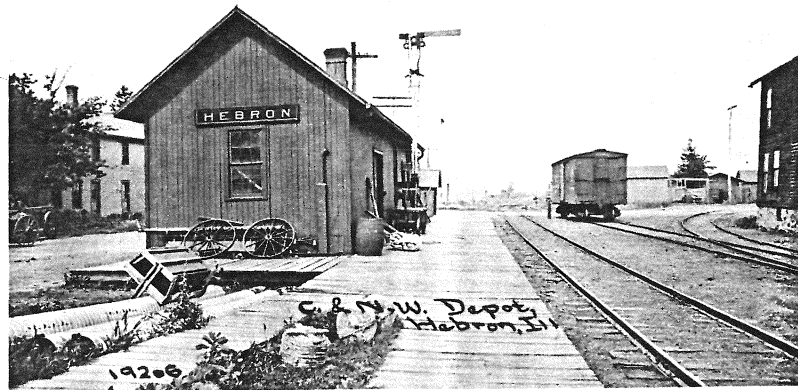
Yours, D _____"¹⁰



This 1872 engraving from a McHenry County Atlas shows the Henry Ferris farm west of Alden with a KD mixed train in the background. Courtesy Kathryn Dickerson

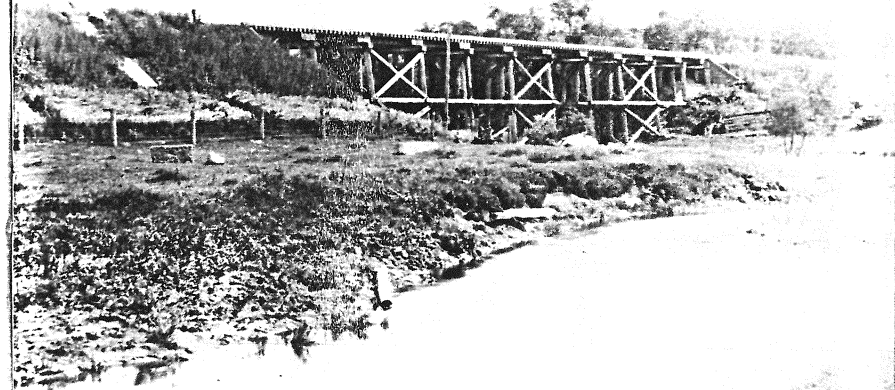
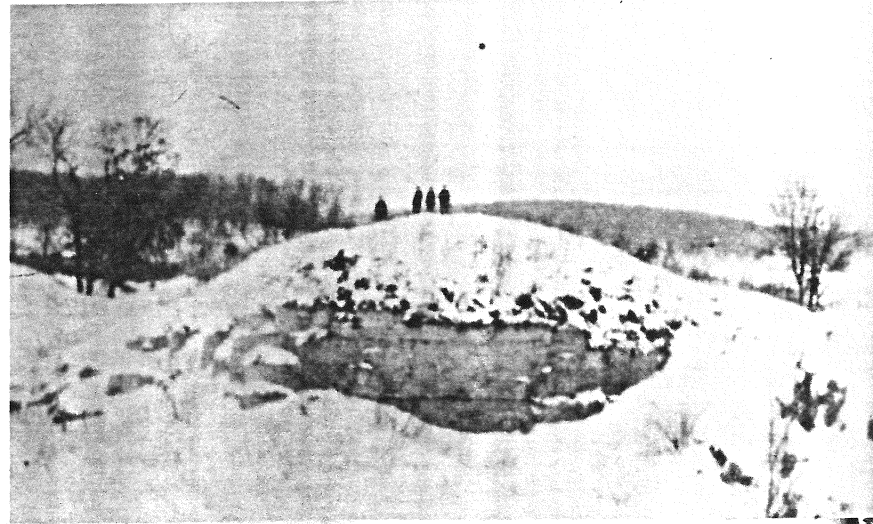
Alden, July 9, 1939. The near end of the depot faces west. An artesian well close to the depot provided water for many years. In the early 1870s the agent at Alden was C.B. Wright. Roy Peterson photo





Hebron depot, looking west in a view postmarked July 1915. The depot looks, except for the signal, much as Henry Mead built it in 1861. The names of some of Hebron's other depot agents are Isaac Webster, Hervey Stewart, John Woodbury, John Arp, Bert Woodbury, A.S. Paul, and John Montgomery. Section boss at Hebron around the time this picture was made was Charles White. C.R. Childs photo

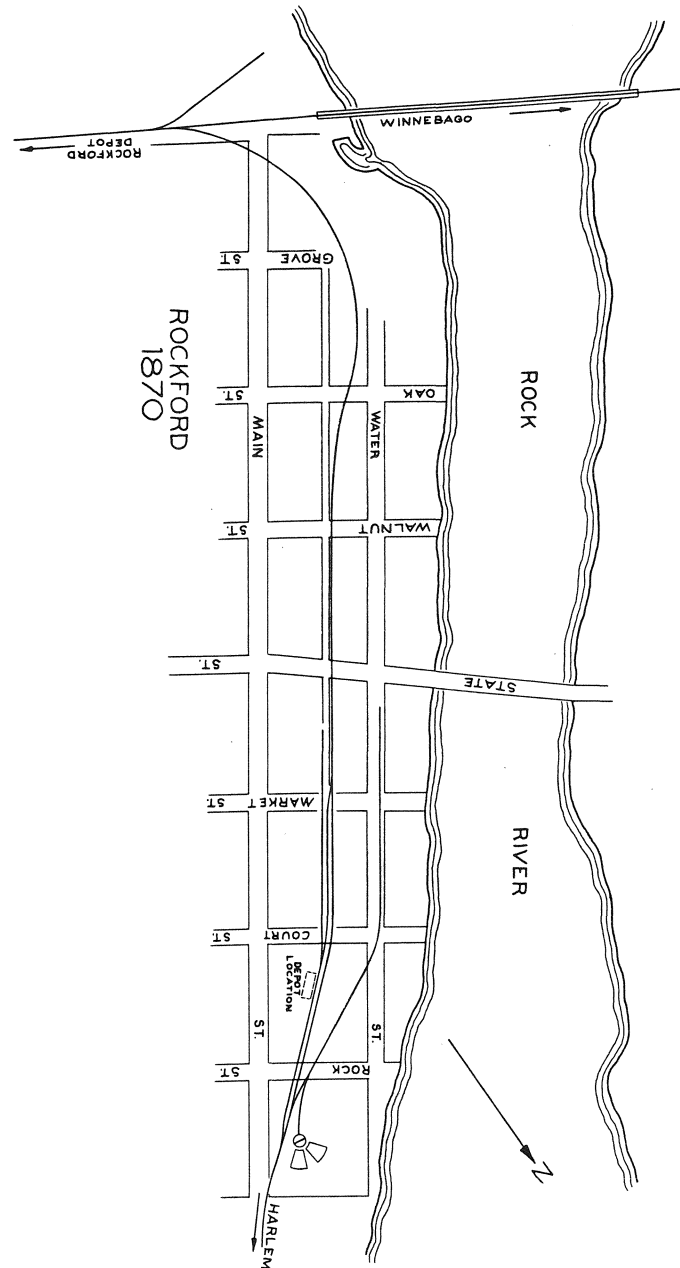
The Rock Cut, in the early 1900s. Buried under the snow, the KD passes at the bottom of the picture. This was the most difficult piece of construction on the railroad between Kenosha and Rockford. Photo courtesy Archie McMillan



The KD's bridge over the west branch of the Des Plaines River, between Bristol and Woodworth in 1912. Later, this bridge acquired concrete abutments. Photo courtesy Esther Adamson

KD's end at the Galena Division Junction in Rockford, looking east, November 1975.





By 1864 the tracks of the Beloit & Madison RR now controlled by the C&NW, reached Madison.

The KD was now C&NW's shortest route from its other Wisconsin lines to Milwaukee. Trains coming off these routes had to stop at Harvard where their cars were made up into new trains for Chicago or Milwaukee destinations. For this purpose yard tracks were laid at Harvard, greatly increasing the town's importance to the railroad.

The two halves of the Lake Shore Line were combined June 5, 1863, into one company, the Chicago & Milwaukee Ry.

By a lease this railroad came under C&NW control on May 2, 1866. C&NW purchased the line in 1883. It was operated as the Milwaukee Division.

For two years after the 1864 consolidation KD tracks in Rockford still did not connect with the former G&CU line, now the Galena Division. It was not until the latter half of 1866 that the piece of track from the KD's Rockford depot to the Galena Division just east of the railroad's Rock River bridge was built.¹¹ This track from the depot to the junction was made part of the Galena Division. A map of Rockford from about 1870 shows a turntable and engine house near the KD's Rockford depot.

The coming of the railroad helped to bring about a change in the type of agriculture conducted in northern Illinois and southern Wisconsin. Dairying before then had been a minor part of the farming picture. Lack of convenient transport meant that any excess milk produced had to be made into cheese. But in the late 1860s it was realized that raw milk could now be shipped to Chicago, where a tremendous demand for this product existed.

Pleasant Prairie Township in Kenosha County was the center of dairying activity at that time. In January 1867 it was intended that milk train service would shortly begin from there.¹² This small step marked the commencement of a trade which became one of the KD's largest revenue producers. Dairy farming increased, while grain farming, always sensitive to weather and price fluctuations, though still important, declined. For the farmer, switching to milk production

meant a more dependable, year-round income as opposed to the somewhat risky grain market.

In mid-March 1867, 18 year-old railroad employee Hastings Drake was killed in Harvard while making up a KD train. Switching accidents in Harvard yard claimed several lives during the link-and-pin period, a situation common to all of railroading in those days.

Railroading could be dangerous out on the line, too. Here are two examples: September 7 and 8, 1875, a severe rain storm deluged the state line area causing heavy damage to crops, roads and buildings. Three fatal railroad accidents were caused by rain-softened roadbed.

At Shopiere (now Tiffany) Wisconsin, a freight train was wrecked, killing the engineer and fireman. Just west of Harvard, at Lawrence, the Green Bay Express plunged through a rain-weakened bridge, destroying the engine, the baggage, express and smoking cars. Four persons, the engineer, a baggageman, a passenger and a newsboy lost their lives. Finally 2 miles east of Harvard on the KD a freight train derailed on a washed-out culvert, killing brakeman J. Henich. Six years later, on April 30, 1881, freight brakeman Willis E. Bourne was killed by a train somewhere on the KD in McHenry County "while attending to his duties..."¹³

Separated from the Galena Division, the line from Belvidere to Madison became the Madison Division. Charles Spafford had left the railroad and now in 1870 Arthur A. Hobart was superintendent of the Kenosha, Madison and Wisconsin Divisions.

By the late 1860s that segment of the KD from Harvard to Caledonia began to emerge as an important passenger carrier. Trains from Chicago on their way to Janesville and Green Bay made connections at Harvard with others which ran to Madison via Caledonia and Beloit. In 1870 two trains daily made this run in each direction. Also, at this time one morning eastbound and one afternoon westbound passenger-carrying train plied the rails each weekday between Kenosha and Rockford.

Chapter 5 1870 - 1895

With the 1870s came a tremendous increase in railroad mileage, for both the Chicago & North Western and its competitors. Great railway systems, most of which had their beginnings in the small, faltering efforts of pre-Civil War days, were now being forged.

Abandoned around 1860, the right of way of the old Wisconsin Central between Richmond and Geneva lay idle until 1871. In that year a new company to revive this line, the State Line & Union R.R. Co., was organized. New tracks were laid to Geneva that same year, operations beginning soon after the track was finished. This new line, leased to the C&NW became part of the Galena Division. It crossed the KD at Genoa, the town afterwards becoming known as Genoa Junction.

The area around Lake Geneva was rural in character up to the early 1870s. But now made easily accessible by the railroad it became a haven for wealthy Chicagoans who wished to escape the city.

The KD now crossed or joined with five other C&NW lines, holding an important place in C&NW's operating scheme.

Organized in 1871, the "Baraboo Air Line," was built from Madison, Wisconsin to Winona, Minnesota. Completed in 1873, this extension of the Madison Division connected at Elroy, Wisconsin with the West Wisconsin Railway.

From Elroy the West Wisconsin's line went all the way to St. Paul and Minneapolis, Minnesota. An unbroken line of railroad now existed from Chicago via the North Western's Wisconsin Division to Harvard, the KD to Caledonia, the Madison Division to Elroy and the West Wisconsin RR to the Twin Cities. The West Wisconsin, emerging several years later after reorganization as the Chicago, St. Paul Minneapolis & Omaha RR came under C&NW control in 1882.

With the old Milwaukee & Mississippi as its earliest ancestor, the Milwaukee & St. Paul RR had connected those two cities by 1867. In 1871 and 1872 the M&StP extended south from Milwaukee to Chicago. This line crossed the KD 4½ miles west of C&NW's Milwaukee Division. The location of this crossing was

named Ranney.

A new station named Pleasant Prairie, in the township of the same name, was established about 6 miles west of Kenosha. One source states that this station's first depot was an old boxcar body.¹ Some time before the turn of the century, at least, an orthodox wooden depot served the village.

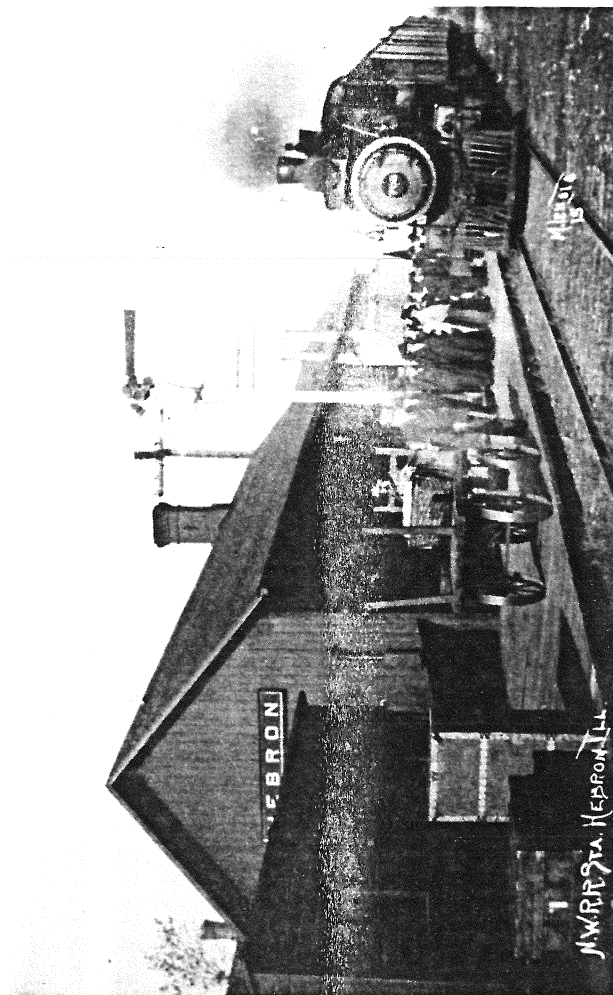
As the amount of economic activity increased with the growth of population, the railroads carried more and more traffic. The *Directory of McHenry County*, published in 1877 outlined the busy conditions to be found at Harvard: "*The great artery that nourishes Harvard is the C&NWR. R., which had in this small town nine miles of side track, a roundhouse with stalls for eighteen iron horses and the various machinery necessary for a large repair shop. The roundhouse also furnishes employment for forty hands, the blacksmith shop eight to ten in the wood repair line.*"

"*All trains or cars shipped from Minnesota or Baraboo to Milwaukee have to be made up here. In one month last year, 9,918 cars were left here to be made up into trains. Some days, as many as thirty trains are received, and it is no uncommon sight to see thirty engines in town at one time. Harvard is the headquarters for all division men to Baraboo. About 125 railroad men work here constantly, the coal sheds alone employing 30; the engines consuming 1,500 tons a month, and the company pays out here about \$8,000 a month; no small item for the support of so small a town.*"

The old two-stall enginehouse in Harvard had been quickly outgrown, and converted into a blacksmith shop. Replacing it was a six-stall roundhouse whose components had been shipped from Janesville. An old map shows this roundhouse located in between the KD and Sharon line main tracks east of Diggins Street.² This was replaced in turn by a larger roundhouse which was destroyed in the mid-1870s. Replacing it was Harvard's last and largest roundhouse, an eighteen-stall brick building.

Harvard's depot, built in 1856, was moved a short distance east in 1877 and enlarged.

Some mention should be made of the



This early 1900s postcard photo shows a train headed by engine 703, class C-5 approaching Harvard depot. The engine appears to be carrying green flags indicating another section will follow shortly. Note the crowd of people on the platform. Photo courtesy Alice and Frances Bailey

Ayer Hotel, an important stopover point for travelers to and from Harvard. Located immediately north of the depot, the building was erected by Wesley Diggins in the late 1850s. A few years later E. G. Ayer became the hotel's owner. Ayer's Hotel acquired a reputation for serving excellent food. One hundred fifty patrons could be served at once.

Telegraphy had been in use on the C&NW since 1856 when the first wire was strung along the G&CU from Chicago to Freeport, with other lines quickly following suit. But it was not until 1878 that telegraph operation came to the KD. Some of the original depot agents, including Barney Cornwell at Capron and Henry Mead at Hebron lost their positions because they did not qualify as telegraph operators.⁴

Caledonia's original depot burned during an electrical storm in 1878.⁵ It was soon replaced.

By the late 1870s passenger traffic on the KD was as follows: two through passenger trains operating between Chicago and Minneapolis (or Winona) in each direction using the KD from Harvard to Caledonia; one local each way between Kenosha and Rockford daily except Sunday and one train weekdays in each direction between Rockford and Caledonia. The last mentioned trains appear to have been a turnaround job which connected with an eastbound through passenger train. From Chicago via Harvard to Rockford was no longer an important route. Traffic between the two cities moved over the Galena Division.

The last listed superintendent of the Kenosha Division was O. Beardsley who held the post in 1872.⁶ Not long afterward the KD was absorbed into the Wisconsin Division.

A new Rockford Central RR Co. had surfaced back in 1869. This company was intended to follow a route almost identical to the old one. From Mendota it passed through Rochelle and Rockford on its way to the Wisconsin state line.

Some construction was done between Rochelle and Rockford. In 1873 the RC merged with the Madison & Portage RR Co. to form the Chicago & Superior RR Co. However, a financial panic in that year brought all activity to a halt.

In 1880 what was left of the Chicago & Superior was acquired by the Chicago, Milwaukee & St. Paul RR (formerly the Milwaukee & St. Paul).

Meanwhile, in 1874 the Chicago, Rockford & Northern RR, a subsidiary of the Chicago & Iowa RR was organized to build a branch from Rochelle to Rockford. The Chicago & Iowa was itself controlled by the Chicago, Burlington & Quincy. CR&N's line was completed in the late 1870s.

There was some difficulty between the CM&StP and the C&I over the CR&N but this was resolved with CM&StP gaining trackage rights from Rockford to Davis Junction beginning November 21, 1881.

A subsidiary of the CM&StP, the Central Illinois & Wisconsin Ry. Co., formed in 1880, built its line from Rockton to Rockford with train operations starting November 6, 1881. Another CM&StP owned line, the Rochelle & Southern Ry. built from Rochelle to Mendota and south from there in 1905. This step finally completed a line of railroad first envisioned by Rockford businessmen as the Rockford Central RR fifty years before.

In Rockford the Burlington's line came up the east bank of the Rock River, then crossed over to the west side just south of C&NW's Galena Division.

A spur line was built by CB&Q which passed under the Galena Division to serve industries in between the KD and the river. This spur connected with the KD near Jefferson Street.

By 1880 Rockford had grown to the extent that a street railway for the city became a desirable object. Later that same year the Rockford Street Ry. Co. was organized, with construction beginning in 1881. When finished, this line connected Rockford's two halves, crossing the Rock River and the KD on State Street. For the first few years of operation, horses pulled the cars. The system was converted to electric power in 1889.

The North Western, in the early 1880s was adding more mileage to tie its now far-flung system together.

A C&NW controlled company, the Milwaukee & Madison Ry. Co., was formed in 1880, finishing its line between these cities two years later. Freight from the northwest bound for Milwaukee

traveled over this new route instead of making the longer trip over the KD. The opening of this line likewise brought about changes in passenger traffic. A new route from Chicago via Milwaukee to Madison and points beyond was now available. C&NW ran passenger trains over both this and the Harvard - Beloit route.

The old Madison and Wisconsin Division lines, while coming within a few miles of each other near Janesville had not yet been connected. This situation was remedied partly in 1880 when the Rock River Ry. Co. laid its track from Janesville to Afton. And in 1886 the Janesville & Evansville Ry. was built between those two towns. Passenger trains operating via Harvard, Caledonia and Beloit were now able to include a stop at Janesville. Most of these trains went by way of Evansville to Madison and beyond, while others connected with the Wisconsin Division to reach such points as Watertown, Fond du Lac and Green Bay. This passenger traffic pattern, established in the late 1880s, survived past the middle of the coming century. Madison Division trackage from Afton to Evansville via Footville and Hanover, while reduced in importance, still carried several daily trains, both local and through runs.

Another C&NW subsidiary, the Northern Illinois Ry. Co., organized in 1884, built its line from Belvidere to De Kalb on the main line and on to Spring Valley. This line was included in the Galena Division. After the line was built the KD and Madison Division lines began to carry freight between Milwaukee and other eastern Wisconsin points and Iowa. An 1890 Madison Division timetable shows one daily Iowa run, number 51, going west over the KD to Caledonia where it turned south toward Belvidere as number 52. The run to Milwaukee covered a different route, train 43 coming north from Belvidere via Afton to Janesville, where Wisconsin Division tracks were used to Jefferson Junction, and from there east to Milwaukee. Another pair of Iowa freights used the latter route in both directions.

In addition at this period the KD west of Harvard had a daily - except - Sunday freight in each direction between Harvard and Rockford, and similar scheduled

wayfreights from Harvard to Baraboo.

By 1895 the KD was carrying two daily Milwaukee - Iowa freights in both directions. In the 1895 Wisconsin Division timetable eastbound Iowa freights were permitted to carry a limited number of passengers in the way car (caboose) over part of their route, one from Caledonia to Kenosha, the other from Harvard to Genoa Junction.

Since the early 1870s the Wisconsin Central RR (not related to the old Geneva branch) had been increasing its mileage across the state. Now in the mid-1880s a new expansion from near to Milwaukee to the Chicago area got under way. Completed in 1886, this line crossed the KD at a point between Silver Lake and the Fox River. Near the lake the WC established a station named, appropriately enough, Silverlake. The KD passed a short way north of the village which soon grew up. Residents who wished to use the KD could board the train at Peck's Crossing just northeast of the village.

A new station appeared on the KD in the 1880s at the settlement near Lakes Mary and Elizabeth in western Kenosha County. Sign boards at either end of the depot carried the name Twin Lakes. A heavy passenger business was done here, as Twin Lakes became a popular resort area.

C&NW's main Rockford depot, up to the early 1890s was located east of the Rock River. When the new station, west of the river, was built at 515 South Main Street the old depot was renamed East Rockford.

Chapter 6 1895 - 1920

As the 19th century ended, and for the first two decades of the 20th, railroads in America were at the height of their prosperity and influence on society. Tracks seemed to be everywhere, and the frequency of service would never be greater. Much of daily life in those days revolved around the comings and goings at the local railroad depot. Trains became

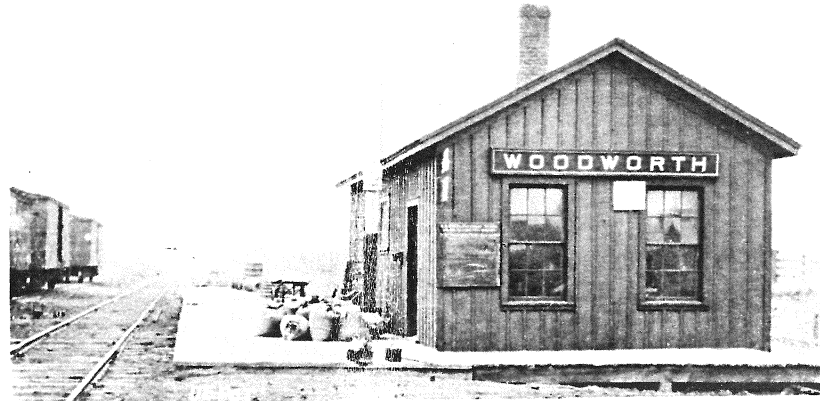
CHICAGO, ST. PAUL & MINNEAPOLIS LINE (VIA MADISON.)

CHICAGO & NORTH-WESTERN AND CHICAGO, ST. PAUL & MINNEAPOLIS R.T.S.

FROM CHICAGO.			TO CHICAGO.		
St. Paul & Winona Ex.	St. Paul & Winona Ex.	Dist.	Stations	Chicago Express	Chicago Express
9:00 P.M.	10:00 A.M.		LA. CHICAGO	420.6	7:00 A.M.
		2.5	Ar. Cypourne Ave.	418.1	6:45
		4.1	Maplewood	416.5	
		6.7	Irving Park	413.9	6:35
9:25	10:22	7.6	Montrose	413.0	
		8.8	Flank Road	411.8	
		10.4	Norwood	410.2	
		12.1	Candfield	408.5	
		13.1	Park Ridge	407.5	
		16.6	Des Plaines	404.0	6:10
		22.4	Arlington Heights	398.2	5:57
10:10		26.1	Palatine	394.5	5:49
		31.6	Barrington	389.0	5:37
10:46	11:37	42.9	Crystal Lake	377.7	5:13
		45.7	Ridgefield	374.9	
11:05	11:55 A.M.	51.3	Woodstock	369.3	4:55
11:30 P.M.	12:20 P.M.	62.7	HARVARD JC.	357.9	4:25
		12.46	Chemung	355.8	
		12.56	Capron	350.2	
12:02 A.M.	1:09	74.4	Poplar Grove	346.2	
12:09	1:17	77.8	CAL. JUNC.	342.5	3:45
12:10	1:18	78.1	Caladonia	342.5	3:44
		85.0	Roscoe	345.6	
12:37	1:50	90.5	BELOIT	339.1	3:30
12:55	2:08	98.8	Madison	322.2	2:49
1:07	2:23	103.7	HANOVER	316.9	2:35
1:14	2:32	107.0	Footville	313.6	2:25
		110.7	Magnolia	309.9	2:17
1:34	2:55	115.9	Evansville	304.7	2:08
1:47	3:12	122.4	Brooklyn	298.2	1:47
1:58	3:26	128.0	Oregon	292.6	1:32
		133.2	Syene	287.4	
2:25	3:35	138.0	MADISON	282.6	1:08
2:37	4:15	148.0	Waukesha	272.6	
2:49	4:28	148.0	Dane	267.9	
		152.7	Lodi	263.1	12:18 A.M.
3:09	4:56	167.5	Merrill	256.5	11:55 P.M.
3:25	5:13	171.9	Devil's Lake	248.7	
3:52	5:44	174.9	BARABOO	245.7	11:37
		181.1	North Freedom	239.5	11:12
		184.3	Ableman's	236.3	11:04
4:32	6:47	190.6	Reedsburg	230.0	10:47
4:52	7:07	197.8	Lavaca	222.8	10:23
5:11	7:27	205.4	WONOWOC	215.2	10:09
5:19	7:53	208.3	Union Centre	212.3	10:02
5:30	8:15	212.9	ELROY	206.4	9:20
5:53	8:10	225.6	CAMP DOUGLAS	195.0	8:43
6:19	8:46	227.3	Wis. Vall. Junc.	183.3	8:13
6:59	9:25	241.6	Warren's	179.0	7:59
7:09	9:25	248.7	Rudd's	176.3	7:52
7:30	10:19	252.7	Milston	171.9	7:38
7:46	10:19	265.0	BLACK RIV. FLS	167.9	7:26
8:08	10:45	273.2	Wright's	155.6	6:58
8:17	10:57	276.7	MERILLAN	147.4	6:54
8:32	11:12 P.M.	282.5	HUMBIRD	143.9	6:05
8:48	11:25	289.4	Fairchild	138.1	5:50
9:11	12:02 A.M.	298.7	AUGUSTA	131.2	5:29
9:36	12:35	306.7	Fall Creek	111.9	4:40
10:05	1:10	320.8	EAU CLAIRE	99.8	4:06
10:45	2:00	330.8	Chippewa Falls	109.3	3:25 P.M.
10:57	2:17	339.4	Rusk	89.0	3:38
10:54	2:34	343.9	MENOMONEE	81.2	3:20
11:07	2:54	352.7	Knapp	76.7	3:06
11:31	3:16	357.5	Wilson	67.9	2:42
11:47	3:59	360.6	Hersey	63.1	2:27
12:20 P.M.	4:40	369.1	Baldwin	60.0	2:20
1:10	5:11	372.3	Hammond	51.5	1:51
1:39	5:49	378.3	Roberts	48.3	1:27
2:00	6:25	380.7	HUDSON	42.8	1:10
2:15	7:00	384.0	Stillwater Junc.	30.9	12:51
2:45	7:45 A.M.	409.6	ST. PAUL	29.9	11:55 A.M.
3:30 P.M.	8:45 A.M.	420.6	AP. MINNEAPOLIS	11.0	11:25 A.M.

† Leave and Arrive daily, except Saturday. † Arrive daily, except Monday.
 † Leave and Arrive daily, except Sunday. B—Breakfast, D—Dinner, S—Supper.
 Trains leave Chicago from the Depot, corner Canal and Kinzie Streets.
 Trains leave St. Paul from the Union Depot of the Chic. St. P. & Minneapolis.
 St. Paul & Pacific, St. Paul & Duluth, and Northern Pacific Railways.
 St. Paul time is 21 minutes slower than Chicago time.
 Trains—Chicago to Elroy are run on Chicago time.
 Trains—Elroy to Minneapolis are run on St. Paul time.

Passenger timetable, May 10, 1879

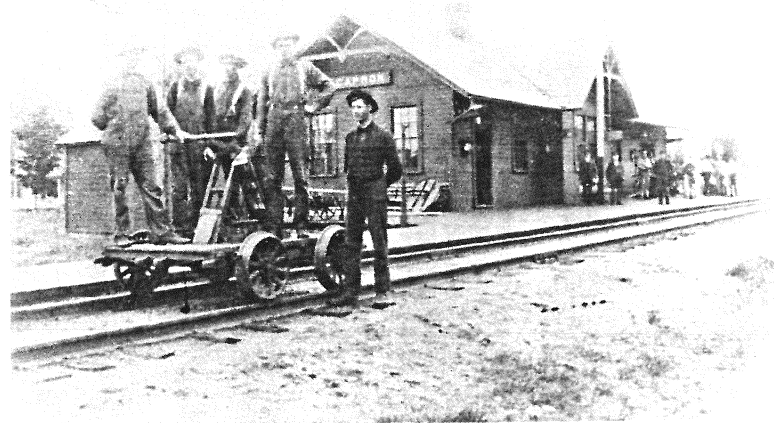


Woodworth, early 1900s, looking west. Woodworth's creamery is just out of sight to the left. The names of some of Woodworth's agents were J.C. Roberts (in 1875), Bill Livesey, Guy Yates, Clarence King and Ray Shumway. Photo courtesy Esther Adamson

KENOSHA AND ROCKFORD LINE.

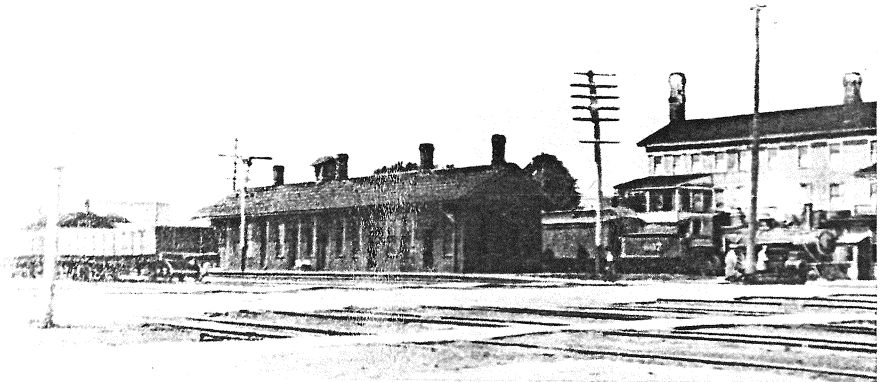
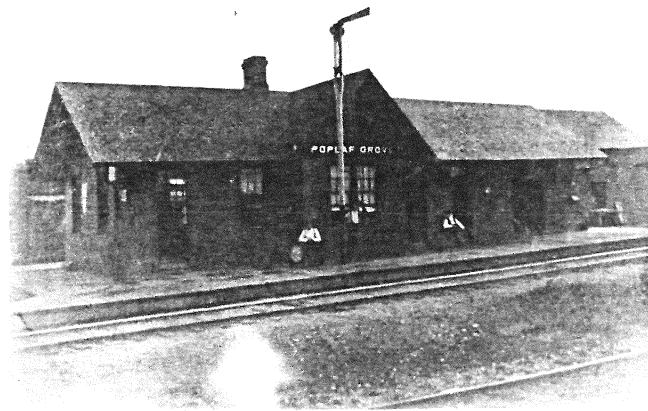
FROM KENOSHA.		May 10, 1879.		TO KENOSHA.	
Pass.	Dist.	Stations	Dist.	Pass.	
8:00 P.M.		LA. KENOSHA	Ar.	72.1	11:30 A.M.
8:30	5.9	Pleasant Prairie	65.2	11:05	
8:50	9.6	Woodworth	62.5	10:45	
9:15	12.1	Bristol	60.0	10:30	
9:40	15.1	Salem	57.0	10:15	
9:55	19.2	Box River	52.9	9:50	
10:10	21.6	Hasseton	50.5	9:35	
10:25	27.5	Genoa Junction	44.6	9:05	
10:40	33.5	Genoa	38.6	8:50	
10:55	38.1	Alden	34.0	8:00	
11:10	44.3	HARVARD	27.8	7:15	
11:25	46.9	Chemung	25.2	7:05	
11:40	51.0	Capron	21.1	6:53	
11:55	56.0	Poplar Grove	16.1	6:38	
12:10 P.M.	59.4	Caladonia Junction	12.7	6:28	12:15 P.M.
12:25	61.9	Ar. Rockford	10.2	6:20	12:05 P.M.
12:40	65.9	Harlem	6.2	6:05	11:55 A.M.
12:55 P.M.	72.1	AP. ROCKFORD	Le.	5:45 A.M.	11:40 A.M.

Passenger timetable, May 10, 1879



Capron, looking west in the early 1900s. This depot is Capron's third, after two previous buildings burned down. Note the large number of people it took to keep the railroad running in those days. Photo courtesy Eldon Olson

Poplar Grove depot, around the turn of the century. To the right is west. The design of this building is identical to Capron's. This style was adopted by C&NW later in the 19th century, indicating that like Capron, Poplar Grove had more than one depot. Photo courtesy Eldon Olson



The front of Harvard's first depot in the early 1900s. An eastbound passenger train waits on the track in back of the building. Engine 607 is a class C-2 4-4-0. Photo courtesy George Hoey

Chemung depot in the early 1900s. Photo courtesy George Hoey



faster and longer as the modest equipment of an earlier day began to be replaced by machines of vastly increased power and complexity. Likewise, improved train dispatching and control methods had to evolve to cope with this heavier traffic. And the KD, even though somewhat of a backwater as rail routes go, still managed to be at least partly caught up in the rush to modernization.

As in Rockford, a new depot for the North Western was built in Kenosha in the 1890s, near York Street (54th Street).

At Caledonia a "south wye" track was added around 1897 for the use of trains running from Harvard to Belvidere.

Roughly half way between Genoa Junction and Twin Lakes a new station, Lake Elizabeth, appeared in the mid-1890s. Timetables from that period show Lake Elizabeth as having a telegraph office open, but if so, it was closed and removed after a short time. From Lake Elizabeth a pair of spurs to nearby lakes branched off.

Up to the late 1890s train operations on the KD were conducted by timetable and train order. Trains moving in the same direction were kept apart by time spacing rules (In 1897 the authorized spacing was 10 minutes for all trains). At nearly all the crossings and junctions encountered on the KD the procedure was simply to stop 400 feet away, and if the track was seen to be clear, proceed. Only the CM&StP crossing at Ranney was provided with some sort of signal protection.

Around the turn of the century, however, the situation changed with the installation of interlocking signals at most crossings and junctions, and the use of manual block signaling over the entire line. Manual block territory was broken into two segments at Caledonia, on either side of the Madison Division track.

Under manual block rules, trains are controlled by manually operated signals set up in a series of consecutive blocks whose operators are governed by information obtained by telegraph.

The normal indication of the manual block signal was the "stop" position. Upon the approach of a train, if the block ahead was clear, the operator would move the signal to the "proceed" position. After the train passed, the operator moved the

signal back to "stop".

Block stations were set up in most KD depots. The signals, also used to indicate whether train orders were to be picked up, were C&NW's familiar lower - quadrant semaphore.

Tower controlled manual interlockings also using lower - quadrant semaphores appeared on the KD's crossings and junctions with a few notable exceptions. In Kenosha, at the KD's crossing of the Chicago - Milwaukee main line (now also included in the Wisconsin Division) only switching moves to lakeside industries were made. KD trains were required only to flag their movements over the crossing.

At Ranney, instead of a tower the interlocking was controlled from a boxcar body. A passenger platform was also located here. One local CM&StP passenger train in each direction daily stopped regularly at Ranney.

Caledonia, with its crossing of the KD and Madison Division tracks and three wye tracks connecting them still never had any sort of interlocking plant installed. The Madison Division from Belvidere to Janesville, like the KD was under manual block rules. KD trains from Rockford had a "stop board" for protection at the Madison Division crossing. Towers stood at each end of the south wye, EA where the KD connected with the wye, and CT on the Belvidere end. Tower CT closed after just a few years. A single semaphore operated from EA controlled movements of westbound trains from Harvard. All the non-interlocked crossings and junctions were governed by Rule 98 in C&NW's book of rules which states: "*Trains must approach the end of double track, junctions, railroad crossings at grade, and drawbridges, prepared to stop unless the switches and signals are right and the track is clear. Where required by rule or law, trains must stop.*"

The KD's junction with the Galena Division Freeport line in Rockford was protected with a stop board.

At Silverlake, in addition to the normal interlocking signals, a pair of derails protected the crossing.

Interlocking towers at each end of the Harvard yard guarded the junctions of the KD with the Janesville line. Tower GX stood at the east end, and tower RD at the

west.

Of all the crossings of the KD by interurban and streetcar lines in Kenosha and Rockford only the North Shore line crossing in Kenosha was given interlocking protection. None of the others were protected, the electric cars having to avoid delaying KD trains.

Many of the KD's busiest main line switches both east and west of Harvard, such as those at various passing tracks and ice house spurs were provided with signal protection.

These semaphore approach signals, normally set at the "clear" position had to be set at their most restrictive position before the switch could be used. After the switch was relined for the main track the signal could again be set at "clear".

In 1900 the C&NW erected a water tower, supplied with water from a drilled well, at Bassetts. The KD had little in the way of fuel and water facilities of its own. Usually they were shared with other C&NW lines at junction points.

The CM&StP, in 1900, built its line from Rondout, on the Chicago - Milwaukee main line to Janesville. This "Janesville Short Line" crossed the KD 2 1/2 miles east of Hebron. For a number of years "Hebron Tower" also served as a passenger flag-stop for CM&StP.

The last steam railroad which the KD intersected was a freight bypass line from Chicago Northern Junction, Illinois, (Tower KO) to St. Francis, Wisconsin, built by C&NW in 1906. This "New Line" roughly paralleled North Western's lake shore route which became known as the "Old Line".

Bain station was built where the KD and New Line crossed, 4 miles west of Kenosha station. Coal and water facilities were also constructed at Bain, south of the depot. An interlocking tower across the track from the depot guarded the crossing.

At about the same time slightly more than a mile west of the Kenosha depot a new freight yard to serve the Kenosha area was under construction. In those days the yard's location was in open country outside the Kenosha city limits. For this reason it was called first the Farm Track, then by the 1930's, Farm Yard.

The period around the turn of the century saw the appearance of the electric

interurban railway and the expansion of streetcar service to numerous communities. Several of these lines were met by the KD.

In 1897, the Milwaukee, Racine & Kenosha Electric Ry. Co. began operating to the north city limit of Kenosha. It was acquired by a subsidiary of The Milwaukee Electric Railway & Light Co. Plans were made to extend the line through Kenosha to Chicago but these never came to fruition.

The Kenosha Electric Railway Co., in 1902, began construction on a streetcar line in Kenosha, which opened for business in 1903. It likewise came under TMER&L control in 1912. For a short while interurbans came into the city over the streetcar line, but this was stopped by the city in 1913. These interurbans did not enter Kenosha again until 1919. They ended their runs at Market Square, on Market Street between Main and Chicago Streets (56th Street between 6th and 8th Avenues).

Tracks of the Kenosha streetcar system crossed the KD at Pearl Street (55th Street) and Ashland Avenue (Sheridan Road), at Market Street near Howland Street (56th Street near 22nd Avenue), at Newell Street near Park Street (24th Avenue near 57th Street), just south of C&NW's passenger station next to the main line, and at Main Street (6th Avenue).

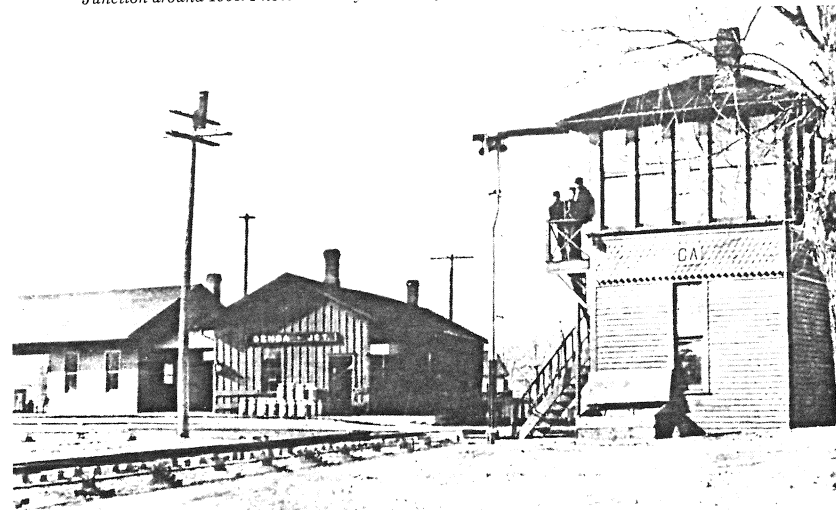
On the west side of town the Chicago & Milwaukee Electric Ry. Co., which had its beginnings in the mid-1890s in Waukegan, Illinois, reached Kenosha in 1905. By 1908 the line was completed to Milwaukee. After a reorganization the C&ME was renamed the Chicago North Shore & Milwaukee RR. The North Shore crossed the KD just south of Prairie Avenue (60th Street). This electric line afterwards became a heavy duty double-tracked railroad daily carrying numerous high-speed passenger trains.

Electric railway service came to the Rock River Valley over the lines of the Rockford & Interurban Ry. Co. First, the Rockford & Belvidere Electric Ry. Co., organized in 1900, was built between the two cities in 1901. Next came the Rockford, Beloit & Janesville Ry. Co., completed in 1902. The year 1904 saw the building of the third segment, the Rock-



The westbound milk and passenger train approaches Pleasant Prairie depot in this postcard view postmarked January 4, 1900, although obviously the picture was taken in summer. Note the mail car directly behind the engine, which appears to be C-6 class 4-4-0 96. The train order signal is installed at the depot, and manual block rules are apparently in effect. Photo courtesy Kenosha County Historical Society

It is early in the morning and the milk cans are ready for the train. Looking west at Genoa Junction around 1900. Photo courtesy Mike Wojtowicz

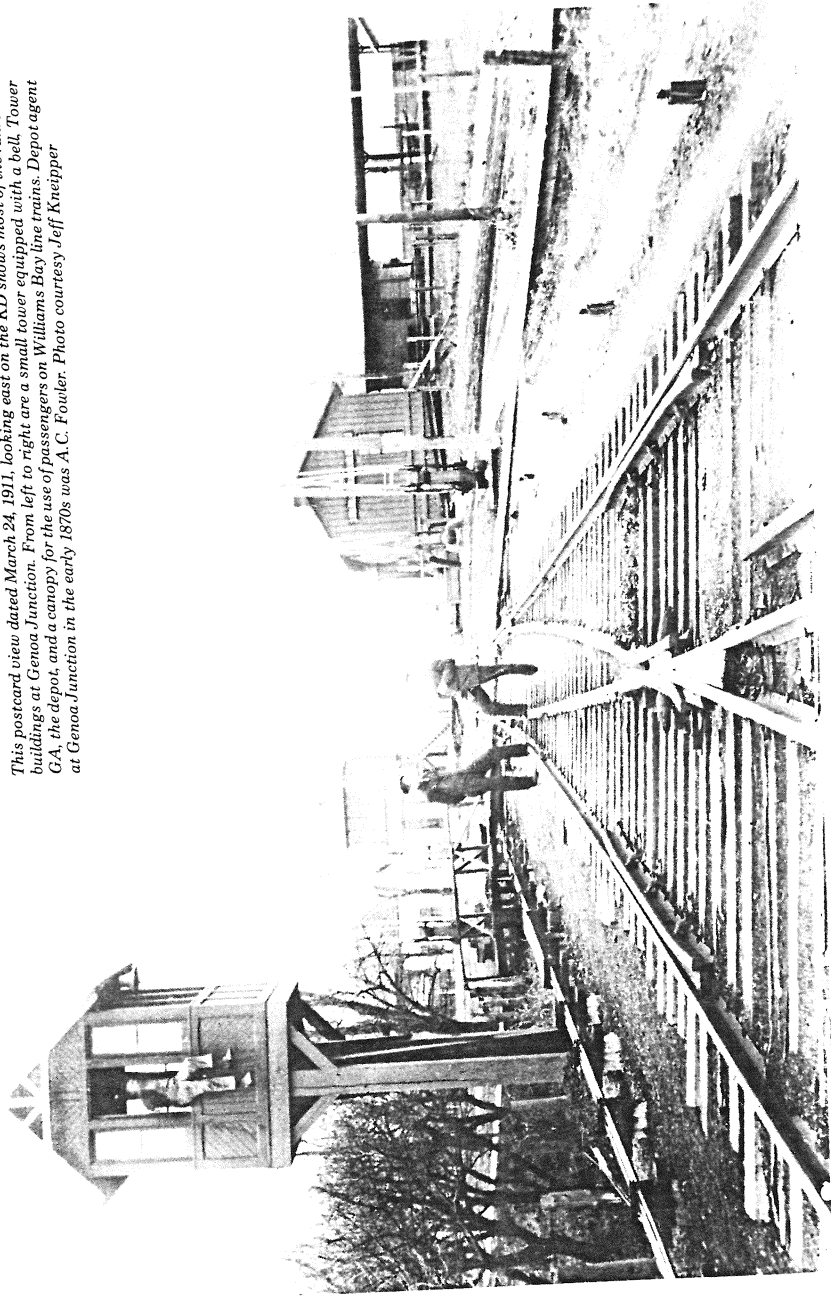


Portrait of Harvard's first depot, taken around the turn of the century. Photo courtesy George Hoey

Looking north on the main line at Kenosha in the early 1900s. Photo courtesy Kenosha Public Museum.



This postcard view dated March 24, 1911, looking east on the KD shows most of the railroad's buildings at Genoa Junction. From left to right are a small tower equipped with a bell, Tower GA, the depot, and a canopy for the use of passengers on Williams Bay line trains. Depot agent at Genoa Junction in the early 1870s was A. C. Fowler. Photo courtesy Jeff Kneipper



Genoa Junction, around the turn of the century. Tower GA controls the interlocking signals for the crossing of the KD, which runs from lower left to upper right, and the Williams Bay line, going from lower right to upper left. Also controlled from GA were the manual block for the two lines, and grade crossing signals on what are now County Highway H (old U.S. 12) near the school and on Sumner Street. On the Williams Bay line the far track is the passing siding. Rodwork running to the various signals is visible near the bottom of the tower. The tower stayed open twenty-four hours a day, in three shifts. The names of three of the tower's operators are recorded: Les Price, Harold Gast and Herb Stocker. Tower GA was dismantled in November 1928. Photo courtesy Genoa City Historical Society



ford & Freeport Electric Ry. Co. By 1906 a single company, the Rockford & Interurban, owned and operated the three lines. All three used the rails of Rockford's streetcar system to enter the city. Cars from Janesville, Belvidere and Freeport crossed the KD while traveling on State Street east of the river. The R&I's station stood on the river's west side, at the corner of State and Wyman Streets.

The track over which Janesville interurban cars entered Rockford left State Street at 2nd Street. It ran on North 2nd Street roughly paralleling the KD for about 3 miles to Snow's Crossing where the two lines crossed, the interurban then heading north towards Beloit.

Roughly half a mile north of Snow's Crossing the electric railway maintained a car repair shop. A spur from the KD connected with trackage at this facility.

From Harvard, Illinois, the Chicago, Harvard and Geneva Lake Ry. extended north through Big Foot and Walworth to the shore of Lake Geneva at Fontana. Formed in 1896, the CH&GL finished construction in 1899.

In addition to its passenger traffic, this little interurban also did a considerable freight business with carloads of gravel from Fontana, milk in refrigerator cars from Big Foot, livestock, and ice from Lake Geneva. Most of the ice went to Peoria, Belvidere and Rockford.² The CH&GL interchanged with the C&NW at Harvard and the CM&StP at Walworth.

Meanwhile, much of the CH&GL's passenger revenue came from excursions to the lake. For instance, members of the Methodist Church at Caledonia organized picnic trips to Lake Geneva, first taking the KD train from Caledonia to Harvard, then riding the electric line to the lake.

The CH&GL was one of those rare interurbans which enjoyed friendly relations with neighboring steam roads, to the point of having a condensed version of its schedule printed in C&NW's and CM&StP's system timetables. It enjoyed this favorable position by being a connection instead of paralleling the steam road and drawing off its traffic, as so many interurbans did.

Around 1905 a new electric line, from Harvard to Marengo, to connect the CH&GL with the Elgin & Belvidere and

Woodstock & Sycamore interurbans was proposed. Some grading work was done, a substation built, and wooden trestlework built near the C&NW tracks at Harvard, but the project came to nothing.

It was first intended that the interurban's track would have an interlocked crossing with the North Western at grade at Hart Street, with interlocking signals controlled from Tower GX. But C&NW absolutely refused to permit any grade crossing or underpass arrangement. Forced to resort to an overpass, plans first were made to build a bridge over Hart Street. But the location was soon changed to Johnson Street. Its design was to be a steel bridge in two spans on three concrete piers crossing over the freight yard, and long wooden trestle approaches on either side. Only the approaches were actually built before the interurban project failed, these lasting until the 1930s when they were finally dismantled.

Finally, another abortive interurban project appeared in the late 1890s. The Geneva Lake, sycamore & Southern Electric RR would have intersected the KD at Hebron on its way from Morris, Illinois to Lake Geneva.³

KD traffic to and from Rockford reached its greatest frequency close to the turn of the century. An 1897 timetable shows one freight train between Rockford and Harvard in each direction daily except Sunday. There were nine passenger trains, five eastbound and four west. One pair ran daily from Rockford to Caledonia. Others ran both ways daily except Sunday to Harvard, to Janesville via Caledonia and to Spring Valley via Caledonia and Belvidere. One train to Caledonia apparently returned to Rockford by a different route.

For a time after the opening of the new Rockford station KD trains still ended their runs at East Rockford, but eventually this practice ended, and instead they operated from the main station.

Local passenger trains in those days often made some interesting moves in the course of their runs. The Rockford - Spring Valley train is a good example.

As it stood at the main Rockford station while taking on passengers, the train faced west. Its first move was to

back up from the station across the Rock River bridge to the KD junction switch. Transferring onto KD rails, the train then proceeded forward to the KD passenger depot and so on eastbound towards Caledonia.

Upon reaching the junction trackage south of Caledonia, it became necessary to negotiate Madison Division tracks in order to reach the depot. There were several ways this was done. First, the train might cross the Madison Division, proceed to Tower EA and back up the north wye to the depot. The train was then in a position to head straight down the Madison Division to Belvidere, and from there on to Galena Division rails for the run to Spring Valley.

The other method was to come into Caledonia on the west wye, then back down north wye to Tower EA. From there a Belvidere - bound train took the south wye, or if it was one returning to Rockford, would head west over the Madison Division diamond. And naturally, for trains returning from Spring Valley the entire sequence had to be run in reverse.

The local job from Rockford which returned there after reaching Caledonia was also known to come into town backing up the north wye, and then use the west wye for the return trip. The south wye had its own passing track. The campaign train of U. S. President William Howard Taft once spent a night there to provide the president with a "good quiet place" to sleep.

By around 1910, on an average day three passenger trains plied the rails between the main line at De Kalb, Illinois and Madison, Wisconsin. These provided connections between Wisconsin and points west of the Mississippi.

Caledonia station, while not precisely located on the KD was nevertheless an important stop for KD trains and deserves further mention. The south end of Caledonia's second depot sat so close to the edge of Main Street that the street had to be curved outward to avoid it. Some time in the early 1900s the depot building was moved about 100 feet north of that spot. Soon after, the depot was enlarged and remodeled. The remodeled building had a large baggage room on the south end and on the north end separate waiting

rooms for men and women were divided by the ticket office. Each waiting room had its own potbellied stove and wooden seats with iron arm rests, connected together in sections.

The normal staff at Caledonia generally comprised the agent-operator, a baggage man and one man for filling the water tank and other odd jobs. Operators who worked at Tower EA rode down to the tower from the depot on a handcar.

Caledonia's water tank was originally sited north of the depot on the east side of the track. When this tank deteriorated to the point where it could no longer be used a new tank was built on the west side of the track across from the first tank's location. The new water tank sat several feet back from the track. A penstock closer to the track was used to water the engines, while the earlier tank had had its own spout. The second tank was later dismantled. Its components are said to have been shipped to Adams.

There were three yard tracks behind the depot. Directly in back was the house track. Next came the middle track, and last was the back track. In addition, a short spur pointed at the depot's end butted up just south of Main Street. This spur usually held the Rockford local passenger train. Cars to be loaded with butter from the Caledonia creamery likewise were spotted there.

Closely associated with the railroad in Caledonia were the Railroad House hotel, and to a considerably greater extent the hotel operated by Katherine Chamberlain from 1879 to 1929. The Chamberlain Hotel building dated back to the years just before the Civil War. Train crews frequently stopped at the Chamberlain Hotel for meals. Quite often Kate Chamberlain would be awakened in the middle of the night by someone from the depot saying that a train was due in soon and that the crew wanted to eat.

All sorts of traveling people stopped at the hotel. Perhaps the most colorful were the troupes of actors and other stage performers, like those of the Orpheum Circuit, on their way to and from appearances in Rockford.

The KD track between Caledonia and Rockford was only laid with 60-pound rail, so it was restricted to using smaller motive

power. Most common were the eight-wheeler classes, plus the Q and S class ten-wheelers. When their numbers were thinned by retirements, they were replaced by the R and R-1 ten-wheelers. Class Z consolidations are said to have been used on occasion in the last years, but only at greatly restricted speed.

Morning westbound and evening eastbound passenger trains from Rockford to Caledonia carried students to and from high school in Rockford. Some pouched mail was carried on Rockford - Caledonia trains. There was no separate facility for mail on the train so the bags rode in the passenger cars. Mostly, though, these trains were connections for the through passenger runs headed to Wisconsin and Minnesota.

In 1895 there were daily two through passenger trains from Chicago via Caledonia each way. They were described in the timetable as the Minnesota Passenger and the Elroy Mail and Passenger. No through freight trains over this route were listed.

Before the next decade was out a much different arrangement was in place. Between Harvard and Janesville, the two routes connecting those places operated very nearly as the halves of a widely separated double track. Using the year 1908 as an example, on weekdays there were nine through passenger trains each way between Harvard and Janesville, ten using the Sharon line, and the other eight the Caledonia - Beloit route. On the former line, seven of the trains were southbound and three northbound, while on the latter six were northbound and two southbound. (The directions given are those found in the 1908 timetable.) Generally, plain descriptive names found only in the employee timetable, such as the Minnesota Mail & Passenger, St. Paul & Dakota Passenger, St. Paul Limited or the Beloit, Janesville & Madison Passenger were given for these trains.

Of eleven daily freight trains which ran at least as far north as Janesville, eight, 4 each way used the Sharon line while three, 2 headed south and one north took the KD and Madison Division.

By the middle of the World War I period there were still eighteen through passenger trains in both directions. The

route via the KD daily carried five northbound and four southbound trains. One pair of these trains, 517 north and 516 south bore the name *Badger State Express*.

After the opening of the "Adams line" in 1914 from Butler to Necedah nearly all the Chicago - Minnesota freight went by this route. Soon the Chicago - Janesville route via Sharon carried only one pair of scheduled through freights, while the Caledonia - Beloit line was left with none.

Likewise the Iowa freight trains were diverted to the New Line so that some time around 1910 the KD no longer saw this type of train.

Other events of note concerning the KD occurred during this period. KD trains, except for the through trains between Harvard and Caledonia had been numbered in the 400s. Now, instead, they were renumbered in the 900s. A number of the KD's wooden bridges were replaced with steel ones resting on concrete or stone abutments.

The year 1910 saw a considerable number of changes made in the railroad's facilities at Harvard. The main line tracks were realigned and the following new structures or equipment installed or built: a brick passenger depot in place of the old one; a steel water tank just west of the new depot; a freight house east of Ayer Street replacing the old one; a new well for locomotive water drilled; a 70 or 80 foot long Lassig turntable replaced the old 60 foot table and finally, the roundhouse got a new heating boiler.

It should be noted that for many years, while the KD track from Harvard to Caledonia was part of the Wisconsin Division, it was operated as part of the Madison Division, the train schedules appearing only in Madison Division timetables.

The names of some of the old-time railroaders who worked at Harvard were Brickley, O'Leary, Maher, Sheahan, Barter, Brady, McCabe, King, Price, Munger, Horn, Whaples, Butts, Jenkins, Jones, Springsteen, Berry and Roach.

Chicagoan Michael H. Flaherty worked as an engineman on milk trains east of Harvard early in the 20th century. He described the KD as a "very rough line."

From the days of the old KR&RI up

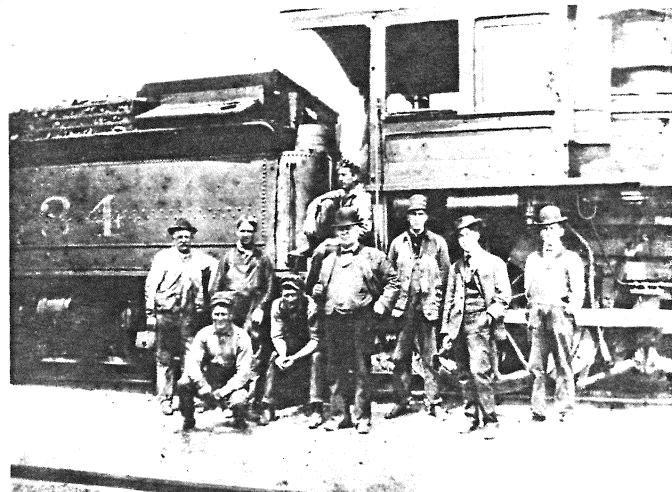


Bain, looking south (eastbound) down the New Line, August, 1938. In the distance can be seen Bain's water tank and coal tower, completed late in 1914. James Penhallegon photo, courtesy Bill Armstrong

Twin Lakes depot, photo taken around 1915. A fair-sized crowd is on hand to greet the westbound passenger train. Tourists accounted for much of the passenger business done here. Agent at Twin Lakes during this period was August Burkhalter. Photo courtesy Terry Timm

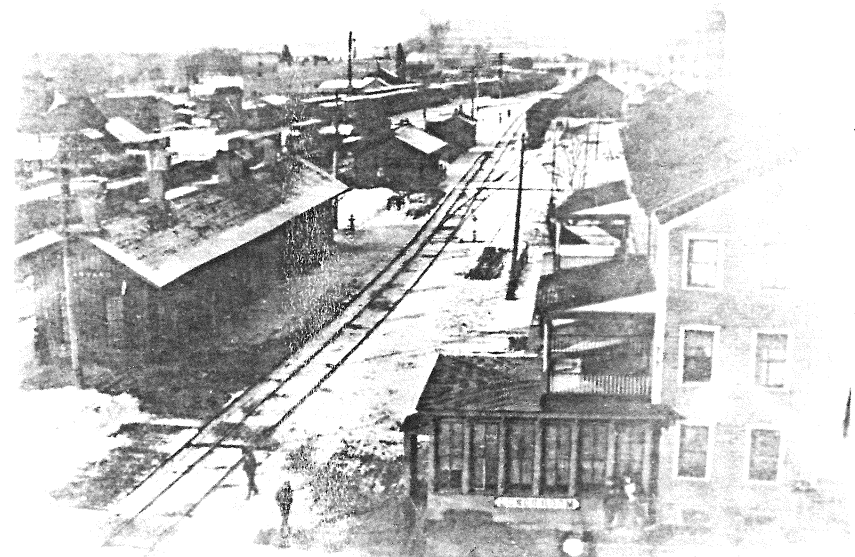
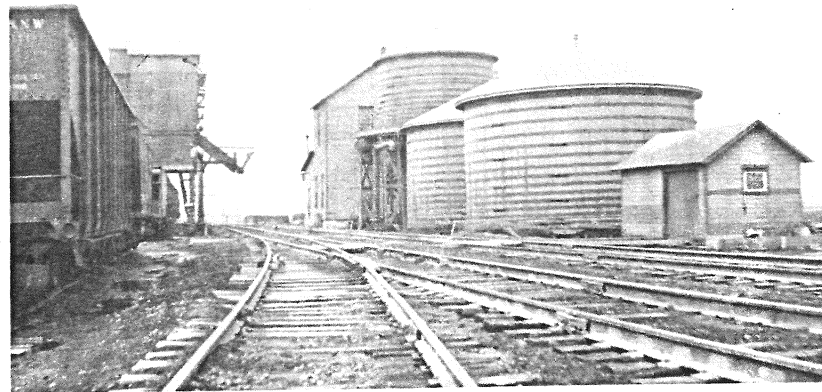


Twin Lakes Depot, Twin Lakes, Wis.



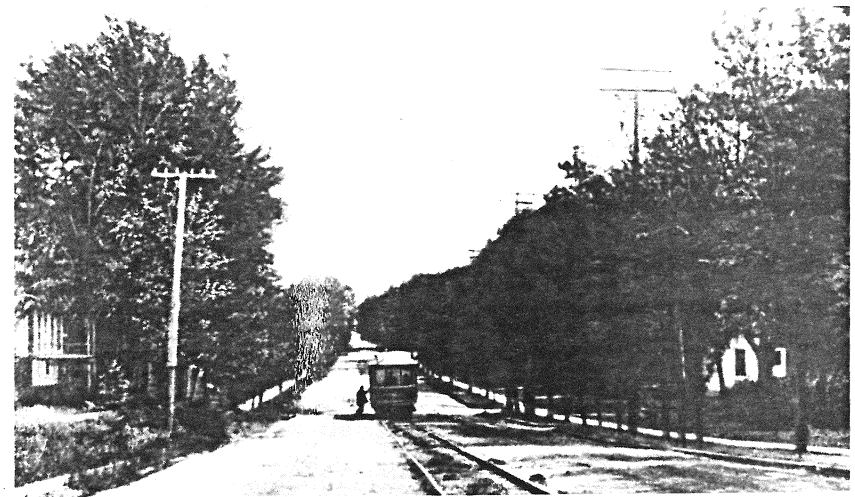
An obliging group, none of whom are identified, poses next to class C-3 634 at Pleasant Prairie around 1907. Photo courtesy Anton Klouva

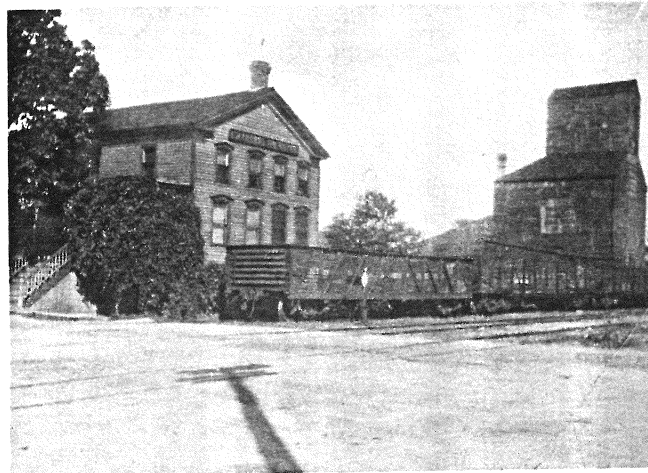
Bain's engine service facilities, looking north. From left to right are the coal tower, boiler room and pump house, water tank, two treatment tanks and a tool house. Anton Klouva photo



Harvard's original depot and rail yard, looking west, around 1905. The track in the foreground is a main track passing around the rear of the depot, with the freight house in the distance. The large building at right is the Ayer Hotel. At the hotel's far end can be seen the CH&GL's track curving in from the right. Another Harvard hotel popular with rail travelers was the Walker House. Photo courtesy George Hoey

This view on Division Street in Harvard shows a car on the CH&GL interurban in the early 1900s. Photo courtesy George Hoey

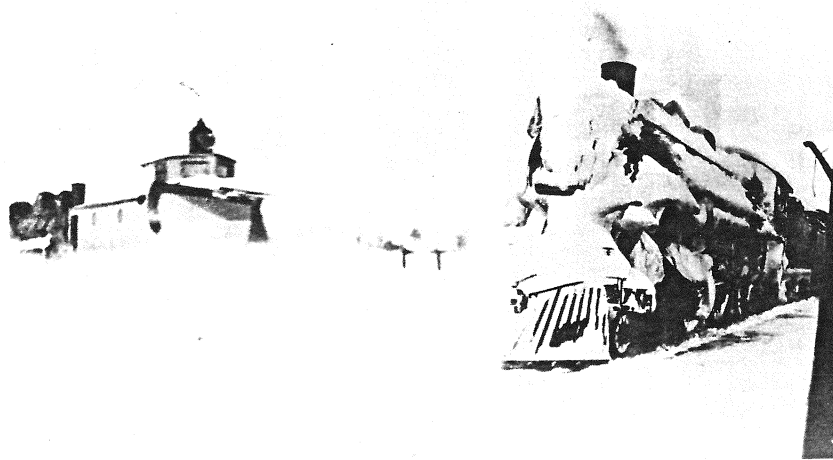




Several gravel cars sit on the back track at Caledonia in the 1920s. Behind the cars at left is the Chamberlain Hotel, and Ralston's elevator at right. Photo courtesy Carl Ralston

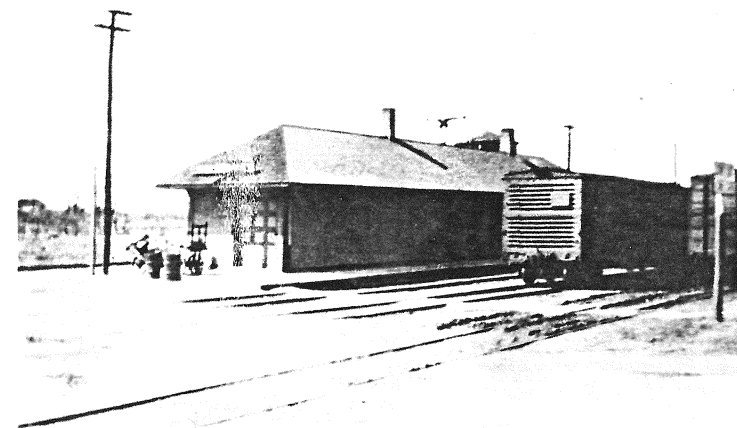
Somewhere between Rockford and Caledonia in the early 1900s this wooden Russell plow is being pushed through a fresh snowfall. Photo courtesy Archie McMillan

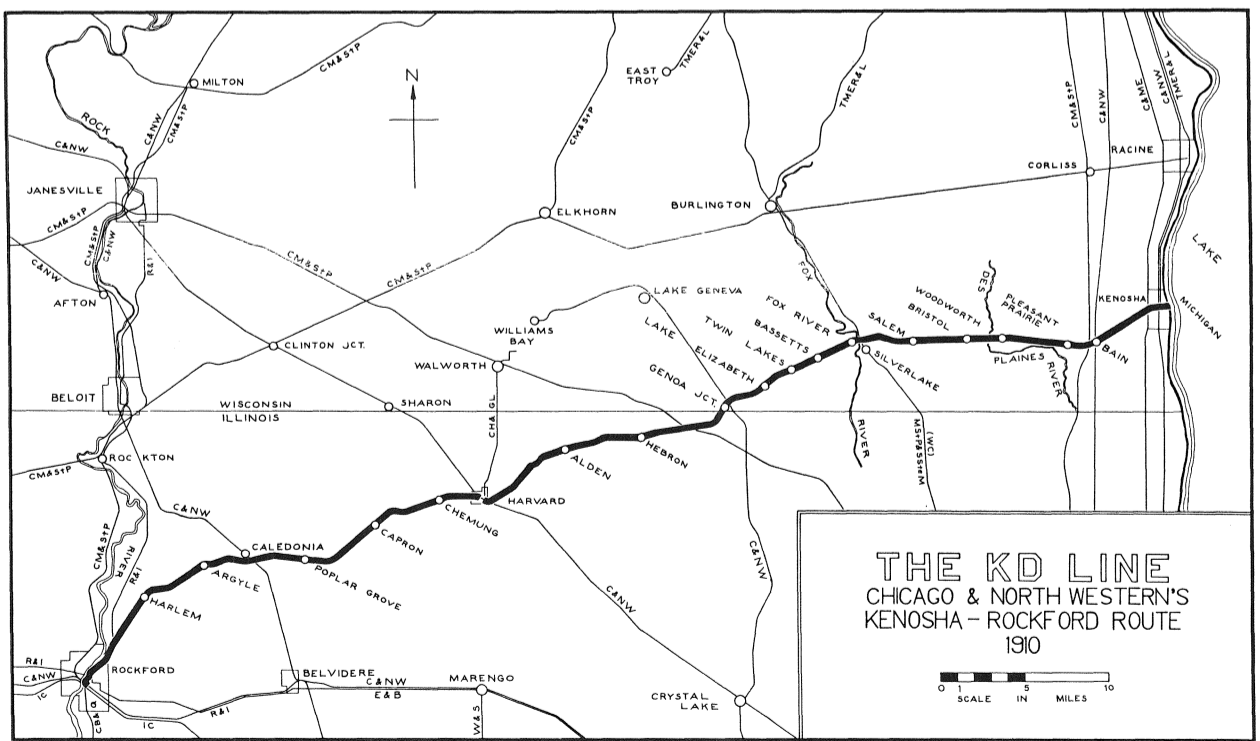
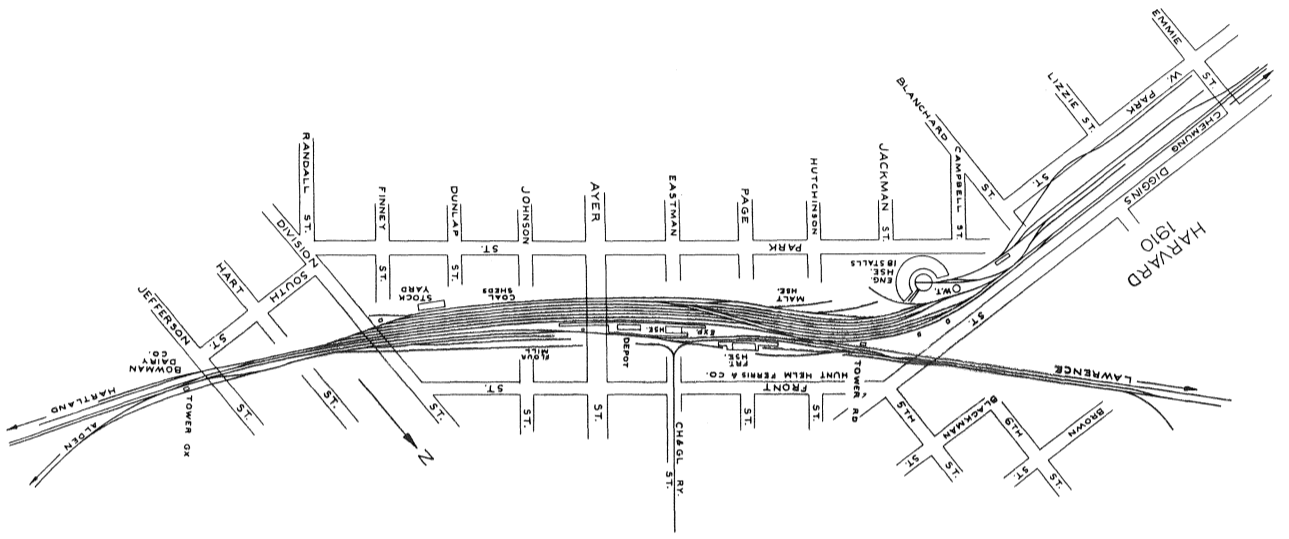
In this picture dated January 4, 1910, looking north, two snow-encrusted R-1s stand by Caledonia's first water tank. The lead engine is number 1219. Photo courtesy Wilson Cain



October 8, 1955. Shown clearly is the west side of Caledonia depot. The engine is class E 631 on train 504. In the days when Caledonia was a busy junction, the depot was manned twenty-four hours a day. Two of Caledonia's agents were H.D. Adams and Floyd S. Cain. Operators included Frank Richardson, Bill Degnan and Ransom Fredericks. Other railroaders from Caledonia were John Richardson, an operator at Tower EA; I.A. Wilson was section boss from Caledonia to Roscoe while brother O.K. Wilson was section boss from Caledonia to Belvidere; engineers Charles Osgood, Scotty McClain, Glenn Ward and George Conn, conductor Bob Boodie, brakeman Archie McMillan and Ab and Ted Conn. Roy Peterson photo

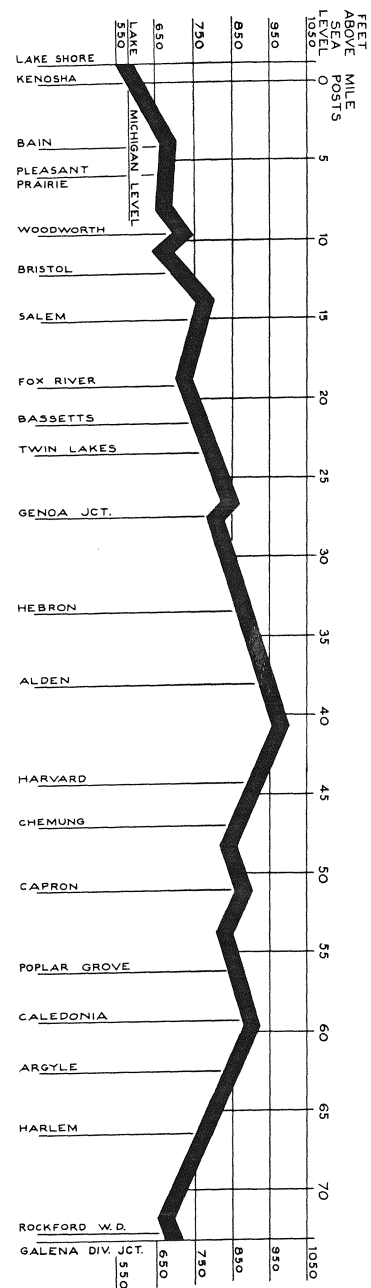
East side and rear of Caledonia depot, in the 1920s or 30s. Three yard tracks are seen in back of the depot. Visible over the depot roof is Caledonia's second water tank. Photo courtesy Carl Ralston





THE KD LINE
 CHICAGO & NORTH WESTERN'S
 KENOSHA - ROCKFORD ROUTE
 1910





KD ELEVATION PROFILE
COMPILED FROM USGS MAPS

until the 1910 period, east of Harvard the only regular passenger service had been the morning eastbound and afternoon westbound milk and passenger trains (not counting the freight trains permitted to carry passengers.) Now, a second pair of passenger trains running over the 72 pound rail from Kenosha to Harvard, number 904 east and 907 west was added. They only lasted a few years, however. During the period of control by the United States Railroad Administration (1917-1920) this second pair of trains was taken off and never restored.

Some stories of interesting incidents which occurred on the KD are presented here to show that now everything connected with railroading is confined within the pages of the rulebook and timetable. They are of course only a few survivors of the hundreds of noteworthy events which must have taken place and went for the most part unrecorded.

In the early 1880s the Kenosha County Historical Society planned a meeting, open to the public, to be held at Paddock Lake. There were to be several presentations, the main one being a talk by Kenosha pioneer Henry Williams on his recollections of Kenosha's early days. Transportation to the meeting for Kenoshans, and those from other places along the way, was furnished by a special train hired from the C&NW.

A large crowd had gathered for the occasion. The program began at 2:00 PM with the master of ceremonies stepping up to introduce the various speakers. But the man became carried away by the sound of his own voice, and stood talking for hours, not giving anyone else, including Mr. Williams, a chance to speak. This went on for so long that it came time for the train to leave, and the meeting broke up, the disgruntled listeners being forced to return home without Henry Williams' remembrances being read.

According to Bessie Ralston, the Caledonia Methodist Church members, in addition to their excursions to Lake Geneva also held picnics at the Rock Cut Park just east of Harlem. Sometimes on these occasions the group was not quite ready to depart from the park when the train arrived, so the train, which was the regular scheduled passenger run, would

wait for them to finish.

From Lynn Ellison: His grandfather, George W. Conn shipped a refrigerator car loaded with cheese from Alden bound for a destination in one of the eastern states. But somewhere east of Chicago the car became lost, and was never heard from again.

Also, just after World War I his father, Charles Ellison shipped a gondola car load of cabbages from Hebron to a processing plant at Genoa Junction. The shipping cost, about \$19, came very near to equaling the entire price he received for the cabbages.

One other comes from Lynn Ellison, although when it happened is not certain. The engine of a train approaching Hebron depot lost the rim of one of its driving wheels but did not derail. The engineer, who was handy mechanically, solved the problem this way: the engine was jacked up to get the rimless wheel off the rail. Then the driving rods were removed in order to retrieve the errant rim. A fire, using coal from the tender was built next to the track, and the rim was placed in it and allowed to heat up. Next a crude block and tackle was made from some timbers and chains. When the rim was sufficiently heated, the block and tackle was used to pick it up and place it back on the wheel. After the rim cooled, the jack was let down and the rods replaced. The train then proceeded on its way without further incident.

After World War I, as the U.S. troops returned home it became customary to hold celebrations for the hometown heroes. At Hebron, several soldiers had come back, but since they had come without advance warning there was no time to organize a welcome.

Early one morning the news reached Hebron that a special train, carrying Troop F of the 120th Field Artillery would come from Camp Grant, south of Rockford, running via Belvidere and Caledonia, and passing through Hebron on its way to Genoa Junction.

At the last mentioned place the members of Troop F would disembark, to be taken by automobile to Lake Geneva. One Hebron resident, Sgt. Fenner Andrews, was known to be on the train, and while it was not thought that the train

would stop to let him off, preparations were made to give the boys "a good rousing cheer as they passed thru."

At first it was understood that the train would leave Rockford around 10:30 AM, reaching Hebron shortly before noon. A good crowd gathered near the depot, along with a hastily recruited band of decidedly amateur musicians which attempted to provide music for the occasion.

At noon word came that the train still had not left Belvidere, so everyone went home for lunch, returning about 1:00 PM. Finally, around 3:00 PM the train became visible in the west. The Borden milk factory whistle blew, while the band struck up a new medley. As the train passed the depot it slowed to a walk so Sgt. Andrews could get off, then picked up speed to continue on its way. Seeing the crowd, Andrews first thought there was a fire nearby, but quickly learned differently when he was mobbed by the throng of well-wishers. Any semblance of organization existing up to that point completely disintegrated in the joy of the moment.⁶

In 1919, also at Hebron, the author's grandfather, Clayton Pederson, in the employ of a Woodstock banking firm was detailed to help unload a gondola full of limestone fertilizer from Indiana. Enroute, the unprotected limestone was rained on heavily. Then the weather turned cold, (the month was December) and by the time the car reached Hebron it was frozen solid. Picks and shovels did no good. Fires built on top of the load to thaw it out did not help, either. An attempt was made to loosen the limestone by blasting. First the car was moved far down the siding away from buildings, then local explosives handler John Postma packed blasting powder into holes drilled in the limestone. After the powder was set off, however, the frozen load was found to be as solid as ever. At this point it was decided to give up on this load and let the railroad have the car back, limestone, ice and all. A new car of limestone was ordered, this time arriving in excellent condition. Clayton and two of his brothers, Wesley and Glenn, using scoop shovels had this car's load of better than 50 tons of limestone emptied in three and a half hours.

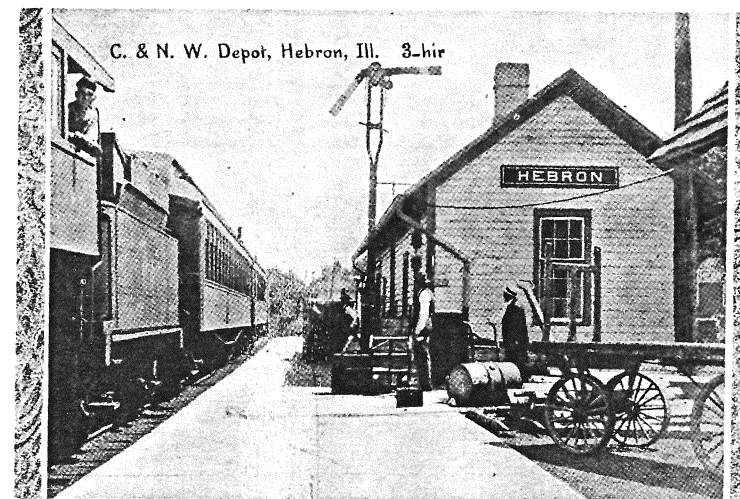
From Rennie Holmes via Mrs. Paul

Kamholtz comes this tale: while doing switching at the Genoa Junction ice house, "... the train crew took the engine to the depot to pick up orders. The crew stood visiting for a while and then got into the train and started backing up the track, not looking back. Meantime, Jim Carey was crossing the track with horses and sleigh, loaded with coal, when the sleigh became caught in the tracks. Mr. Carey managed to unhitch the horses, having to leave the sleigh. The train kept backing, striking the sleigh. ... The wood and coal flew in all directions."⁷

The last two are taken from an article in the Twin Lakes Reporter of April 16, 1953. First, from C&NW official G. W. Carnell: "It seems that a certain engineer named Moore boasted constantly of his ability to capably handle 40 cars on his run. The opportunity never presented itself, however, for Moore to make good his word. However, to return to our tale - it was the custom of the crew of the old KD to call ahead from Pleasant Prairie to Salem and notify a certain restaurant there of how many they could expect for lunch. On this particular occasion, it seemed either the men were not overly hungry or their wives had packed sufficient lunches for them. Nonetheless, the conductor aboard the train and Moore were the only two who planned on eating at the Salem spot that day.

"It should be mentioned here that Moore had been nicknamed "40" Moore because of the afore-mentioned boast. The conductor phoned the Salem eatery and promptly informed them that "40" Moore (More) and I will be there for lunch. The Salem institution promptly scurried about in a near-frenzy, robbing every bakery and butcher shop in the area for enough food for 41 hungry railroad men. They finally succeeded after an hour or two of frantic culinary effort to make a suitable repast for the "crowd." To their utter dismay and downright consternation, 2 line men entered the beanery inquiring meekly if their lunch was prepared. It was "40" Moore and his friend."

"George (Schrofer) recalls the incident of old "Ham" Schutt, an engineer on the Kenosha to Harvard run. It seems "Ham" was a little deficient in his hearing faculties. Bill Cramer, the ticket agent and



A westbound passenger train stops at Hebron around World War I. The shadows indicate that it is mid-day, so the train is likely number 907. The depot has had some recent improvements made, including new siding, a different paint scheme of light brown with darker brown trim and concrete platform. Similar refinements, especially the concrete platforms, appeared at several other KD depots. Note the milk platform behind the train. C.R. Childs photo

1916 passenger timetable courtesy Joe Follmar

		KENOSHA AND ROCKFORD.															
		907		905		Mls		STATIONS		940		904		916		902	
		AM		PM						PM		PM		PM		AM	
Chicago, Milwaukee and Kenosha. See Table 21.		* 9.30		* 4.15	0.			Lv. KENOSHA	Ar	† 1.25	† 7.50					8.05	* 8.15
Chicago—		9.38		4.25	4.1			Lv. Bain	Lv	1.10	7.35					7.50	8.00
Genoa Jct.,		9.43		4.25	5.3			Pleasant Prairie	"	1.00	7.30					7.45	7.55
See Tables 59-60.		9.49		4.40	9.6			Woodworth	"	12.40	7.23					7.38	7.44
Chicago and Rockford. See Table 28.		9.55		4.48	12.1			Bristol	"	12.30	7.18					7.33	7.36
		10.05		4.58	15.1			Salem	"	12.15	7.12					7.27	7.28
		10.14		5.05	19.2			For River	"	11.59	7.03					7.18	7.12
		10.19		5.13	21.6			Bassetts	"	11.45	6.58					7.13	7.06
		10.23		5.18	23.5			Twin Lakes	"	11.35	6.54					7.09	7.01
931	517	10.27		5.26	25.3			Lake Elizabeth	"	11.22	6.50					7.05	7.06
AM	AM	10.39		5.32	27.5			Genoa, Jct. Wis.	"	11.15	6.45					7.00	6.56
Frt.		10.52		5.42	35.5			Hebron, Ill.	"	10.15	6.18					6.43	6.30
		11.02		5.49	38.1			Alden	"	9.50	6.10					6.35	6.19
		* 11.15		* 8.00	44.3			Harvard	Ar	9.20	6.00					6.25	* 6.05
		† 6.00	* 10.10		† 7.40	44.3		Harvard	Lv	8.45	4.55					4.38	
		6.15	10.15		7.45	47.0		Chemung	"	8.32	4.48					4.29	
		6.45	10.23		7.52	51.1		Capron	"	8.24	4.40					11.53	4.22
		7.20	10.33		8.02	56.2		Poplar Grove	"	8.12	4.27					11.45	4.12
		7.45	* 10.40		8.08	59.3		Caledonia	Lv	8.05	† 4.15					* 11.37	4.02
		10.35	† 11.05			68.2		Belvidere	Lv	5.20						† 9.50	
		8.07	† 10.41		8.08	59.3		Caledonia	Ar	8.00	† 3.07					† 10.35	
		8.21	10.52		8.22	62.4		Argyle	Lv	7.35	2.57					10.26	
		8.30	11.02		8.31	66.4		Harlem	"	7.25	2.49					10.16	
		8.50	11.17		8.44	72.6		Rockford, W.D.	"	7.10	2.35					10.03	
		† 9.00	† 11.25		† 8.52			Rockford, Lv	Ar	† 7.00	† 2.30					† 9.57	
		AM	AM		AM	PM		G. D.		AM	PM				AM		

dispatcher at Salem thought Ham was coming much too fast to make a safe stop at Salem. So did George Schrofer, the conductor. As the great iron horse approached Salem with no sign of slacking, Schrofer shouted frantically to "Ham" Salem, Ham. Sa - lem!! . . . "Ham" merely shouted back with a broad grin. . . Sa - lem? - He..ll, I'm sail-in 'em as fast as I can now . . . The train never stopped at Sa - lem."⁸

From Robert Smith: In the early 1900s, when the Kenosha County surveyor needed to do work in the western part of the county, he would load his instruments on the train, and with his helper ride the train out to near where he would be working. There he hired a wagon and team of horses for transport. After completing the task in hand it was too late to return to Kenosha, so it became necessary to stay overnight at a farmhouse, taking the train back to town the next day. Roads in those days were so poor that there was no thought of traveling out and back in one day.

The fortunes of the KD by the year 1920 were mixed. Its mainline passenger traffic promised continued prosperity to the Harvard - Caledonia segment. That portion from Rockford to Caledonia had become a feeder of passengers and freight to the main line while from Harvard to the New Line junction at Bain the KD now had to subsist on whatever revenues could be generated on-line.

From the New Line to Lake Michigan it became an urban industrial switching line in addition to being a connector between the two main lines. All in all the KD was still a busy little railroad, but by now its best days were behind it.

Chapter 7 Local Freight Traffic to 1920

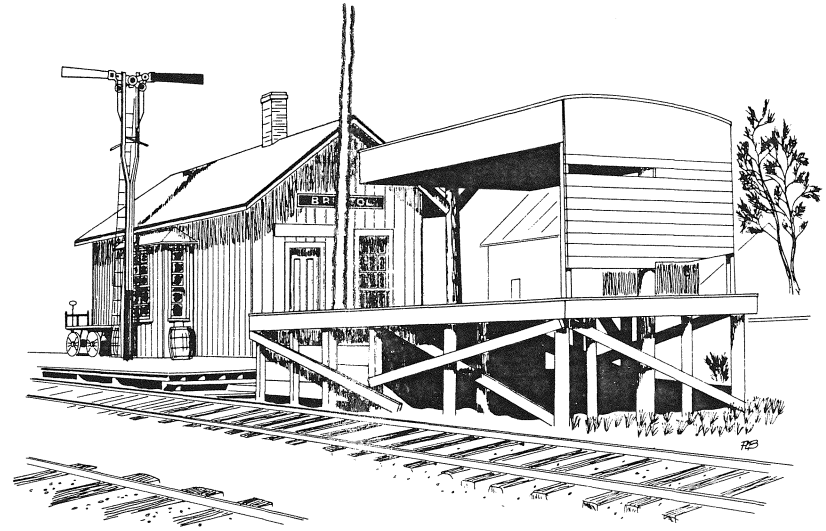
A large part of almost any railroad's revenue is produced from traffic generated in the area through which it passes, and the KD was no exception. Within the cities of Rockford and Kenosha the KD served a large number of industrial

customers. Outside the cities the KD traversed highly productive farmland, and the business it did along the line was typical of such territory. It also served some not so typical enterprises which produced a diverse mix of traffic for the railroad. At this late date it is impossible to detail every concern which may have been located on the KD, but a general summary can be given.

Since its beginning in the late 1860s dairy farming in the state line region had become the dominant form of agriculture practiced by 1890. Along with the growth in the number of dairy farms came cheese factories and creameries to process milk in addition to shipping raw milk to the city market. By the late 1880s cheese-making was nearly out of the picture. The creameries were still doing a good business. Some became large operations lasting until the 1920s such as those at Woodworth and Salem.

Shipment of raw milk was on the rise. The train which carried this milk on the KD was the regular morning and evening passenger train running between Harvard and Kenosha.

Platforms for loading of the 8 gallon cans could be found at nearly all of the stations east of Harvard, and at several intermediate grade crossings. Locations of the intermediate milk platforms were: Ryder's Crossing, 2½ miles west of Alden (Reese Road); Brown's Crossing, 1½ miles west of Hebron (Johnson Road); Alexander's Crossing, ¾ miles west of Genoa Junction (Lange Road); Wilson's Crossing, three quarters of a mile east of Genoa Junction (Williams Road); Reynold's Platform, ¼ miles east of Genoa Junction, near the site of Lake Elizabeth station (County Highway P); Peck's Platform, ¼ miles west of Salem (County Highway B); Carter's Platform, ½ miles west of Salem (County Highway F); Summit Platform, 2 miles west of Kenosha (U. S. Highway 50), and two which appeared after 1900, Stewart's Platform, 1½ miles west of Pleasant Prairie (I-94); and Rogers' Platform, one half mile east of Bain (Highway 31). The platforms themselves were built of wood, up to the same height as the railroad car floors. A flat roof supported by posts on each end of the platform offered a bit of



Bristol depot, with the milk platform in the foreground.

Insulated boxcars are spotted by the bottling plant at Hebron's milk factory in the 1920s.



BORDEN MILK COMPANY HEBRON ILL.

protection from the weather.

The canned milk was brought to the platforms by horse drawn wagon except when winter's deep snow made it necessary to use sleighs. Empty cans returned on the afternoon westbound passenger train. After the trains arrival at Kenosha the milk continued on its way to Chicago on a "milk express" train.

A change in the pattern of milk traffic came when the milk companies began to build bottling plants close to the source of their product. First came the Borden Company plant in 1902 at Hebron. By 1910 other Borden plants could be found at Chemung, Alden and Genoa Junction while the Bowman Dairy Company operated milk factories at Poplar Grove, Capron, Bassetts and Bristol.

In order to serve the milk factories, milk express trains appeared on the KD. At first, carrying numbers 702 east and 701 westbound, the milk express run on the KD only from Harvard to Genoa Junction where it turned onto the Galena Division for the run to Chicago.

Within a few years, however, the milk express ran all the way from Harvard to Kenosha where it took the main line to Chicago. The train also carried a new set of numbers, 930 eastbound and 917 west. Beginning its run from Division Street in Chicago in the evening, 917 hauled its train, a moderate number of empty "house cars", up the Old Line to Kenosha, where it turned onto the KD. 917 proceeded toward Harvard, stopping at each customer's plant to switch out one or two cars. After arriving at Harvard the crew laid over until the following afternoon, when the time came for the return trip.

On the eastbound run, now number 930, the process was reversed with loaded cars being picked up. After turning onto the Old Line at Kenosha 930 headed back to Chicago via Lake Bluff, Skokie, Mayfair and Clybourn. The 930 set out its loaded cars at a Bowman plant at Mayfair and at another plant at Maplewood, a mile west of Clybourn. Milk express trains reportedly also used the New Line from Chicago, turning onto the KD at Bain.

West of Harvard the milk traffic operated differently. While several creameries and milk factories were located near KD stations west of Harvard, only

carload lots of dairy products were shipped from these places. No canned milk was carried west of Harvard on the KD. Some of this traffic was handled by the wayfreight to Harvard to be taken to Chicago by milk express trains running via the Woodstock line. Some carload milk also reached Chicago on passenger trains like 508, a local passenger train. The passenger job's engine picked the cars up from the factory and coupled them onto the rear of its train. When the train reached Chicago a switch engine took these cars from the rear of the train to their proper destination.

A few commodities were common along the KD's length both east and west of Harvard. Lumber, coal, feed, cement, fertilizer and all manner of general merchandise in this era before the advent of paved highways found their way to their destination by rail. Even groceries arrived this way. Lynn Ellison relates that as a boy in Hebron he was frequently able to make 10¢ by hauling the baggage wagon, loaded with groceries from the depot to the store that had ordered them.

The shipping and receiving of livestock was also an important activity. For this purpose a stockyard was provided in all villages served by the KD except perhaps Harlem and Twin Lakes. Stockyards were wooden pens with a ramp leading up to the level of the cattle car floors. Daily except Sunday wayfreights in both directions east and west of Harvard gave local customers excellent service.

Before mechanical refrigeration, a considerable industry based on the cutting and storage of natural ice for cooling purposes prospered. The western half of Kenosha County, with its numerous small lakes, many of which were spring fed with clear, sweet water became an important center of the ice trade in the later years of the nineteenth and early twentieth centuries.

An atlas of Kenosha County from 1887 shows ice houses in place at Hooker Lake and Lake Mary. By 1900 the KD served ice houses on the two lakes mentioned plus others on Powers, Elizabeth, Silver, Paddock and Montgomery Lakes. First and largest owner of Kenosha County ice houses was the Knickerbocker Ice Company, founded by Jake Russman.

Second largest was the Jefferson Ice Company; also, sited along the KD were the Northwestern, Boyle's, Giegan's, Higley, Kurz Brothers, Hoegel, Esch, and Consumer's ice companies.¹

Across the county line at Genoa Junction Messrs. Carey and Besteder went into the business in 1895, erecting an ice house near the mill pond.² The Consumer's Company eventually absorbed most of the other concerns, owning up to 80 percent of the total number of ice houses.

To cut the ice itself, a team of up to 12 draft horses wearing special shoes pulled a plow consisting of a row of chisels, which made a slit 3 inches deep on each pass. When nearly cut through, the blocks were separated by ice saws or chisels and floated to the ice house down channels created where other ice blocks were previously removed. Arriving at the ramp to the ice house, the blocks were cleaned of snow and slush and planed to a uniform size of 21 inches x 21 inches x 12 inches. Then the blocks, weighing 200 pounds each went up the ramp to be stored in the house until the time for shipment. Snow packed between the blocks kept them from freezing together, while a layer of marsh hay on top provided some insulation.

The houses themselves were monstrous wooden affairs containing eight or ten rooms. Each room was 36 feet wide, 40 feet high and roughly 200 feet long. Walls both to the outside and between rooms were a foot thick. Planking used on the walls measured 3 inches thick, 12 inches high and 30 feet long. Ice houses held from 800 to 1,200 carloads of ice each.

Ice from these houses was shipped all year round, with the heaviest business naturally being done in the summer. The greatest volume of ice from a single source came from Silver Lake, where more than 11,000 carloads of ice were shipped over both the KD and Wisconsin Central. In Kenosha County the total amount of ice shipped amounted to 35,000 carloads annually with the KD handling the majority.³ Assuming the KD's share to be 20,000 carloads annually, this meant that roughly 70 carloads of ice were shipped on an average day.

Most of the ice houses were some distance away from the main track so it

was necessary to build spur tracks to reach them. They ranged in length from one a quarter mile long at Hooker Lake to a branch better than 2 miles long to reach Powers Lake.

Box cars carried the ice from the houses to its destination. Old photographs show that at least some of the cars were specifically assigned to ice service. Some of the ice was used in Kenosha, and many carloads were delivered to on-line milk factories, but the greatest part went to the Chicago market.

The ice trains that ran over the KD were turnaround jobs, running extra. Originating at Chicago, they came north, picked up the loaded cars and returned to their starting point. Some came from the east, turning onto the KD at Kenosha, while the others came up the Galena Division via Genoa Junction.

To properly serve the long spurs to Powers and Elizabeth lakes a switch engine operating from Twin Lakes became necessary. Crews to work this job were sent from Chicago, staying at Twin Lakes for a 5-day shift before being relieved. When not on duty the crew stayed at a local hotel. In later years this switch run operated, R-1 class engines were used.

In the early 1900s the KD served a single ice house in Rockford operated by Knickerbocker Ice Company (later Consumers). The house sat on the east bank of the Rock River near Second and Caroline (now Whitman) Streets.

Factories at two widely separated villages produced drain tile made from fired clay. First, at Capron the tile works began operations in the mid-1880s, finally closing in 1958.⁴ The other tile factory, at Bristol, opened in 1897, remaining in business until 1932. Much of the tile produced was used locally, but a fair amount also went by rail to more distant customers.⁵

A rather unusual KD customer was the United States Serum Company, whose plant lay just east of Woodworth. Established in 1915 by Chicago livestock dealer Charles Rice, the firm produced various drugs for the control of hog cholera and other diseases.⁶ The nature of the business was the railroad did with this company is not clear, perhaps delivering fuel, and feed for the experimental animals, with some

finished products being shipped out.

Numerous carloads of gravel from pits at Loves Park and South Beloit were brought to Caledonia and set out to await pickup by other trains. Gravel cars might be spotted either on one of the tracks behind Caledonia depot or on the south wye siding. Some gravel pits were in business near the KD in Kenosha County, at Twin Lakes, Bassetts, Silverlake and Salem. The business done was for the most part local, only a small percentage of this gravel being shipped over the railroad.

Easily the most hazardous enterprise to do business with the KD was the blasting powder mill near Pleasant Prairie. Located half a mile northwest of the village, the plant consisted of a group of separated concrete buildings. A tramway over which traveled small four wheeled cars pulled by mules connected the buildings. Part of the mill's activity consisted of mixing explosives from ingredients brought in from outside. Old bills of lading for carloads of charcoal bound for the facility still exist.

First going by the name Laflin Rand Powder Company, the mill later was owned by the Hercules Powder Co., and finally came under control of the DuPont Co. The Pleasant Prairie mill started operations in the mid-1890s staying in business until after 1930, although with some interruptions caused by extensive explosion damage. Explosions at the mill were all too frequent, killing a large number of employees over the years. Eight men are said to have perished in one accident. Nearly nonexistent safety precautions contributed to the high casualty rate.

Most spectacular of the explosions was the one that occurred on the evening of March 9, 1911. Earlier in the day, five boxcars loaded with dynamite had been spotted near the plant. At about eight o'clock an explosion took place in one of the buildings. A chain reaction began, spreading to the boxcars and the other buildings. The result was a monumental blast heard as far away as the states of Michigan and Iowa. Some windows were broken in Chicago, there was near-panic in Kenosha, and Pleasant Prairie itself was all but blown off the map. Most buildings in the village were damaged to a greater or

lesser extent, but only one, an old hotel, actually collapsed. One of the boxcars, blown nearly to matchwood, still stood upright on its trucks, and had not even derailed. Amazingly, only one fatality, a plant employee, resulted even though a night shift was on duty. The plant itself, completely destroyed, was rebuilt by DuPont.'

While a number of businesses were served by the railroad in Harvard, none could be called exclusively KD or main line customers. An 1884 illustration of Harvard shows several industries located next to the tracks; a malt house, a grain elevator and feed mill, a flour mill and pickle factory.

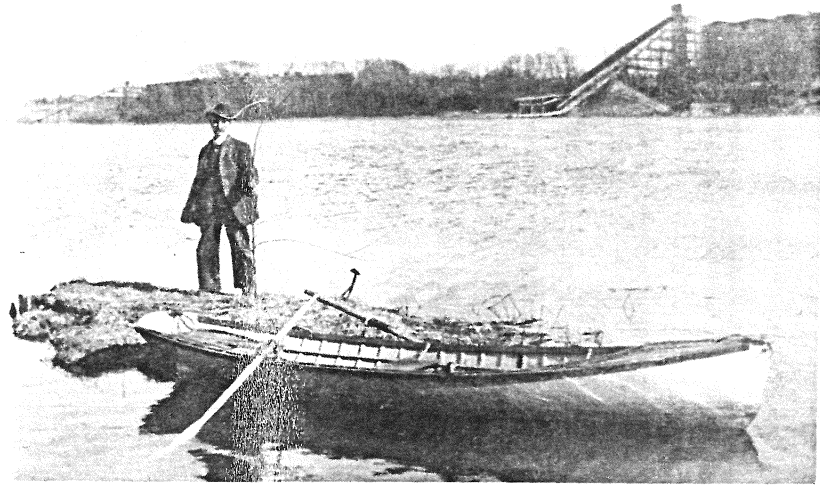
The railroad's water tank first stood just east of Ayer Street, opposite the depot, while the freight house occupied a spot a short way west of the depot.

In the early 1900s the freight house and water tank changed places - the new water tank was just west of the depot, while the new freight house stood on the old water tower's spot.

As at other state line area localities dairy farming had a heavy influence on the future "Milk Center of the World." First a creamery, and later a Bowman milk factory served Harvard area farmers.

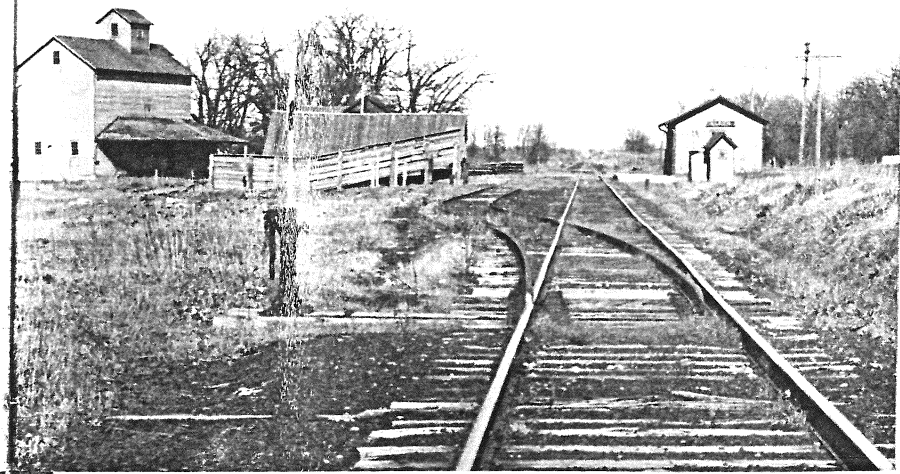
Harvard acquired an important industrial concern with the growth of Starline, Inc. Henry Ferris, who ran a creamery on his father's farm near Alden invented and patented a hay carrier in 1883. To manufacture the carrier, a partnership with two Harvard businessmen was formed, known as Hunt, Helm & Ferris.

In the beginning Ferris still had to attend to his creamery business, so he was only able to devote afternoons to building the carriers. Each day, Ferris left the farm at noon, walking the KD tracks 4 miles to Harvard. Ferris soon sold his creamery and moved to Harvard to pursue his new career full time. The business prospered, with the operation moving from the hardware store basement it formerly occupied to a new building in between Front Street and the railroad. With an expanding line of farm - related products and various consumer goods sold, the company grew rapidly. Shortly after 1910 the plant expanded to fill the three blocks between Eastman and Diggins Streets, and in later



A view of Hooker Lake, with ice houses visible across the lake. Photo courtesy Gilbert Tuttle

Alden, April 4, 1938, looking east. Visible here are the passing track, stockyard and coal shed. A railroad water tank once stood at the right foreground. Roy Peterson photo





Class K 0-6-0 609 performs switching chores at Harvard in this post-1910 view. Photo courtesy George Hoey

At the Pleasant Prairie powder mill materials were moved between buildings by this mule-drawn car. Photo courtesy Kenosha County Historical Society



years it expanded still further.⁸

Old photographs show a yard switching job assigned at Harvard, using (in 1930) class M-1 six-wheel switch engines.

In Rockford, much of the industry served by the KD developed in the area between the Freeport line junction and Prairie Street. Up to 1890 the picture of how the area grew is rather obscure. In April 1890 the Rockford Lumber and Fuel Company was formed by a merger of two already well established firms, the Perry and Reber Lumber Co., and the Lawler and Keeler Fuel Co. President of the combined firm was Seely Perry, who decades earlier had helped organize the Kenosha & Rockford RR. The lumber and coal concern at first occupied the property on Water Street between East State Street and Market Street. From there it expanded, eventually covering a territory several blocks long. Back in the days when wood was still widely used for heating, a considerable amount of effort and space was devoted by the Rockford firm to the sawing and splitting of cordwood.⁹

By the early 1900s there were several other nearby KD customers, among which were a coal bin near Rockford High School, a wholesale grocer, a National Biscuit Co. facility, a Cudahy Packing Co. building, a cold storage building, a warehouse, and next to the Freeport line junction a grain elevator operated by Stewart Ralston Co.

The year 1871 marked the beginning of Rockford's emergence as a major center of furniture manufacture. A. C. Johnson, with two partners had started up a planing mill which also turned out interior house trim in the 1860s. In 1870, Johnson, with two different partners began operations in a new factory in the Water Power District.

An employee of the firm, Jonas Peters, persuaded the owners to begin making furniture. The first efforts were rather crude, but the market seemed promising so Johnson and partner J. P. Anderson in 1874 erected a new factory for furniture production at 7th Street and Railroad Avenue on Rockford's east side. About a year later the firm was absorbed by the Forest City Furniture Co.

Many of Rockford's furniture makers were of Swedish extraction, skilled in woodworking. In 1876 a group of these workers organized the Union Furniture

Co. on a cooperative basis, the factory workers also being stockholders. This venture was successful, and it inspired a number of similar operations. In the years to follow furniture factories multiplied rapidly in Rockford, with the greatest amount of activity centered around the Railroad Avenue area. One man who was a great driving force in the industry was P. A. Peterson, whose managerial and financial ability benefited many of Rockford's furniture companies.¹⁰

The first furniture factory to be served by the KD made its appearance in 1889. With downtown Rockford, including the Water Power District becoming too crowded for much more expansion, developer B. A. Knight subdivided a track outside the then city limits on the east bank of the Rock River. On part of this property, at North 2nd Street between Cospers and Ethel Avenues, Knight erected three furniture factories.

First, in 1889 came the Skandia Furniture Co., largest of the three. Principal products of Skandia became dining room sets, secretaries and library furniture. Built just south of Skandia a year later was the Rockford Desk Co. This firm, as the name implies made desks, plus other items similar to those produced by Skandia. Third came the southernmost of the three, the Climax Slide and Table Co. After only two years its output was taken over by other companies and the building sold to a cement dealer. The building again saw the production of furniture in 1924 when the Rockford Eagle Manufacturing Co. opened, producing chests of cedar and other woods.¹¹

To serve its customers in Rockford, C&NW operated a yard switch run. Engines for this job were kept at the small engine house west of the river on Winnebago Street, the turntable and engine house near the KD Rockford depot having been removed.

Oldest among the numerous customers using the KD in Kenosha was the Bain Wagon Co. whose earliest predecessor started in business in 1840. As the name implies, Bain's products were horse-drawn wooden wagons for farm use and all sorts of freight carriage. Bain's plant, located south of the KD between Main Street and Chicago Street (6th to 8th

Avenues) grew gradually over the years. Annual output by 1890 was roughly 12,000 wagons, with the greatest level of activity occurring around 1910.¹² With the increase in the number of automobiles and trucks coming at this same time, however, Bain Wagon went into decline. Some of its property was sold off in 1913, and the slide continued until all operations ceased in Kenosha in 1926.¹³

Z. G. Simmons went into manufacturing in 1871, establishing the Simmons Box Co. to make cheese boxes. In 1885 the product line changed, and now, under the name of the Northwestern Wire Mattress Co. Simmon's firm began production of bedding and furniture. This was the beginning of the huge Simmons Mattress Co. Simmon's factory complex site was east of the Bain works, adjacent to the south side of the harbor. The firm grew rapidly, becoming Kenosha's largest employer until surpassed by Nash Motor Co.

In 1880 the Pettit Malt Co. began operations in Kenosha at the corner of Chicago and Wisconsin Streets (8th Avenue and 58th Street). Pettit Malt was three blocks south of the KD so it was necessary to lay a track down Chicago Street. Property owners along the way protested a railroad track coming down their street, but the spur was built anyway. To enter the building a turntable was built in the street. One car at a time would be spotted on the turntable which turned 90 degrees. The car would then be moved into the plant. Pettit Malt prospered until 1914 when the building was destroyed in a fire.¹⁴ Pettit's plant was not rebuilt, the spur and turntable removed.

Two textile firms became KD customers in 1892. On the northwest corner of Prairie Avenue and Newell Street (60th Street and 24th Avenue) was the Cooper Underwear Co., makers of hosiery and underwear. Across the street on the northeast corner stood the Chicago-Rockford Hosiery Co. In the beginning the owners of the Cooper firm also had a financial interest in the latter company. Chicago - Rockford changed its name at least twice, to the Black Cat Textile Co. in 1916, and to the Allen A. Co. in 1920.¹⁵

On the southeast corner of the KD's crossing with the North Shore electric line

a spur led to the Birmingham Lumber Co.

Last but certainly not least of the businesses to be covered here is the Thomas B. Jeffery Co. Jeffery bought the old Sterling Bicycle Co. plant in 1900 and within a year began the manufacture of Rambler automobiles.

Trucks were added to the company's line in 1913. Charles Nash purchased the concern in 1916, renaming it the Nash Motor Co. The autos produced likewise carried the Nash name. By the end of World War I Nash was the seventh largest producer of automobiles in the U. S.

Jeffery's plant sat in the angle formed where the KD and North Shore electric crossed, on the northeast corner, with its south boundary on Prairie Avenue (60th Street). Nash expanded this plant west to what is now 30th Avenue, and north to Grand Avenue (52nd Street). This meant that the North Shore line ran right through the middle of the Nash Complex.

Several industries served by the railroad sat adjacent to Farm Yard, most on its south side. A 1917 map of the district shows the following railroad customers: P. H. Smyth Lumber Co., a City of Kenosha pipe yard, Peter Frandsen Co., Arneson Foundry Co., Western Improvement Co., a Phillips Petroleum Co. storage facility, and the R. Lockwitz Coal Co.

As at Rockford, C&NW served its Kenosha customers with a yard switcher, the engines being kept at the old enginehouse dating back to the KR&RI, on Garden Street (54th Street).

Chapter 8 1920 - 1942

The period between the wars was a time of tremendous change for all of American society. Among these changes was the end of the virtual monopoly by one form of transportation of intercity commerce, and the emergence of another. In the 1920s the number of automobiles and trucks grew by leaps and bounds. With this growth came the demand for better roads, and as the roads improved the number of motor vehicles multiplied still further.

Railroads, which up until recently had carried virtually all freight and passenger traffic between communities large and small slowly began to lose their dominance.

A few pieces of railroad, including the KD, were affected much more swiftly than most. East of Harvard the KD lost much of its milk and all its ice trade. When the milk factories appeared along the KD, farmers, instead of waiting for the train to pick up their milk cans gradually took to dropping the cans off directly at their local factory. By 1923 milk was still being picked up at rural platforms only at Lake Elizabeth and a few other locations further east in Kenosha County. Shortly afterward milk pickup stopped at these places too, ending the canned milk traffic permanently. All the milk platforms were dismantled, most in 1925. The local passenger train was still, however, called the "milk train."

The wayfreight, numbers 940 east and 941 west, which had run both ways daily except Sunday, by the early 1920s ran in each direction on alternating days - 940 Tuesday, Thursday and Saturday, and 941 Monday, Wednesday and Friday.

Likewise, the milk express train fell on hard times. Several dairy plants in KD villages closed in the 1920s making the train's run unprofitable. By around 1930 the milk express and local passenger trains had been combined into a single "Milk Express Passenger" train carrying numbers 930 eastbound daily, 917 westbound daily except Sunday and 919 Sunday only. And at roughly the same time scheduled wayfreight traffic east of Harvard disappeared from the timetable, these trains operating as extras.

In the early 1930s a stop named Silver Lake appeared in KD timetables, at the site formerly known as Peck's Platform. By 1935 it had disappeared again.

Mechanical refrigeration became commercially practical shortly after World War I, this development marking the beginning of the end for the cutting of natural ice. By the middle 1920s several ice companies had already gone out of business. The decline continued until about 1930, when the last survivors, on Silver Lake, were forced to close.

Development of the Illinois and

Wisconsin state highway systems took place in the state line area from the early 1920s to the mid-1930s. Often paralleling the route of a steam or electric railroad, these highways drew away much of the railroad's local passenger trade.

Always shaky propositions at best, the electric railways of the region had nearly all gone out of business by 1931. Exceptions were the Rockford streetcar system, which dragged out an impoverished existence until 1936, the Milwaukee Electric interurban line to Kenosha which lasted until 1947, the North Shore Line.

The KD too found itself closely followed by new concrete highways - U.S. 50 between Kenosha and Lake Geneva, completed in the mid-1920s and Illinois 173, built from Rockford to the east border of McHenry County between 1927 and 1931, and eastward to Zion, Illinois from there. A photograph taken in the 1920s at Hebron shows a special passenger train chartered by supporters of the proposed Highway 173 bound for a rally in Zion, Illinois, in favor of the project. Others, also at Hebron, show equipment for construction of Highway 47 arriving by rail.

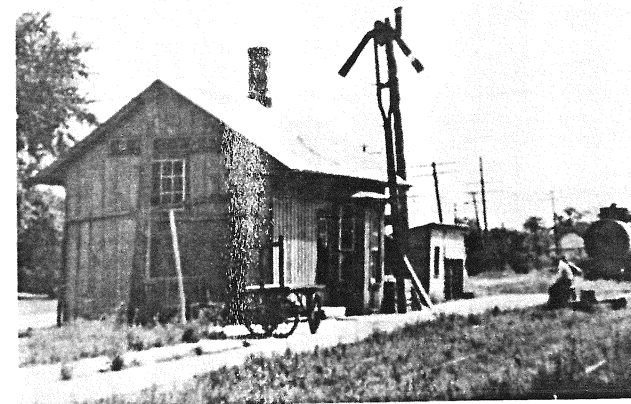
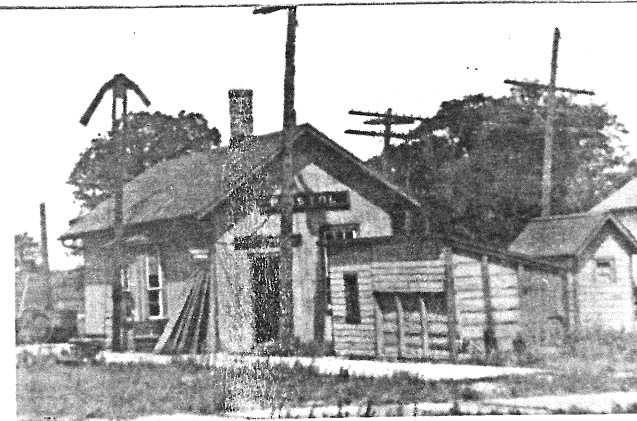
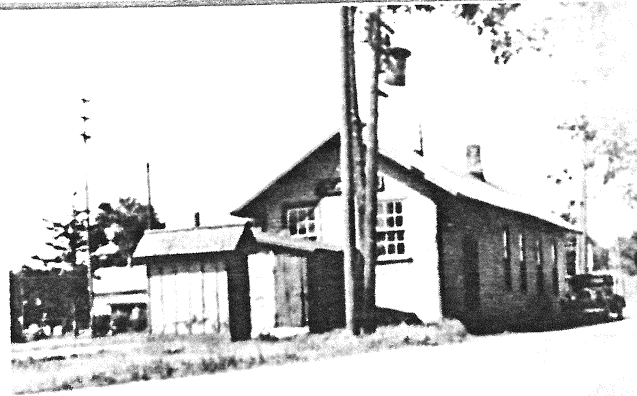
Passenger traffic from Rockford to Caledonia was down, by the late 1920s, to one pair of trains, numbers 901 west and 908 east, the Spring Valley run. In an attempt to reduce the effects of diminished patronage, a gas - electric car was substituted for conventional equipment. Some of the steam engines held as protection power for this train in the late 1920s were class A-5s 248 and 271 and class A 588, with class R engines being used at the last. But even this substitute could not produce the desired results, and on January 3, 1931, gas - electric car number 9900 made the last Rockford - Caledonia - Spring Valley run. Trains 917 and 930 had their runs extended to cover the entire distance from Kenosha to Rockford, but these runs were soon cut back to Caledonia, leaving the Caledonia - Rockford segment entirely without passenger service.

Freight traffic on this line had likewise deteriorated from trains 910 east and 909 west, the daily - except - Sunday Rockford - Harvard wayfreight.

Mid-1932 found the only scheduled



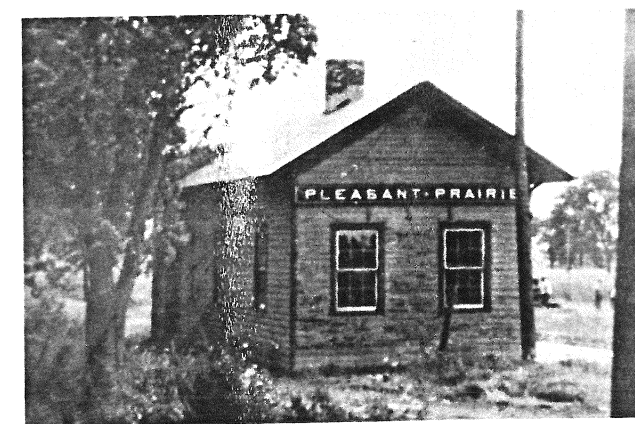
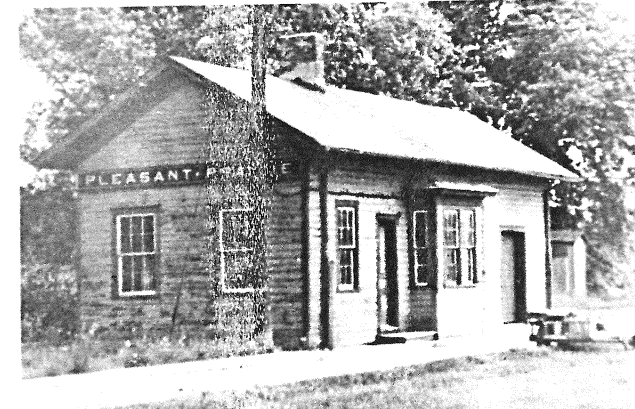
Above: upper, the rear of Chemung depot. Lower, Chemung, looking west. At right across the track from the depot are the coal shed and mail crane. Capron, Poplar Grove and Caledonia also had mail cranes.
Facing page: three views of Bassetts depot. Upper, west end and rear. Middle, looking west. The sign on the end of the building indicates that this is the local post office, in addition to the more typical depot functions of Railway Express and Western Union office. While the railroad's name for this station is Bassetts, local residents refer to their village simply as Bassett. Lower, looking east. The depot was built on land donated by Reuben Bassett who became first agent here. The building was destroyed by fire August 14, 1939. All photos taken in August, 1938 by James Penhallegon, courtesy Bill Armstrong.

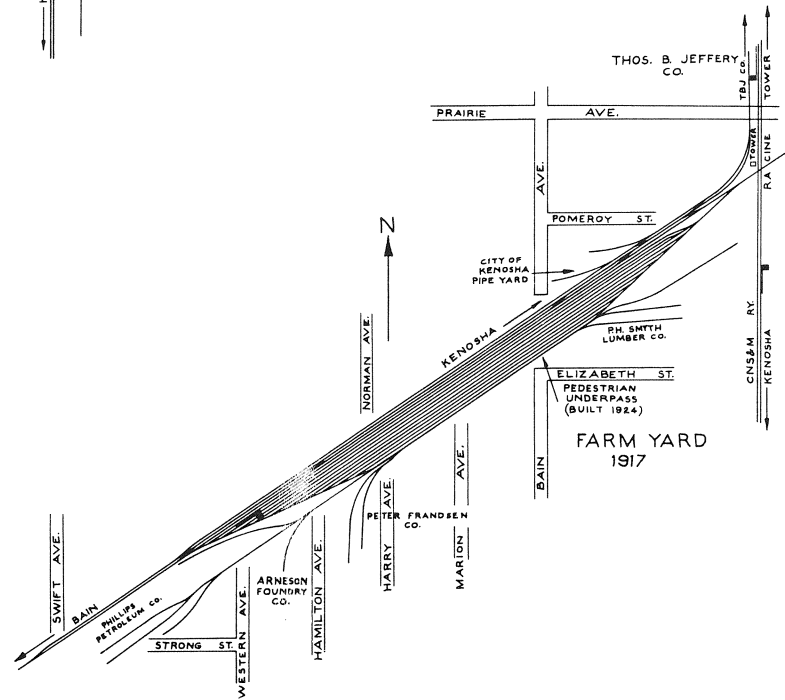
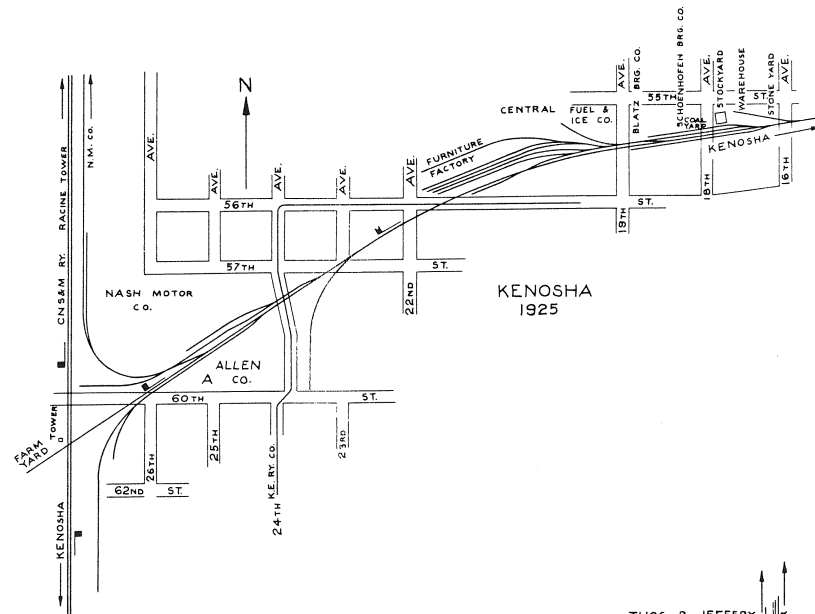
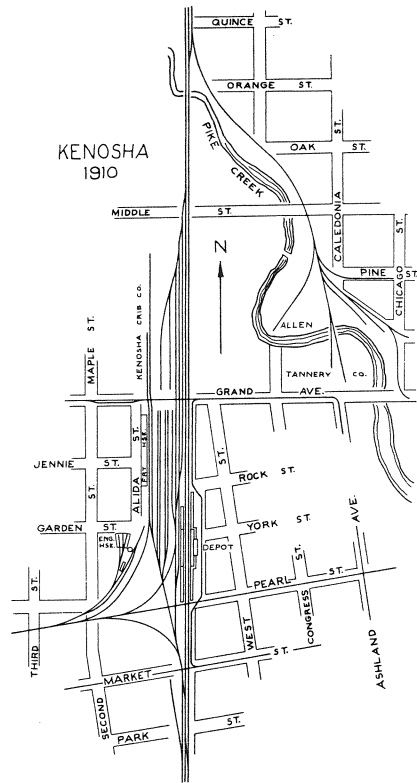
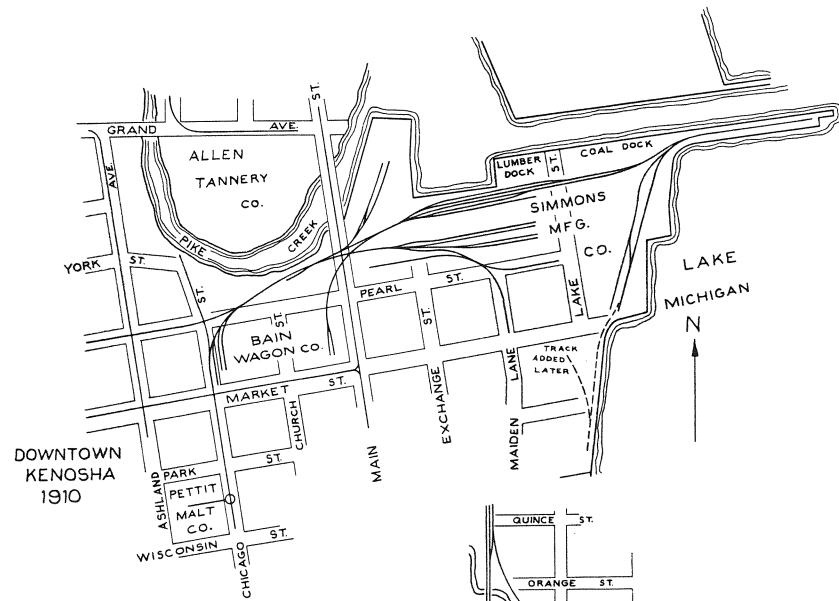


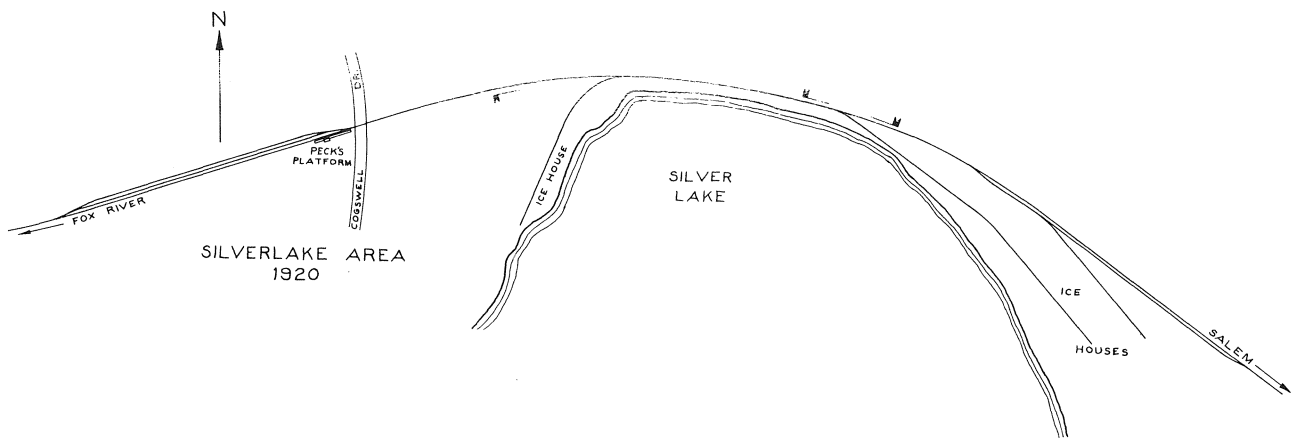
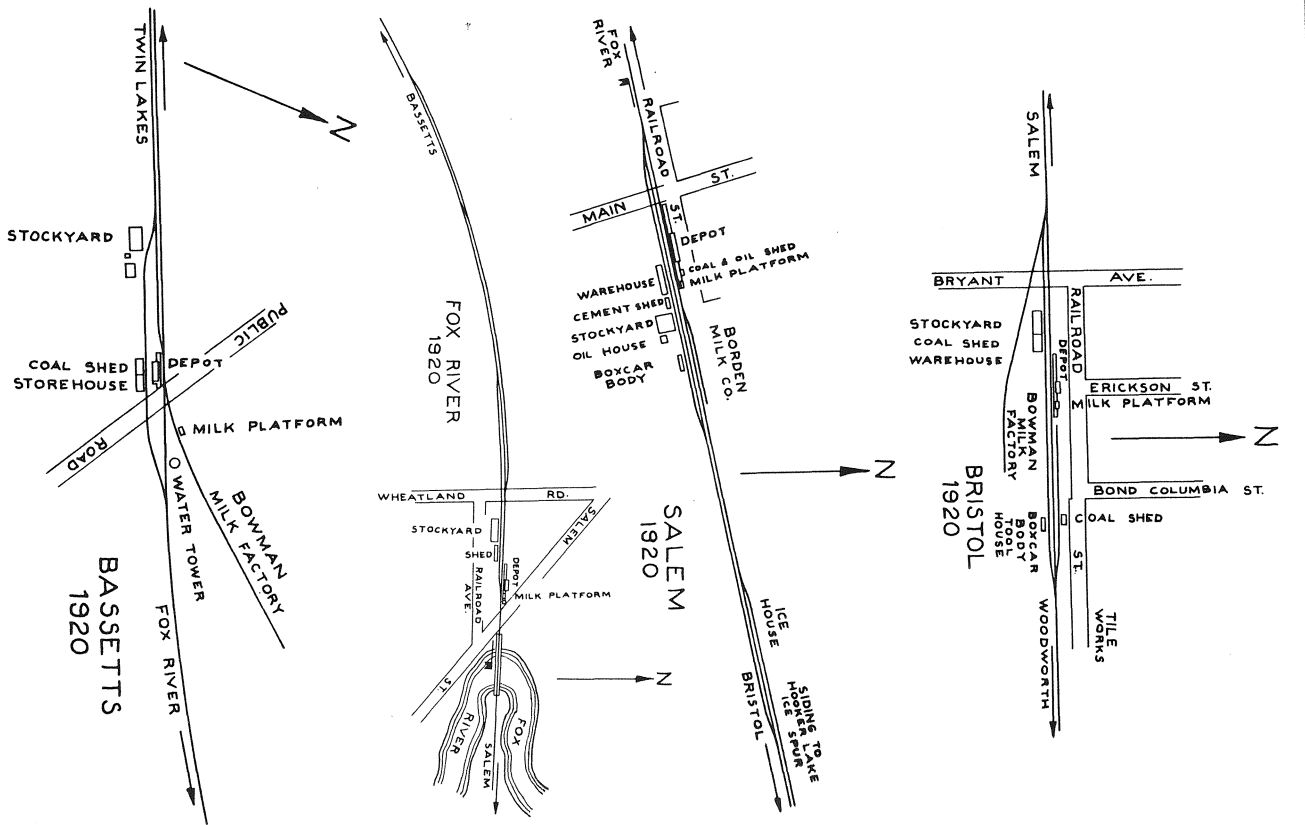
Above: two views of Salem depot. Upper, east end and rear. Lower, looking west. After abandonment the depot was used by the Salem Volunteer Fire Department until the 1950s when the building was dismantled.
Facing page: three views of Bristol depot. Upper, looking west. Middle, east end and rear. Lower, looking east. The tank cars at right contain fuel oil for a local dealer. One of the men sitting on the speeder is Earl Bates, last agent at Bristol. J.S. Miller was an agent here in the 1880s. All photos taken in August, 1938 by James Penhalegon, courtesy Bill Armstrong.

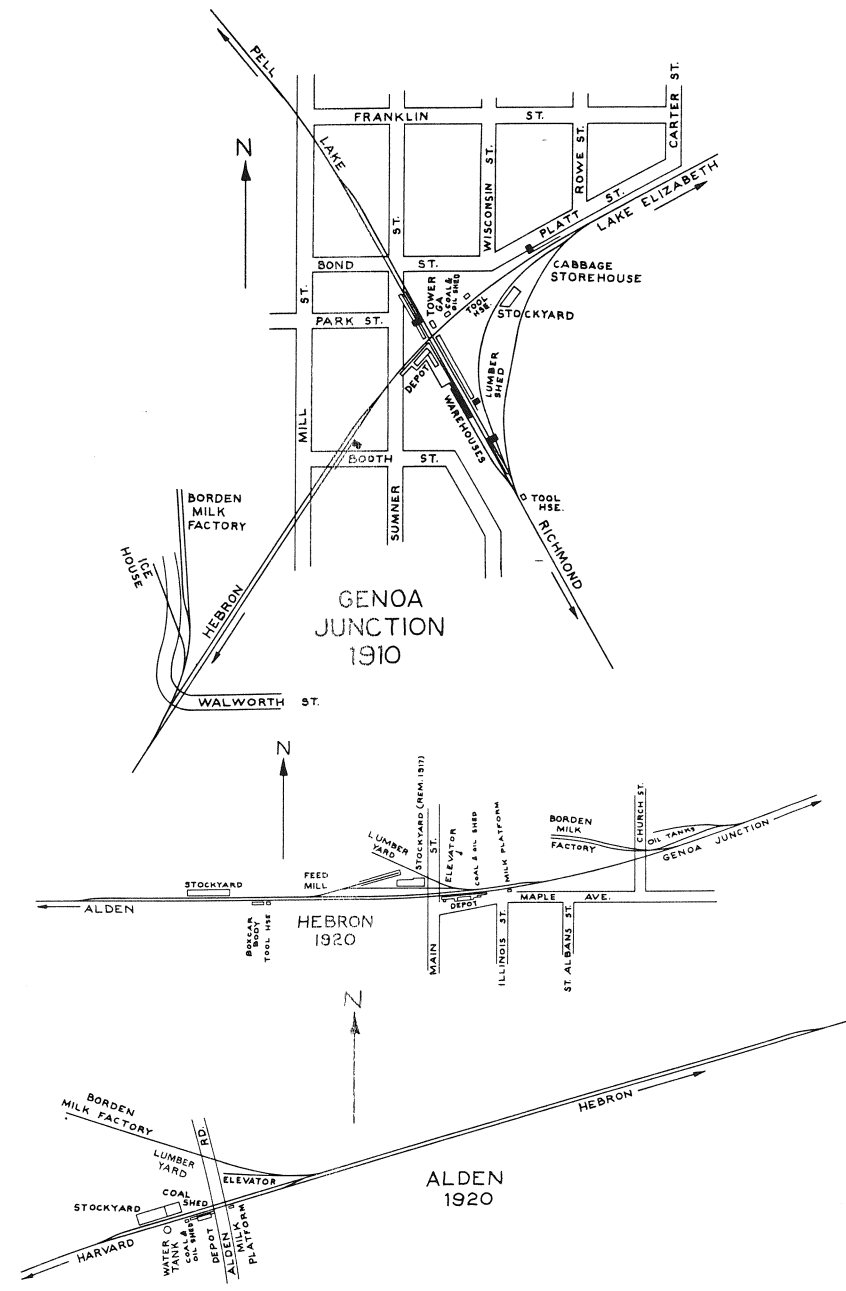
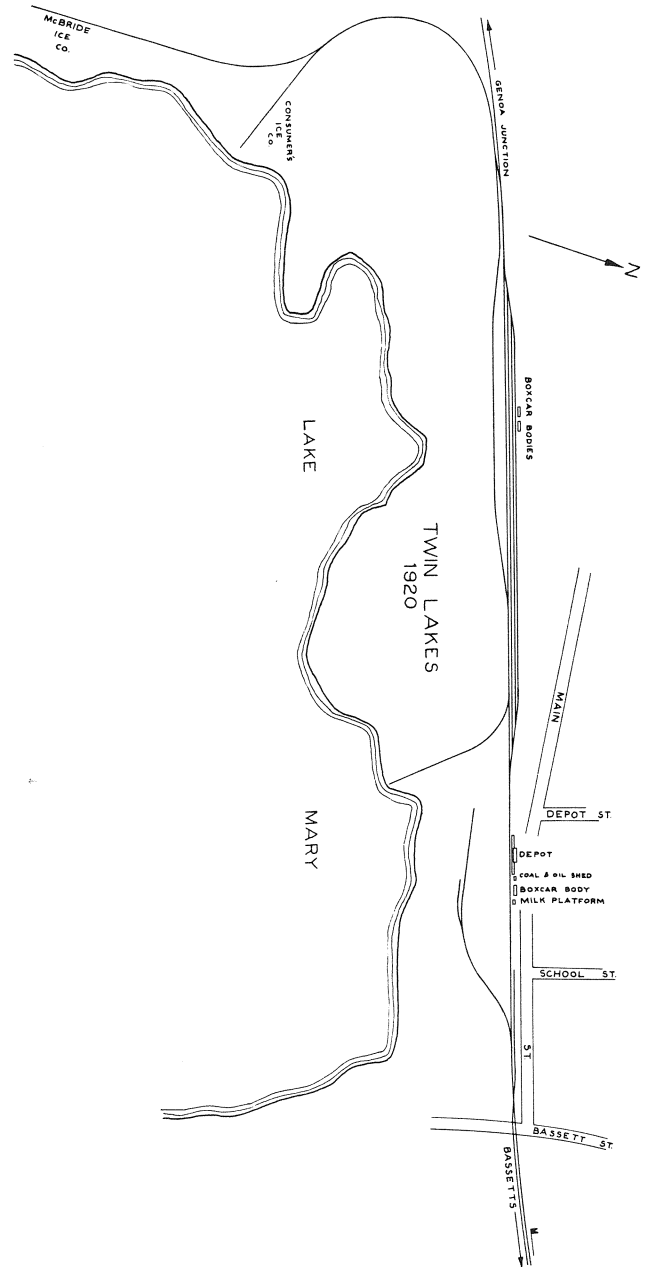


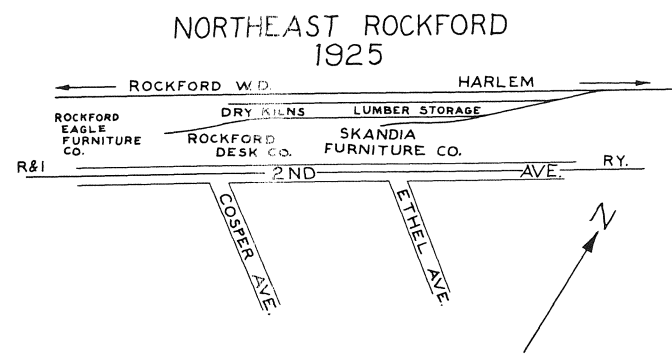
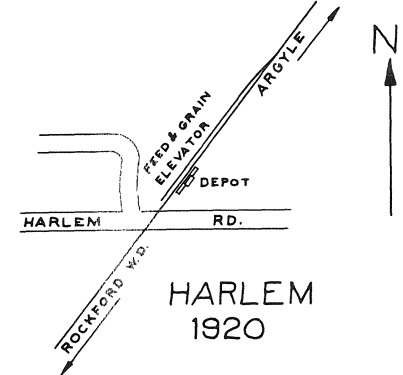
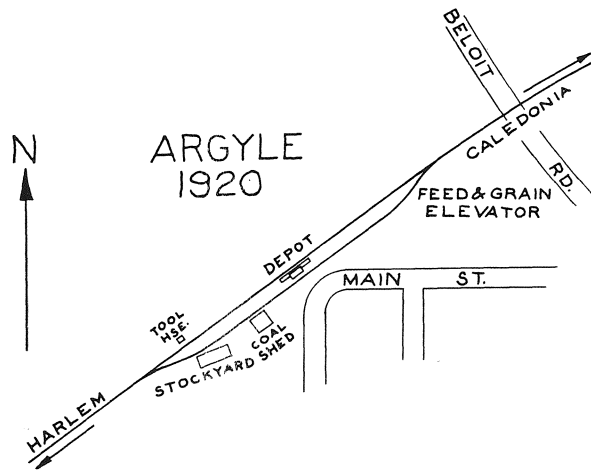
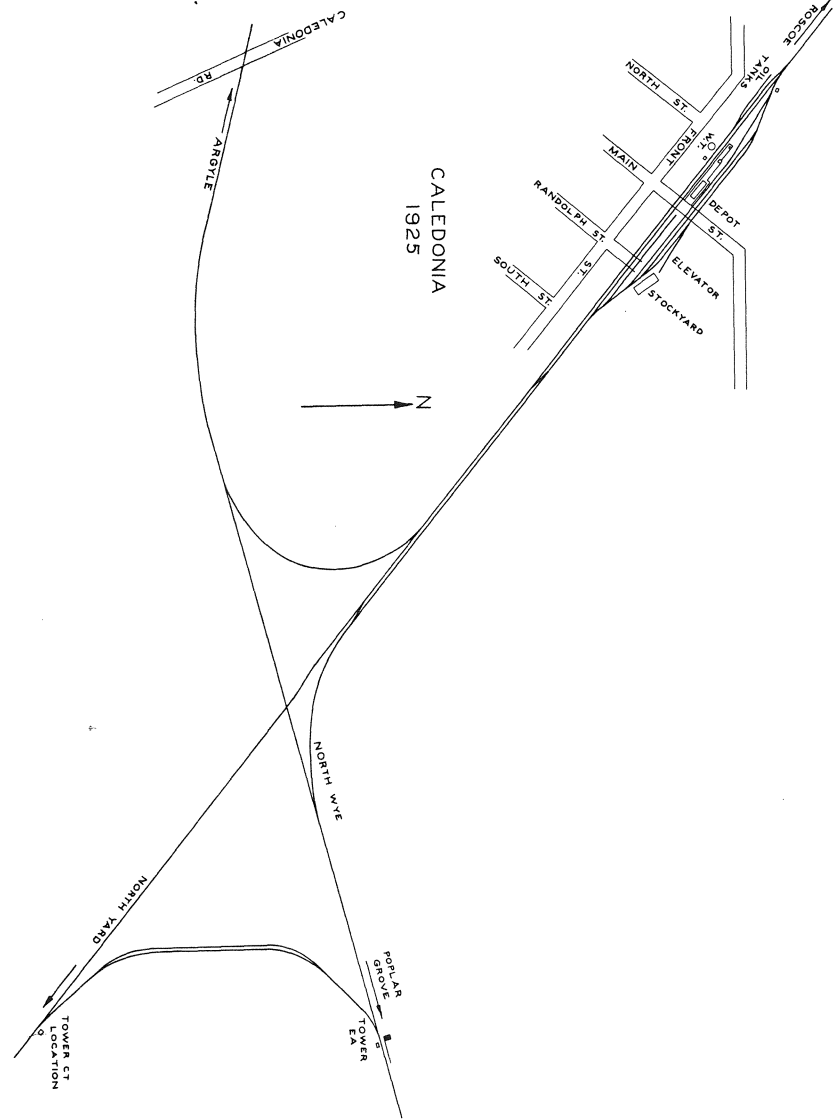
Above: upper, the rear of Capron depot. Lower, east end and rear of Hebron depot. Note the old pickup truck used for Railway Express deliveries.
 Facing page: three views of Pleasant Prairie depot. Upper, looking west. Middle, when this photo was taken, Pleasant Prairie, like some other KD depots had been closed for several years. Lower, west end and rear. All photos taken in August, 1938 by James Penhallegon, courtesy Bill Armstrong.







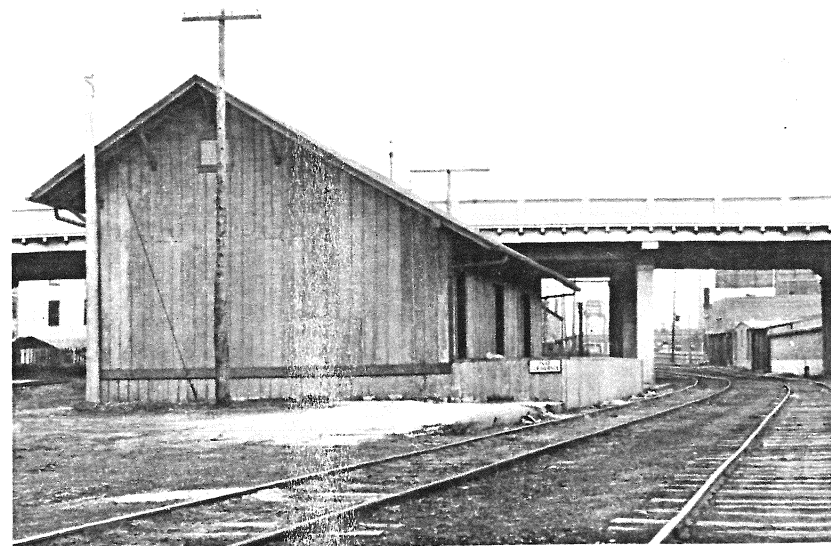
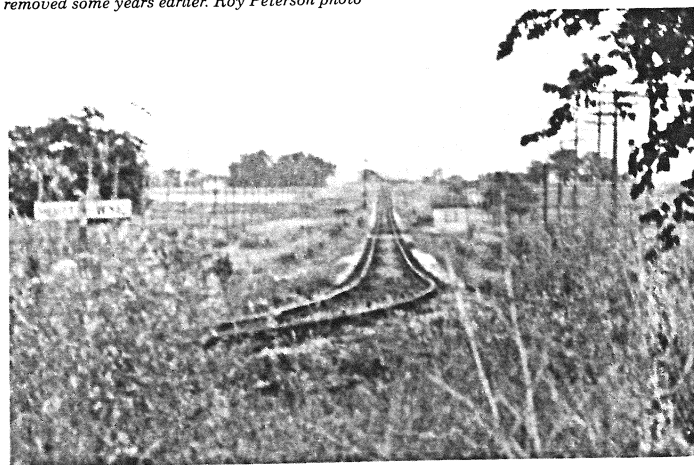






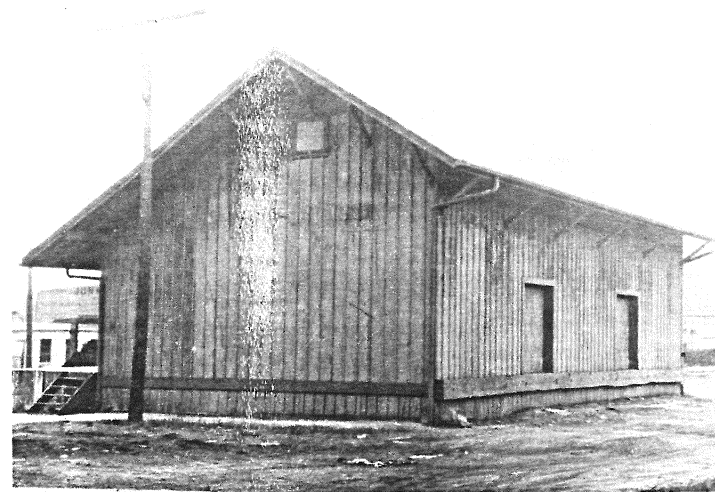
Caledonia, July 18, 1937. This view looks down the passing track on the Madison Division toward Belvidere. Curving off to the left is the north wye, while the west wye switch, heading towards Rockford, turns to the right. The switch at the far end of the siding is lined for Belvidere. When this photo was taken removal of the Rockford segment was almost finished. Roy Peterson photo

Caledonia, looking east, July 18, 1937. The KD meets the North Wye (note the sign at left). The small building in the distance is Tower EA, which controls the signal just visible across the track. The KD track which continued straight through where the photographer is standing was removed some years earlier. Roy Peterson photo



Rockford, looking west, April 3, 1938. Shown is the front of the converted Rockford KD depot. Jefferson Street bridge passes over the tracks. Roy Peterson photo

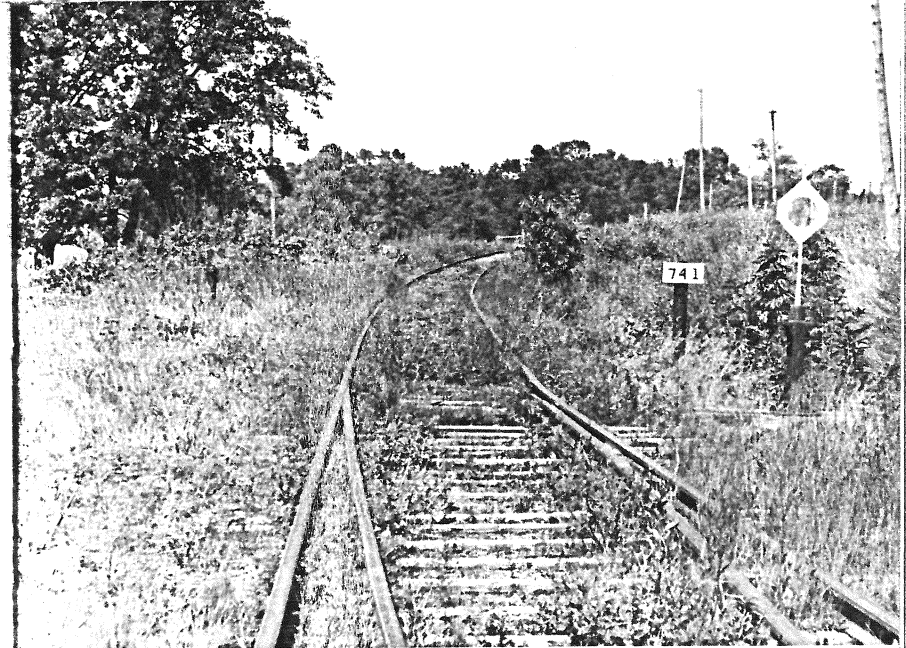
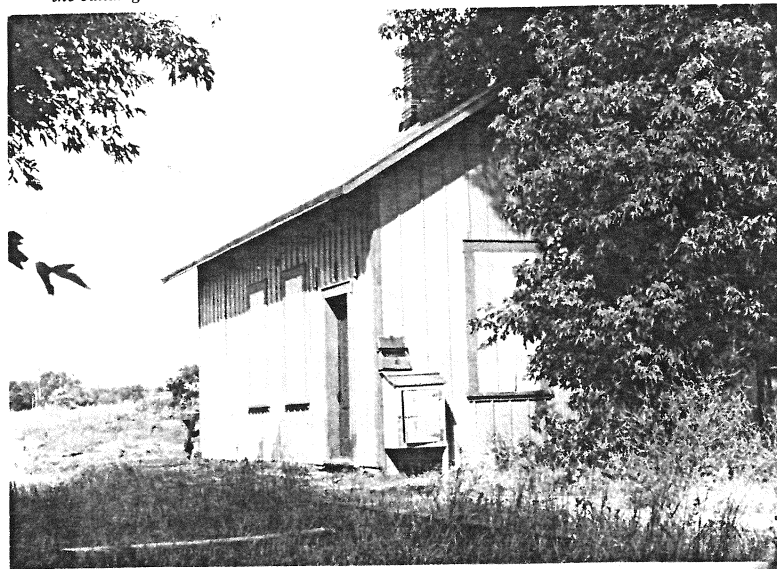
The rear of Rockford's KD station, after its conversion to a freight house, April 3, 1938. Places where the destination sign used to hang, and where the windows have been boarded over can still be seen, along with the extent of the addition that was tacked on the front of the building. A roundhouse stood across the tracks in the background until around the turn of the century. Roy Peterson photo





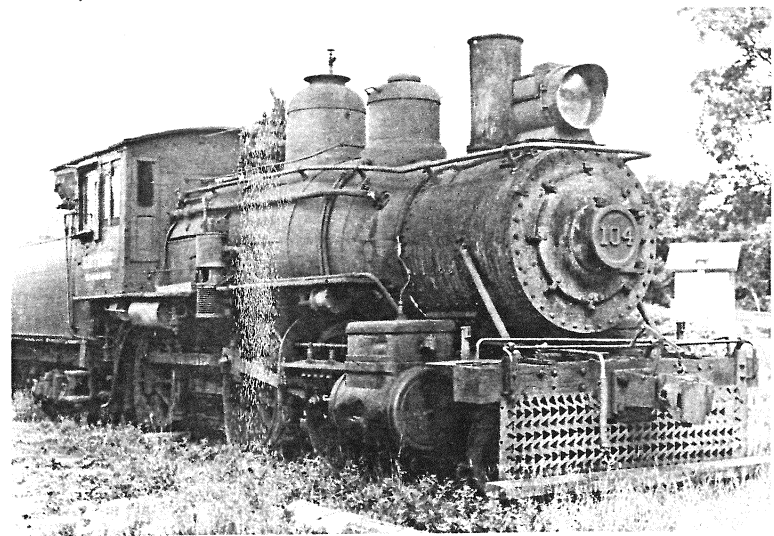
Argyle, July 18, 1937. The rear of Argyle depot, just after track removal. To the right is east.

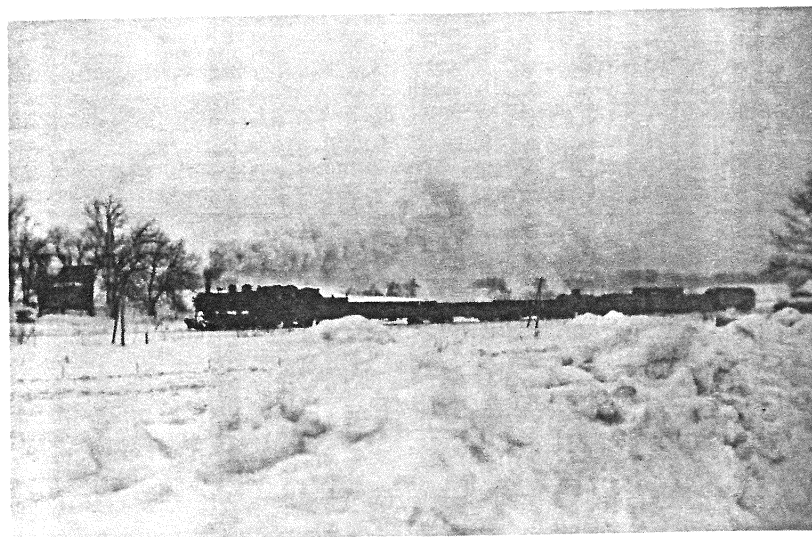
Argyle depot, looking east. The track is gone, with the depot soon to follow. Behind the tree on the building's end is a second door. Both, Roy Peterson photo



Argyle, looking east from the house track switch, July 5, 1937.

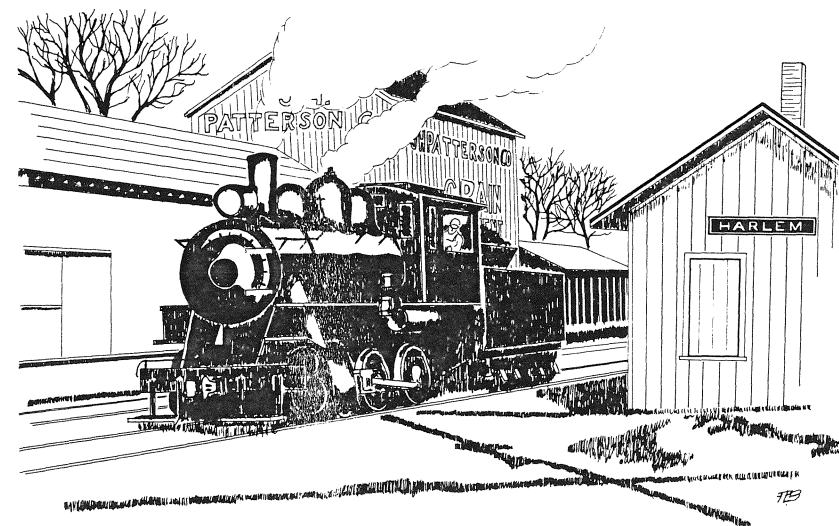
Old ex-Soo Line 2-6-0 104 was the power used by contractor Harry P. Bourke to dismantle the KD from near Harlem to Caledonia, July 5, 1937. Both, Roy Peterson photo



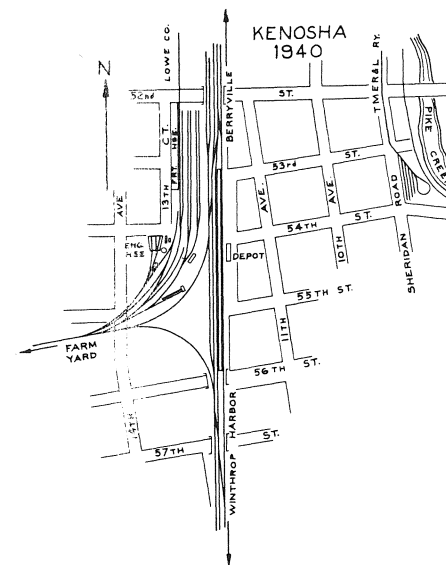


A half mile west of Alden this mixed train is westbound on a winter day in the late 1930s. Photo courtesy Fred DeHaan

North side of Bain depot, August 1938. James Penhallegon photo, courtesy Bill Armstrong



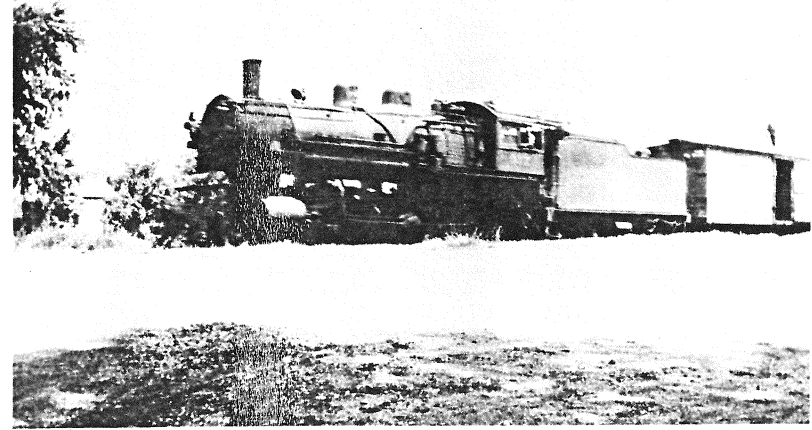
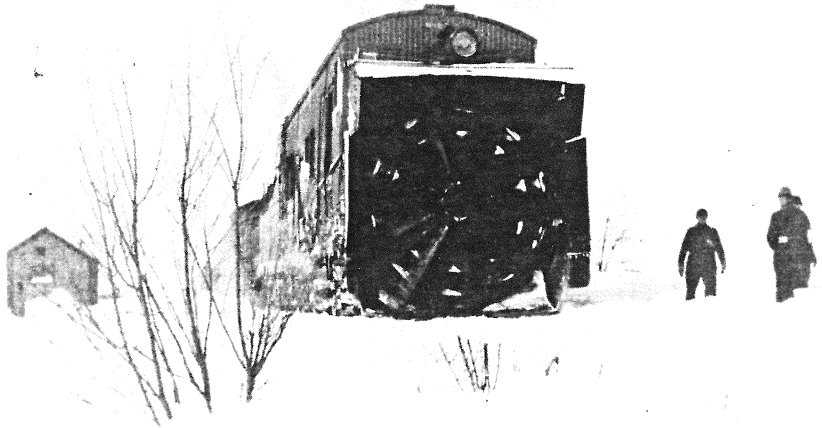
An M-1 switcher headed toward Rockford passes the Harlem depot





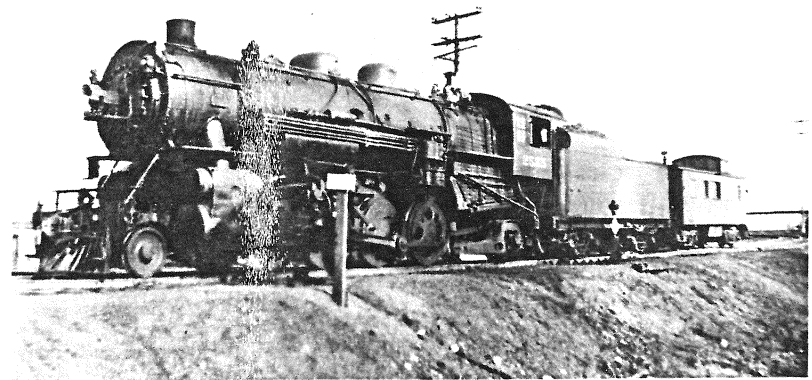
It is mid-February 1936 and to deal with the heaviest snowfall in memory C&NW has brought out rotary snowplow 6405, seen here eastbound at Hebron. The engine pushing it appears to be a class Z 2-8-0. Photo courtesy Kathryn Dickerson

Portrait of rotary plow 6405. Photo courtesy Kathryn Dickerson



R-1917 heads a westbound train just west of Farm Yard, near an area known as the "frog pond". Anton Klouva photo

Class J 2-8-2 2555, running as a caboose hop extra is shown at the west end of the wye in Kenosha. To the rear of the caboose can be seen the platform canopy atop the recently built elevation. At present the east leg of the wye is considered the main track, while in earlier days the west leg was the main. Anton Klouva photo



depots on the affected segments were closed. These closings occurred before 1934, as during this year the train order signals were removed from the closed depots.

KD trains east of Harvard stopped carrying mail in 1935. When the contract for the railroad's mail route from Kenosha to Genoa City (formerly Genoa Junction) expired in September of that year, the new contract was awarded to a Genoa City man who carried the mail by truck instead. Trains continued to move the mail until October 1.

By 1933 passenger trains 917 and 930 traveled between Caledonia and Kenosha daily except Sunday. Sunday trains were 919 and 932, running on a slightly different schedule.

As passenger patronage declined east of Harvard a gas-electric car was tried out on this run in the mid-1930s. During this same period the runs of 917 and 930 were cut back from weekdays in both directions to alternating days - 917 Monday, Wednesday and Friday, 930 Tuesday, Thursday and Saturday. 917's run was now from Kenosha to Harvard with train 529 making the connection at Harvard for Caledonia while 930 still went all the way from Caledonia to Kenosha.

By 1936 the eastern KD had lost its separate wayfreight, with 917 and 930 becoming mixed trains. A combine car on the end of the consist handled the remaining passenger and express business.

Early in 1936 a terrible snowstorm hit the stateline area. Township roads filled with snow to the extent that in some places travelers cut new trails along the path of least resistance, ignoring the road itself. To clear the KD after this storm a rotary snowplow had to be used.

Meanwhile, on the segment from Caledonia to Rockford conditions had deteriorated considerably. Only from the Galena Division junction out to the Loves Park area was a reasonable amount of traffic generated. The number of cars going via the main line junction at Caledonia to and from Rockford was far too small.

There appeared to be no prospect that business would ever improve so in consequence C&NW sought to abandon the line

trains remaining on this segment to be 592 and 593, a weekday "Madison Division Way Freight." These trains too eventually disappeared, leaving the KD from Caledonia to Rockford only with freight service on an as-needed basis.

In the 1920s and 30s a number of changes were made to the KDs tracks and signals. At Bain, in 1925, and at Caledonia, about the same time, the pieces of KD main track which crossed the New Line and Madison Division tracks, respectively, in between the east and west wye switches, were removed. For a train traveling from Kenosha to Harvard it became necessary to pull onto the New Line at Bain, and back northward through the crossover to where another wye track permitted the train to pull back onto the KD.

In Kenosha the Allen Tannery Co. had been in business from the 1850s to the late 1920s near the bend in Pike Creek, between Main Street and Chicago Street on either side of Grand Avenue (6th to 8th Avenue on 52nd Street). A spur to serve this industry came from the Old Line near what is now 47th Street. In 1930 a connecting track was built between this spur and the KD lake shore trackage, joining the KD near Main Street. The following year the KD track from Main Street, across the Old Line to the wye switch near 2nd Street (14th Avenue) was taken out. Now, in order to reach the lakeside industries the switch run had to travel from the KD west of the depot up the main line to the old Allen Tannery switch, then down to the lake.

Several KD interlockings were changed or removed. Those at Genoa Junction and Tower GX on Harvard's east side disappeared, to be replaced with simple stop boards. The tower at the KD's crossing with the former Wisconsin Central, now the Soo Line, at Silverlake, was dismantled in favor of automatic signals.

In response to the lessened traffic from Harvard to Kenosha and Rockford to Caledonia seen during the early depression years, operations by manual block rules on these portions of the KD were discontinued. In their place the timetable-train order and time spacing rules, not used since around 1900 on the KD were again in force. Also, roughly half the

WESTWARD-BETWEEN KENOSHA AND ROCKFORD-EASTWARD

SECOND CLASS		FIRST CLASS		STATION NUMBERS		DISTANCE FROM KENOSHA		STATIONS		FIRST CLASS		SECOND CLASS	
DATE	TIME	DATE	TIME	STATION	STATION	MILES	MILES	STATION	STATION	DATE	TIME	DATE	TIME
501	9:21	917	9:18	Kenosha	Rockford	100	100	Kenosha	Rockford	900	9:21	934	9:24
502	10:00	918	9:57	Kenosha	Rockford	100	100	Kenosha	Rockford	901	10:00	935	10:03
503	10:40	919	10:37	Kenosha	Rockford	100	100	Kenosha	Rockford	902	10:40	936	10:43
504	11:20	920	11:17	Kenosha	Rockford	100	100	Kenosha	Rockford	903	11:20	937	11:23
505	12:00	921	11:57	Kenosha	Rockford	100	100	Kenosha	Rockford	904	12:00	938	12:03
506	12:40	922	12:37	Kenosha	Rockford	100	100	Kenosha	Rockford	905	12:40	939	12:43
507	1:20	923	1:17	Kenosha	Rockford	100	100	Kenosha	Rockford	906	1:20	940	1:23
508	2:00	924	1:57	Kenosha	Rockford	100	100	Kenosha	Rockford	907	2:00	941	2:03
509	2:40	925	2:37	Kenosha	Rockford	100	100	Kenosha	Rockford	908	2:40	942	2:43
510	3:20	926	3:17	Kenosha	Rockford	100	100	Kenosha	Rockford	909	3:20	943	3:23
511	4:00	927	3:57	Kenosha	Rockford	100	100	Kenosha	Rockford	910	4:00	944	4:03
512	4:40	928	4:37	Kenosha	Rockford	100	100	Kenosha	Rockford	911	4:40	945	4:43
513	5:20	929	5:17	Kenosha	Rockford	100	100	Kenosha	Rockford	912	5:20	946	5:23
514	6:00	930	5:57	Kenosha	Rockford	100	100	Kenosha	Rockford	913	6:00	947	6:03
515	6:40	931	6:37	Kenosha	Rockford	100	100	Kenosha	Rockford	914	6:40	948	6:43
516	7:20	932	7:17	Kenosha	Rockford	100	100	Kenosha	Rockford	915	7:20	949	7:23
517	8:00	933	7:57	Kenosha	Rockford	100	100	Kenosha	Rockford	916	8:00	950	8:03
518	8:40	934	8:37	Kenosha	Rockford	100	100	Kenosha	Rockford	917	8:40	951	8:43
519	9:20	935	9:17	Kenosha	Rockford	100	100	Kenosha	Rockford	918	9:20	952	9:23
520	10:00	936	9:57	Kenosha	Rockford	100	100	Kenosha	Rockford	919	10:00	953	10:03
521	10:40	937	10:37	Kenosha	Rockford	100	100	Kenosha	Rockford	920	10:40	954	10:43
522	11:20	938	11:17	Kenosha	Rockford	100	100	Kenosha	Rockford	921	11:20	955	11:23
523	12:00	939	11:57	Kenosha	Rockford	100	100	Kenosha	Rockford	922	12:00	956	12:03
524	12:40	940	12:37	Kenosha	Rockford	100	100	Kenosha	Rockford	923	12:40	957	12:43
525	1:20	941	1:17	Kenosha	Rockford	100	100	Kenosha	Rockford	924	1:20	958	1:23
526	2:00	942	1:57	Kenosha	Rockford	100	100	Kenosha	Rockford	925	2:00	959	2:03
527	2:40	943	2:37	Kenosha	Rockford	100	100	Kenosha	Rockford	926	2:40	960	2:43
528	3:20	944	3:17	Kenosha	Rockford	100	100	Kenosha	Rockford	927	3:20	961	3:23
529	4:00	945	3:57	Kenosha	Rockford	100	100	Kenosha	Rockford	928	4:00	962	4:03
530	4:40	946	4:37	Kenosha	Rockford	100	100	Kenosha	Rockford	929	4:40	963	4:43
531	5:20	947	5:17	Kenosha	Rockford	100	100	Kenosha	Rockford	930	5:20	964	5:23
532	6:00	948	5:57	Kenosha	Rockford	100	100	Kenosha	Rockford	931	6:00	965	6:03
533	6:40	949	6:37	Kenosha	Rockford	100	100	Kenosha	Rockford	932	6:40	966	6:43
534	7:20	950	7:17	Kenosha	Rockford	100	100	Kenosha	Rockford	933	7:20	967	7:23
535	8:00	951	7:57	Kenosha	Rockford	100	100	Kenosha	Rockford	934	8:00	968	8:03
536	8:40	952	8:37	Kenosha	Rockford	100	100	Kenosha	Rockford	935	8:40	969	8:43
537	9:20	953	9:17	Kenosha	Rockford	100	100	Kenosha	Rockford	936	9:20	970	9:23
538	10:00	954	9:57	Kenosha	Rockford	100	100	Kenosha	Rockford	937	10:00	971	10:03
539	10:40	955	10:37	Kenosha	Rockford	100	100	Kenosha	Rockford	938	10:40	972	10:43
540	11:20	956	11:17	Kenosha	Rockford	100	100	Kenosha	Rockford	939	11:20	973	11:23
541	12:00	957	11:57	Kenosha	Rockford	100	100	Kenosha	Rockford	940	12:00	974	12:03
542	12:40	958	12:37	Kenosha	Rockford	100	100	Kenosha	Rockford	941	12:40	975	12:43
543	1:20	959	1:17	Kenosha	Rockford	100	100	Kenosha	Rockford	942	1:20	976	1:23
544	2:00	960	1:57	Kenosha	Rockford	100	100	Kenosha	Rockford	943	2:00	977	2:03
545	2:40	961	2:37	Kenosha	Rockford	100	100	Kenosha	Rockford	944	2:40	978	2:43
546	3:20	962	3:17	Kenosha	Rockford	100	100	Kenosha	Rockford	945	3:20	979	3:23
547	4:00	963	3:57	Kenosha	Rockford	100	100	Kenosha	Rockford	946	4:00	980	4:03
548	4:40	964	4:37	Kenosha	Rockford	100	100	Kenosha	Rockford	947	4:40	981	4:43
549	5:20	965	5:17	Kenosha	Rockford	100	100	Kenosha	Rockford	948	5:20	982	5:23
550	6:00	966	5:57	Kenosha	Rockford	100	100	Kenosha	Rockford	949	6:00	983	6:03
551	6:40	967	6:37	Kenosha	Rockford	100	100	Kenosha	Rockford	950	6:40	984	6:43
552	7:20	968	7:17	Kenosha	Rockford	100	100	Kenosha	Rockford	951	7:20	985	7:23
553	8:00	969	7:57	Kenosha	Rockford	100	100	Kenosha	Rockford	952	8:00	986	8:03
554	8:40	970	8:37	Kenosha	Rockford	100	100	Kenosha	Rockford	953	8:40	987	8:43
555	9:20	971	9:17	Kenosha	Rockford	100	100	Kenosha	Rockford	954	9:20	988	9:23
556	10:00	972	9:57	Kenosha	Rockford	100	100	Kenosha	Rockford	955	10:00	989	10:03
557	10:40	973	10:37	Kenosha	Rockford	100	100	Kenosha	Rockford	956	10:40	990	10:43
558	11:20	974	11:17	Kenosha	Rockford	100	100	Kenosha	Rockford	957	11:20	991	11:23
559	12:00	975	11:57	Kenosha	Rockford	100	100	Kenosha	Rockford	958	12:00	992	12:03
560	12:40	976	12:37	Kenosha	Rockford	100	100	Kenosha	Rockford	959	12:40	993	12:43
561	1:20	977	1:17	Kenosha	Rockford	100	100	Kenosha	Rockford	960	1:20	994	1:23
562	2:00	978	1:57	Kenosha	Rockford	100	100	Kenosha	Rockford	961	2:00	995	2:03
563	2:40	979	2:37	Kenosha	Rockford	100	100	Kenosha	Rockford	962	2:40	996	2:43
564	3:20	980	3:17	Kenosha	Rockford	100	100	Kenosha	Rockford	963	3:20	997	3:23
565	4:00	981	3:57	Kenosha	Rockford	100	100	Kenosha	Rockford	964	4:00	998	4:03
566	4:40	982	4:37	Kenosha	Rockford	100	100	Kenosha	Rockford	965	4:40	999	4:43
567	5:20	983	5:17	Kenosha	Rockford	100	100	Kenosha	Rockford	966	5:20	1000	5:23

All train and engine movements must be preceded by a member of the crew on duty at the station. The first two highway crossings west of Genoa City Station and Main Street crossing at west end of Farm Yard. There are no crossings between Kenosha passenger station and the east end of Farm Yard. All train and engine movements over these crossings must be preceded by a member of the crew on duty at the station.

No. 918 will stop at Cannon on Sundays. Train operating in the vicinity of Twin Lakes between 8:00 p. m. and 8:00 a. m. will run with extreme care on account of heavy traffic. All train and engine movements must be preceded by a member of the crew on duty at the station. The first two highway crossings west of Genoa City Station and Main Street crossing at west end of Farm Yard. There are no crossings between Kenosha passenger station and the east end of Farm Yard. All train and engine movements over these crossings must be preceded by a member of the crew on duty at the station.

Wisconsin Division timetable no. 402, March 1, 1936

from Caledonia to a point 1.3 miles southwest of Harlem in an application to the Interstate Commerce Commission filed February 17, 1936 (Finance Docket number 11106). After hearings held in Rockford May 4, the ICC handed down its certificate permitting the abandonment June 30, 1936. The railroad ceased operations on the line May 3, 1937² with the last run made by an M-1 class switcher.

Dismantling of the line began shortly afterward. Contractor Harry Bourke of Escanaba, Michigan, hired to tear the tracks up, had the task finished by the end of July. This was the first modern abandonment of a line which made up an original part of the railroad formed when the C&NW and G&CU merged in 1864.

In Kenosha several changes to the railroad had been prompted by civic improvements. Since 1871 a series of swing bridges had spanned Pike Creek on Main Street. A movable bridge was necessary for vessels traveling upstream destined for the Allen Tannery or the Bain wagon works. In 1919 a long overdue widening and straightening of the street got under way which would be topped off by the construction of a new lift type bridge two years later. As the new bridge was set higher over the water than previous spans, the street level had to be raised to meet it. Formerly crossing the street at grade, the KD lakeshore spur now passed under the bridge, making it necessary to lower the track several feet.³ The bottom of the channels's south side was soft, requiring 450 carloads of fill and heavy piling under the bridge piers. By November 1921 the new bridge was ready for use.

For years a considerable hazard was created in Kenosha by the trains on the main Chicago-Milwaukee line, many of which did not stop in Kenosha, passing over the town's numerous grade crossings at high speed. Elevation of the railroad' grade above the streets was the obvious solution, and beginning in the early 1900s several unsuccessful efforts to raise the tracks were made. The next important development came in 1919,⁴ when the state ordered C&NW to elevate, but the railroad, as in the previous times sought to delay the order, claiming the cost would be too high.

In 1925 a master plan of improvements for the city was prepared by architect Harland Bartholomew. Suggestions concerning railroads included elevation of the main line, with some refinements added, and the establishment of a new port and industrial district just north of the city. Expansion of the present lakeshore trackage to accommodate additional customers was deemed impractical due to already nearly full use of the land.⁵ A complete set of plans and estimates for the elevation had been drawn up by Bartholomew, so all that was necessary for the final go-ahead was to find the money to pay for it.

There matters stood (punctuated in the late 1920s by some serious accidents which again raised the cry for elevation and a try at some construction which quickly failed for lack of money) until 1933 when during the Roosevelt Administration federal funds were made available for grade separation projects, but only to applicants able to begin work immediately. With its completed plan in hand for several years Kenosha received most of the appropriation.⁶

The construction contract was awarded late in 1935, with work beginning the next year. A large amount of gravel was required to build up the fill over which the elevated tracks would run. This gravel came from a pit just east of Silver Lake, adjacent, on the south side, to Carter's Crossing on County Highway F. Five spur tracks are said to have extended within the pit, the loaded cars being hauled to Kenosha over the KD. Kenosha's elevation project was finally finished in autumn 1939. The 1925 plan had called for a grand new station at 56th Street, but this was never built.

Kenosha's city limits expanded westward in 1914, the city's growth filling up the area around Farm Yard. Bain Avenue (30th Avenue) was built butting up on either side of the yard near its middle. For pedestrians a subway 8 feet square by 225 feet long, built in 1924, passed under the tracks.

A small storage yard three tracks wide and some 1,500 feet long was built west of Farm Yard, just west of 39th Avenue. Completed in 1929 shortly before the onset of the depression, the yard was

removed in 1940.

By at least mid-1938 all scheduled weekend runs between Harvard and Kenosha had been eliminated, leaving 917 and 930 operating only Monday through Friday. The single weekday mixed train now traversing the eastern KD was a far cry from the busy days of thirty years earlier when ten or even twelve trains might be seen on the line on any given day. Business had declined to the point where the railroad applied to the Interstate Commerce Commission for permission to abandon the line between Harvard and Bain March 14, 1938 (Finance Docket number 11975). Representatives from the ICC and the Wisconsin Public Service Commission held hearings on the matter in Kenosha July 8-11, 1938. Passenger patronage by this time was down to one or two riders a week, with the railroad company claiming that it had been losing \$33,000 per year on the line since 1933.⁷

There were a few opponents to the abandonment, mainly on-line customers who desired to keep their freight connections intact. Parties both for and against the discontinuance of service were given until September 1938 to file briefs on the matter, but no decision was handed down until the following year.

The ruling, made February 20, 1939 approving the abandonment, with the WPSC following suit in May, sealed the line's fate.

Service ended within a few weeks, the last run taking place Wednesday, May 31, 1939, train 917 being hauled by a class R-1 ten-wheeler, also number 917. At the rear of the train for the accommodation of passengers and express was open-platform combination car 907. Members of the crew on this run were Charles H. Watson, conductor; William C. F. Johnson, engineer; James F. Lee, fireman; John W. Brakley, head brakeman; W. D. Brady, rear brakeman and E. H. Plummer, expressman.

Three paying passengers rode the train: Anton E. Klova, and Kenosha County Historical Society officers William E. Dickinson and C. Ernest Dewey. Also riding the train as far as Salem was retired KD conductor P. H. Galligan.

In its consist the train had a number of empty boxcars. As 917 made its station

stops west of Bristol the depots were emptied of all their contents including the furniture, stoves, safes, electrical equipment and miscellaneous supplies. A section crew on a speeder followed close behind the train to assist in cleaning out the depots. The work was supervised by Wisconsin Division Superintendent P. G. Campbell; Freight Service Inspector, A. A. Zatterberg; Division Storekeeper, L. R. Smith; Assistant Trainmaster, C. C. Stuart, and Chief Lineman J. B. Cummings, who traveled from station to station by automobile.

The 917 did just a little business on its run that day. Two empty cars were picked up from the lumber yard at Bristol, and the last express shipment, from Hebron, was three live calves, shipped in crates.

Along the way a long lunch had been taken at Salem, and at Genoa City the R-1's tender was refilled with water from a fire hydrant. With the emptying of the depots, all the stops took much longer than usual, some lasting nearly two hours, making a shambles of 917's schedule. Having left Kenosha at 9:30 AM the train was due in Harvard at 1:25 PM, but finally arrived nearly eight hours late. A newspaper photographer waiting at the junction in Harvard was forced to give up his vigil when the light faded too much for his camera.⁸

While the last run of 917 was the end for most of the eastern KD, a few months later, in a decision handed down by the ICC September 18, 1939⁹, the segment from Hebron to Bassetts was granted a reprieve. Connected near its middle with the Williams Bay line at Genoa City, the 12 mile segment continued to do carload freight business, trains appearing on the line whenever needed.

Again, a private contractor was hired to tear up the remainder of the track from Bain to Harvard. Starting at Bain and working west, the task took until some time in 1941.

Before the abandonment train movements over the line had been handled by the same dispatcher, located in Chicago, who supervised movements on the Chicago-Janesville route. For a number of years afterward the Kenosha-Bain segment was still the responsibility of this dispatcher, even though the line was now

isolated, sandwiched between two main lines in another territory.

It is now impossible to name all the railroaders who worked on the KD. There were some home guards who spent much of their career on the KD, but with its close proximity to Chicago and the fact that many KD trains came from or went to Chicago, it is safe to say that many Wisconsin Division men must have worked the line at one time or another. The names of a few more KD railroaders from an earlier day area: engineers Chet Munger, Bill Ralph, and Frank Custer; fireman (later engineer) John Chapman, and brakeman Archie McMillian.

But not all the prospects facing the KD during this period were bleak. West of Harvard as far as Caledonia the through passenger traffic continued to prosper, keeping this part of the KD secure for the foreseeable future.

In the early 1920s two sets of named passenger trains could be found using this route: numbers 516 and 517, the *Badger State Express* and 507 west, the *North Western Mail* whose eastbound counterpart, 510, ran as the *Atlantic Express*. Three more pairs of passenger trains running from Chicago at least as far as Janesville rounded out the schedule to provide ten daily through passenger trains over the line.

Equipment in the consist of the *Badger State Express* as it passed over the KD included a parlor car, dining car and coaches. The *North Western Mail's* consist had a chair car, a standard sleeping car and coaches. Chicago-Madison trains 528 and 529 hauled an observation-parlor car and coaches.

By this time all runs between Harvard and Caledonia were now listed in the Wisconsin Division timetable instead of the Madison Division timetable, as before. Even movements of trains from Rockford over the north wye near Caledonia were shown. While informally known as the KD, in the timetables of years gone by the railroad had simply been described as the "Line Between Kenosha and Rockford." Now, however, in post World War I years the KD became officially designated as Sub-Division 2b.

After the discontinuance of the Iowa freights over this route some years earlier

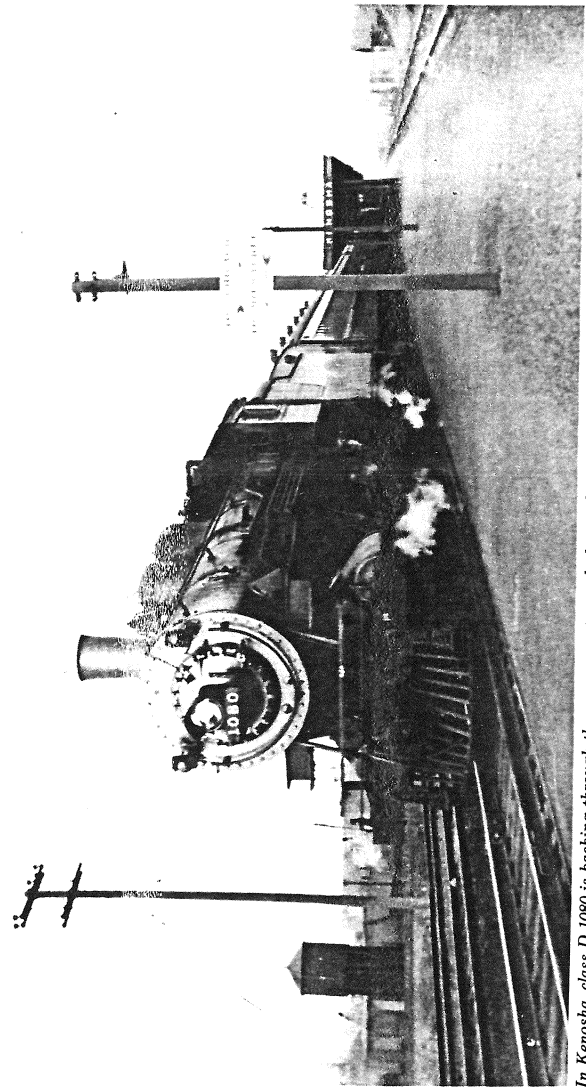
the only scheduled freight runs seen on the western KD by the 1920s were the Rockford-Harvard "Accommodation," numbers 909 and 910, and wayfreights 592 and 593, from Harvard to Caledonia and beyond on the Madison Division. The track on this segment of the KD, in addition, was by now becoming too light to take the pounding of the heavier freight engines and cars coming into use.

Around 1930, however a great improvement occurred when the track was relaid with heavier rail. A new pair of freight trains, numbers 591 west and 594 east appeared shortly after. Originating at Proviso yard, 591 ran via Norma, Seeger, Harvard, Caledonia, Afton, Footville and Evansville to Madison daily while 594 followed the route in reverse daily except Sunday. Power for 591 and 594 was normally the Class J 2-8-2. A description of the train's activities appears in a 1939 Madison Division timetable as follows: "No. 591 will handle Beloit and Madison merchandise and time freight, fill out with other cars for points beyond Madison."

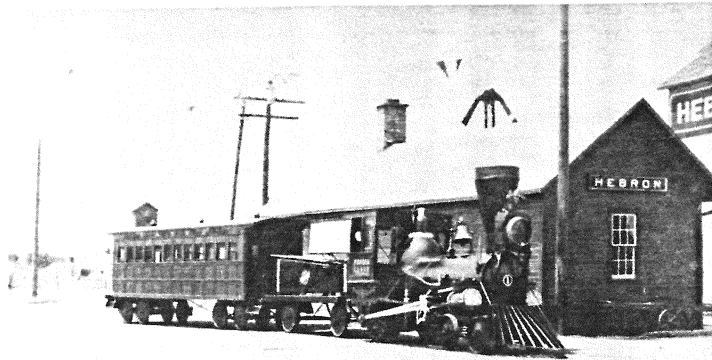
"No. 594 will handle time freight and merchandise for Chicago, fill out with other Chicago cars; pick up at Beloit merchandise and time freight for Chicago and fill out with Chicago dead freight." The trains were named in the timetable, 591 being the *Capitol* and 594 the *Badger*.

By the early 1930s the *Badger State Express* had disappeared from the schedule, its place taken by trains 501 and 502, the Chicago-Minneapolis *Viking*. Cars hauled by the *Viking* as it ran south of Madison were a radio-equipped Pullman observation drawing-room parlor car, a dining car, a compartment car or car and coaches. Also carried in the train from around 1933 to 1936 was an eight section, one drawing room, two compartment sleeping car for Soo Line's *Dominion*. The *Viking* brought the car from Chicago to Minneapolis where it was switched onto the *Dominion*. From Minneapolis this train traveled over Soo rails to Portal, North Dakota where it transferred onto the Canadian Pacific Railway for its run to Vancouver, British Columbia.

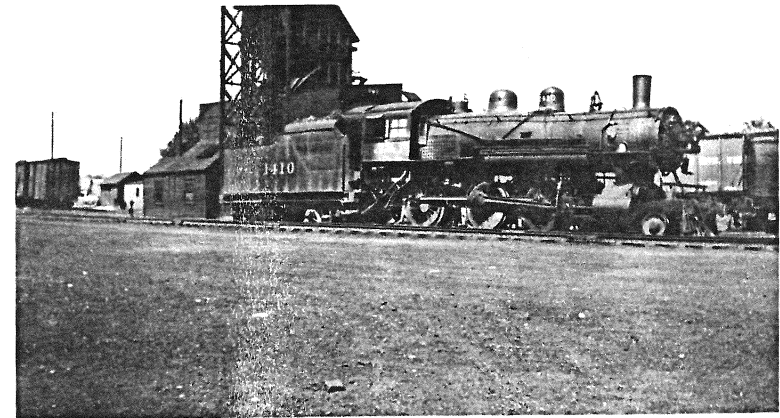
Due to the Great Depression, by 1936 the number of through passenger trains traveling between Harvard and Caledonia had been reduced from ten to six. Still in



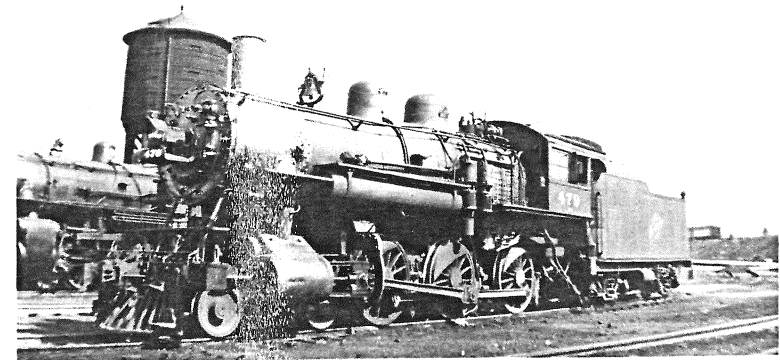
In Kenosha, class D 1080 is backing through the crossovers to reach the eastbound main track at right. Dimly visible at lower left behind the water tower is the engine house, while at extreme right can be seen the roof of the passenger station, removed in favor of a flat roof in a late 1940s remodeling. Anton Klova photo



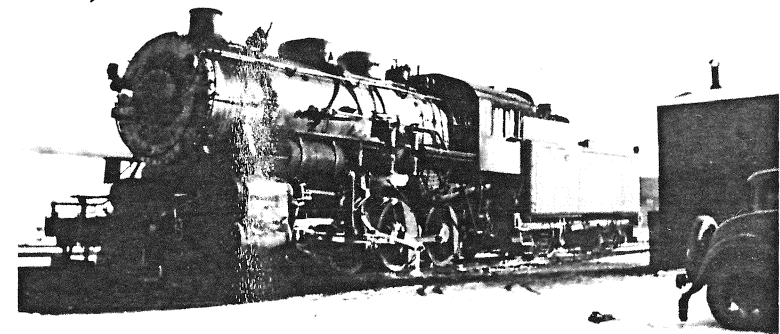
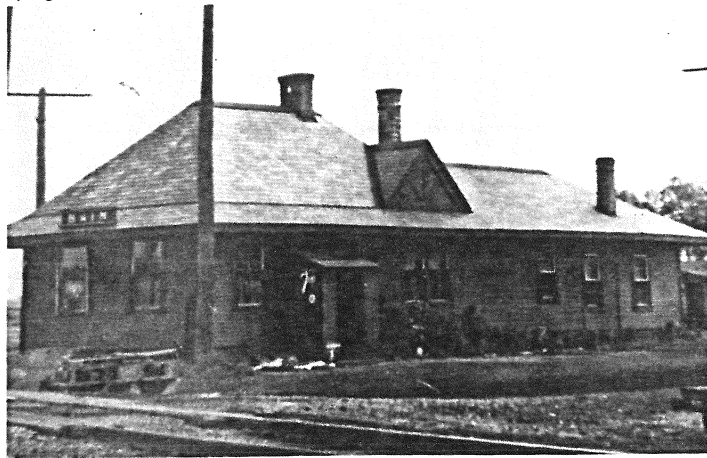
To help Hebron celebrate its centennial in the summer of 1936 C&NW donated this train, a replica of the railroad's first engine, the Pioneer. Kenneth Schaefer photo

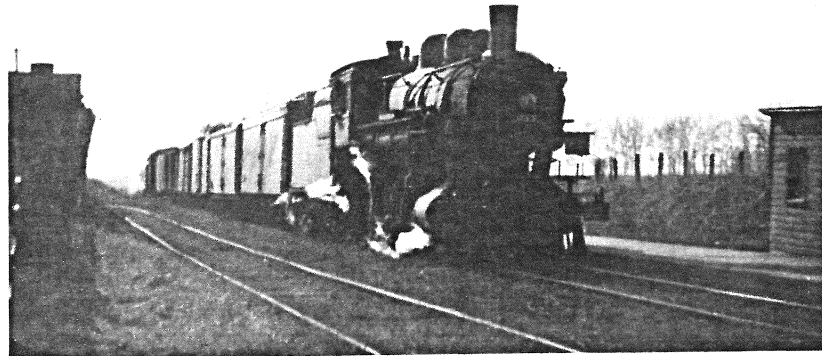


Facing page top: class R-1 1410 in Kenosha, with the coal tower in the background. One engine was always kept in steam here as protection against breakdowns on the main line. Center: class R-1 479 near the enginehouse in Kenosha, with the water tank to the rear. Bottom: class Z2-S-0 at Kenosha. All, Anton Klova photo



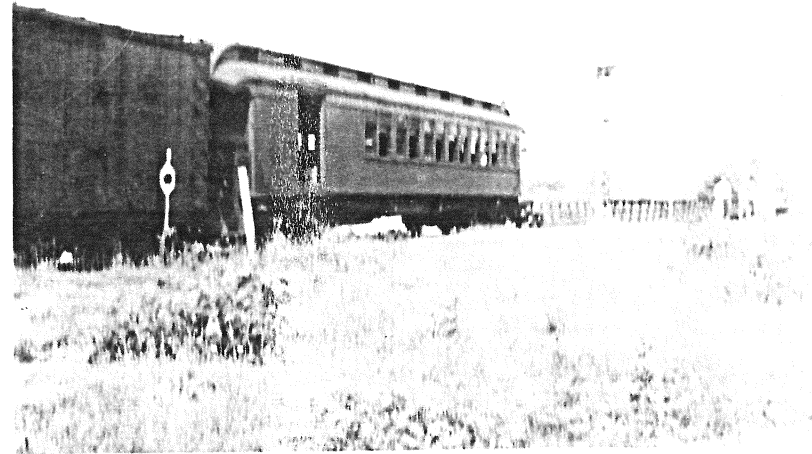
West end and rear of Bain depot, August 1938. Bain Station Road passes the depot in the foreground. James Penhallegon photo, courtesy Bill Armstrong





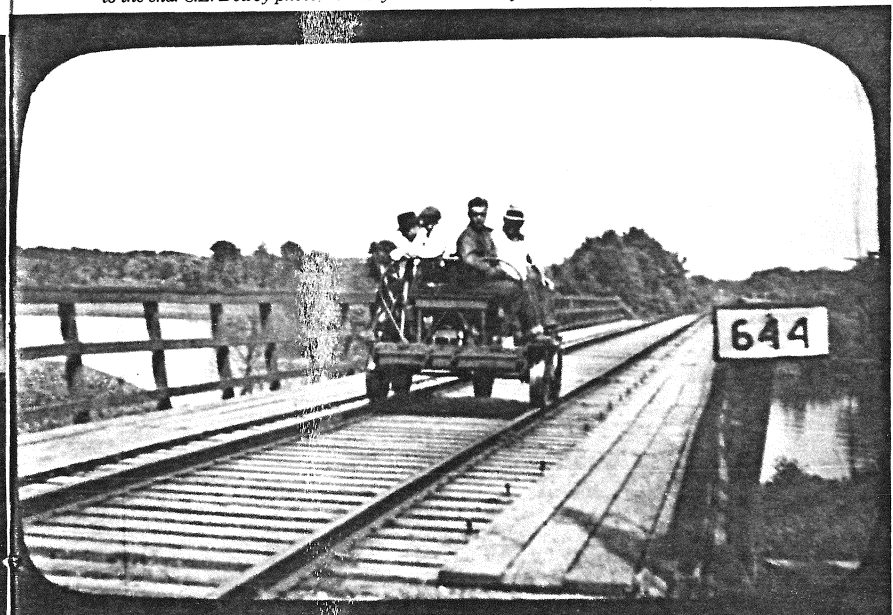
About a month before abandonment R-1 917 leads mixed train 930 to its station stop at Woodworth enroute to Kenosha. In the train's consist are refrigerator cars, perhaps carrying a last remnant of the KD's once extensive milk traffic, several boxcars and the combine for passengers and express on the rear. Photo courtesy Kenosha County Historical Society

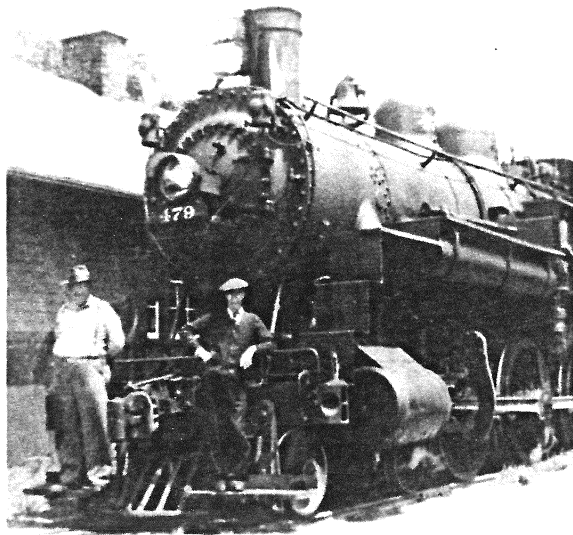
West end of Salem depot, May 31, 1939. The automobiles belong to railroad company officials following the last run by road. Anton Klova photo



Open platform combine 907 had just crossed the Fox River for the last time. To the car's right is the approach signal for the Soc Line crossing. Anton Klova photo

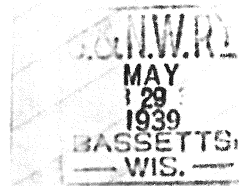
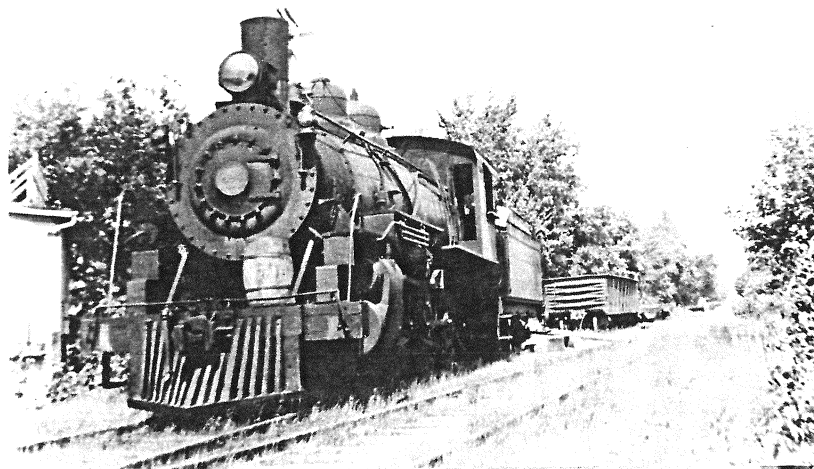
Fox River, looking east. A speeder following the last train crosses the Fox River bridge. While other wooden KD bridges were replaced with steel, this bridge remained an all-wood structure to the end. C.E. Dewey photo, courtesy Kenosha County Historical Society





Trainmen pose on the footboard of R-1 479, running extra. The engine stands behind a depot which may be Poplar Grove or somewhere on the Madison Division. Photo courtesy Archie McMillan

Former Wisconsin & Michigan R.R. 4-6-0 is shown near Pleasant Prairie, during dismantling of the track. Anton Klova photo



Ticket date stamp from Bassetts depot, dated two days before abandonment. Courtesy Kenosha County Historical Society collection

A ticket from Kenosha to Chemung sold May 31, 1939 for the KD's last run. Courtesy Kenosha County Historical Society collection

Phila.	III 1
OH.	III 2
IF.	III 3
Ind.	III 4
Ill.	III 5
Mo.	III 6
Pa.	III 7
W. Va.	III 8
West Side	III 9
WEST.	III 10
TON.	III 11
PORT.	III 12
PA.	III 13
ARD.	III 14
and Park.	III 15
son Park.	III 16
ZIE.	III 17
FOREST.	III 18
WOOD.	III 19
se Park.	III 20
ISON.	III 21
ARK.	III 22
RIDGE.	III 23
SWOOD.	III 24
LE.	III 25
IRD.	III 26
IA.	III 27
VLES.	III 28
VE.	III 29
AN.	III 30
age.	III 31
OK.	III 32
	III 33

GOOD FOR ONE PASSAGE OF CLASS INDICATED
 Within THIRTY DAYS of date stamped on back unless more specifically indicated below

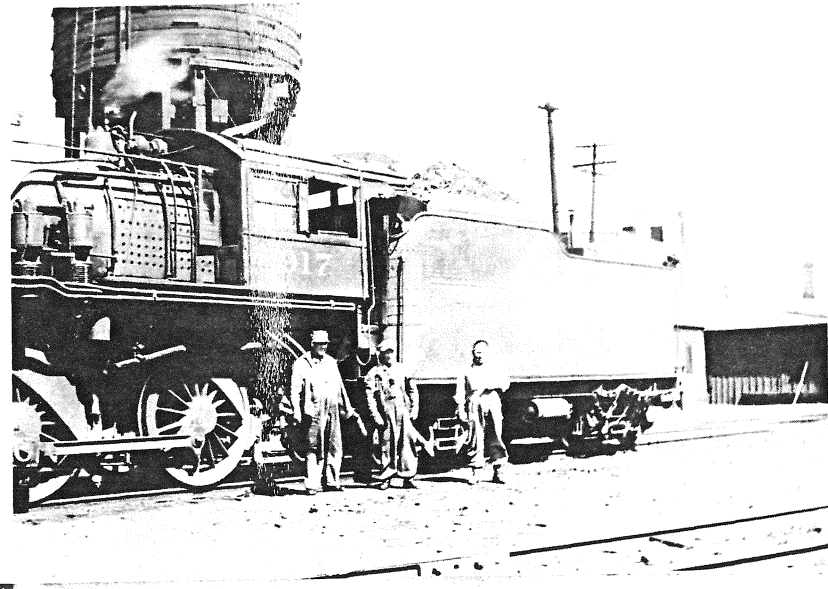
KENOSHA, WIS. IN COACHES ONLY
TO STATION NAMED IN ABOVE MARGIN (SEE TABLE FOR CODES)
 VIA DIRECT ROUTE UNLESS OTHERWISE SPECIFIED (SEE TABLE)

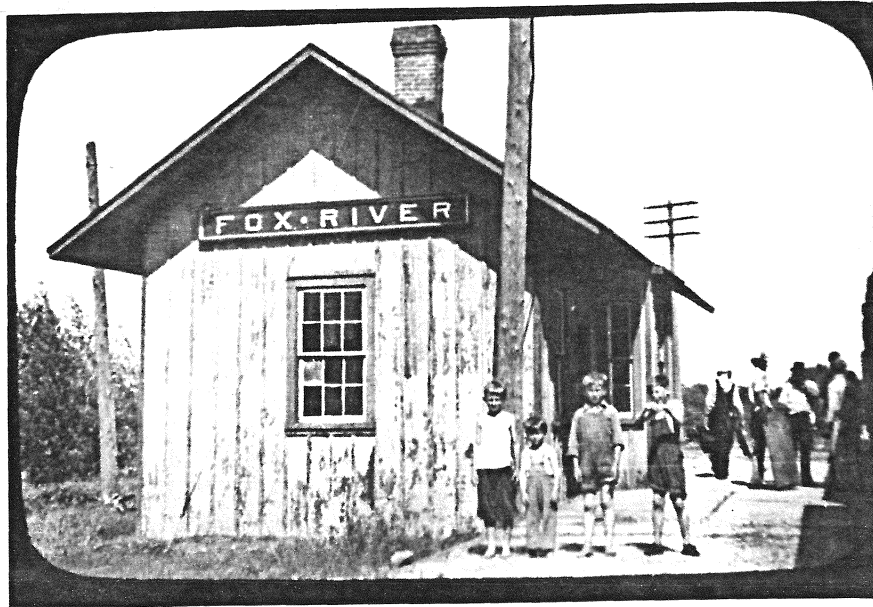
VOID AFTER *19* **IF** *19* **OR** **MUTILATED**
 SUBJECT TO TARIFF REGULATIONS. VOID IF **REISSUED** OR **REPLACED**

FARE *1.13* **1489**

General Passes for Agent

Engineer Wm. C. F. Johnson, left, fireman James F. Lee, center, and an unidentified trainman pose by no. 917 just prior to taking the last run from Kenosha. Anton Klova photo





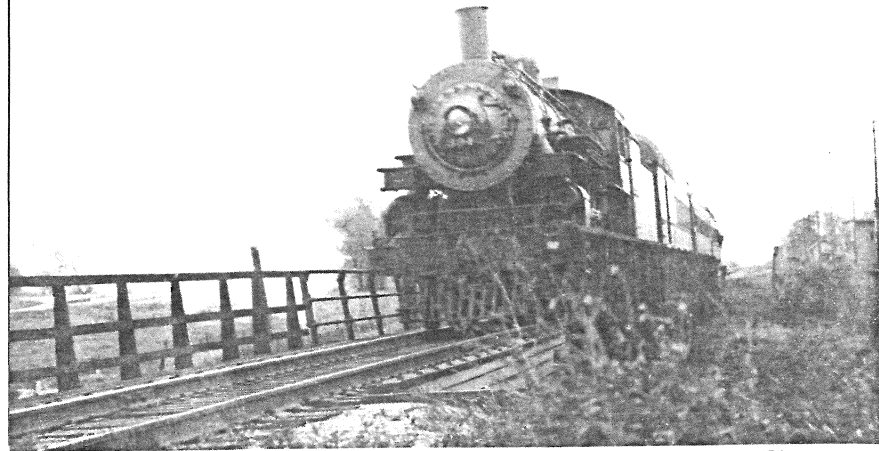
Fox River, looking east, May 31, 1939. Four boys pose for their picture while grownups in the background tend to the serious business of removing all remaining property from the depot. Agent at Fox River for a number of years was Charles Davis. C.E. Dewey photo, courtesy Kenosha County Historical Society

Twin Lakes, May 31, 1939. The depot's contents are being loaded into boxcars. C.E. Dewey photo, courtesy Kenosha County Historical Society



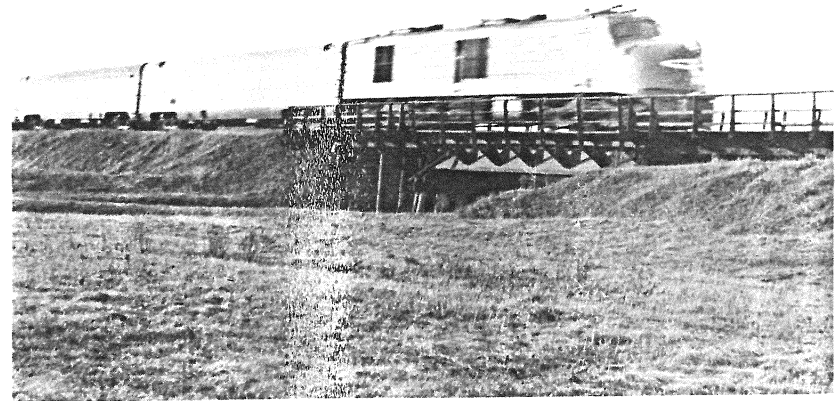
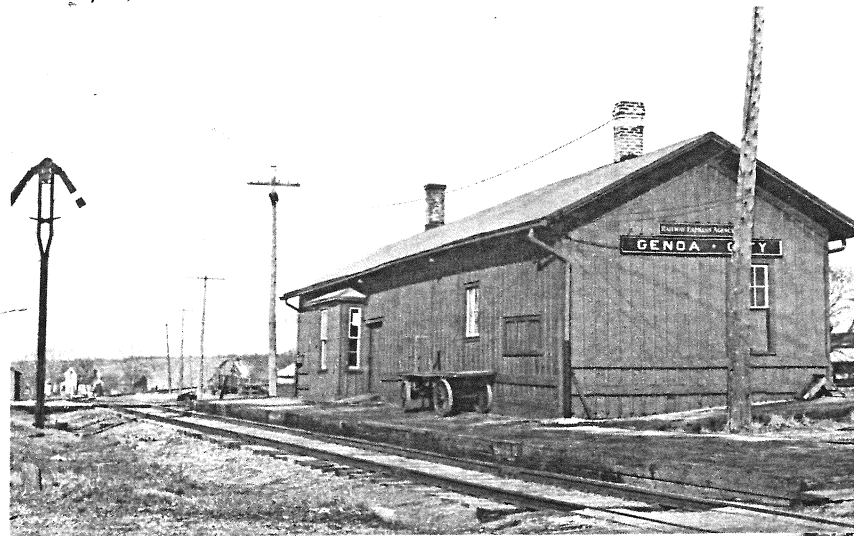
Chicago-Madison passenger train 517, led by long-legged class D Atlantic number 394 is one half mile west of Capron traveling 80+ miles an hour. October 22, 1938. Roy Peterson photo





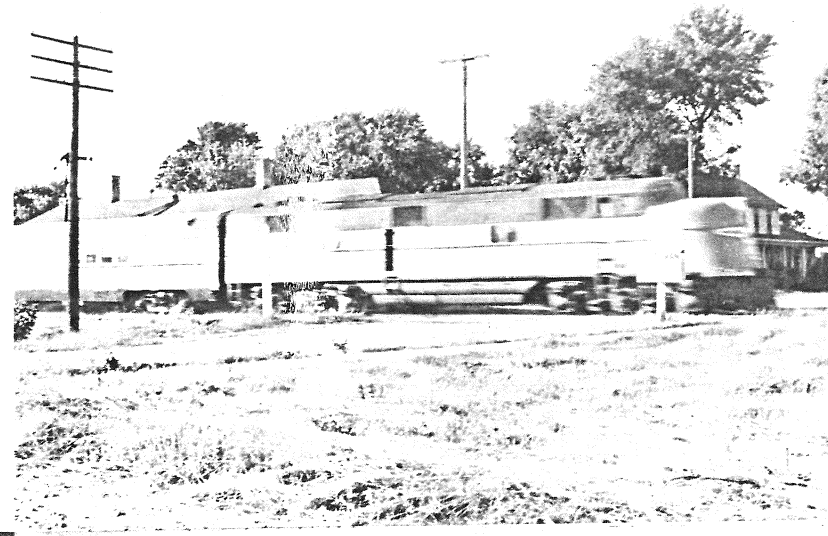
After slowing to 35 MPH to negotiate the tight curve south of Caledonia depot train 517 is accelerating, making around 50 as it crosses the Highway 173 bridge just north of the village, October 22, 1938. Roy Peterson photo

Genoa City depot, looking east, April 4, 1938. Just to the left of the depot can be seen the livestock pen and in the distance beyond the KD's deep cut through the hill. Andrew Spencer was depot agent at Genoa Junction in the early 1900s. He was succeeded by Harold Gast. Some other Genoa Junction railroaders from this period were John Amborn, who kept switch lamps filled, and Carl and Emil Tesch, section hands. Roy Peterson photo



Crossing the Highway 173 bridge at Caledonia is the Chicago-bound Capitol 400 powered by Alco DL 109 5007-A, a rare visitor on this route. Other unusual units occasionally seen on the normally EMD E unit powered Capitol 400 were the CS t PM & O Fairbanks-Morse Erie-built. Darwin Cooper photo

In this 1940s photo the eastbound Capitol 400 slides by Caledonia depot. Note the old-fashioned grade crossing signs. Darwin Cooper photo



operation were the *Viking*, the *North Western Mail* and Madison trains 528 and 529. After two more years had passed, however, the situation had begun to improve. An additional train, number 511 west and 506 east, the *Duluth-Superior Limited* had appeared on the KD. This was not a new train, as it had run for a number of years via Sharon between Harvard and Janesville. Cars hauled included a buffet-parlor car, a ten-section, one drawing room two compartment sleeping car, fourteen-section sleeping cars, a dining car and coaches. Standard power for most long-distance passenger trains was the class E Pacific.

A short-lived but remarkable train appearing at this time, bearing the numbers of the old *Badger State Express* was Chicago-Madison 517 and its east-bound counterpart, 516. Powered usually by a Class D Atlantic 517's short consist of two or three coaches and an observation cafe parlor car, all air-conditioned, was the fastest scheduled train so far to appear between Harvard and Caledonia. Running time, with seven scheduled stops, for the 130 mile trip to Madison was exactly three hours. The 516's schedule for the return trip was 15 minutes shorter. Apparently these trains were not successful as they only lasted about a year.

The track from Caledonia south to Belvidere and from there to DeKalb had seen little traffic in the 1930s with the result that C&NW sought to abandon that trackage. Permission to abandon was granted in 1939, but the line continued to operate. By 1942, even with the heavier wartime traffic the situation showed no significant improvement, and in that year service was discontinued and the track torn up.

With the line from Caledonia to Belvidere gone, Tower EA and the south wye likewise disappeared.

Now, on Caledonia's south side no more junction trackage existed, the only line remaining being the single track of the KD meeting the Madison Division. Instead of the busy transfer point for freight and passengers it had once been, Caledonia became just another small town station.

Back in 1935 the North Western upgraded its Chicago-Twin Cities passenger service when it introduced the "400"

on the route via Milwaukee. The 400 took its name from the fact that its schedule called for the train to traverse the slightly more than 400 miles between Chicago and Minneapolis in 400 minutes. At the time, both the Milwaukee and the Burlington were preparing to introduce high-speed service on their own lines with new streamlined equipment. Using upgraded conventional cars and engines, North Western was able to enter the market first and capture for itself a profitable share of the traffic.

Streamlining came to the 400 in 1939 with the delivery of new passenger cars from Pullman, and diesel-electric locomotives from Electro-Motive, all painted in an attractive scheme of yellow and green.

The success of the original 400 encouraged C&NW to expand the improved service to several additional routes. With all-new streamlined equipment, again from Pullman, service on the new routes began January 12, 1942. One of the new routes was traversed by the *Capitol 400* which passed over the KD on the final leg of its run. Operating daily except Sunday, the *Capitol 400* followed an unusual schedule, the single train covering a triangular route from Chicago via Milwaukee to Madison and back to Chicago in six hours. Departing Chicago at 1:30 PM, as number 155, the train arrived in Milwaukee at 2:45. Then, as number 609 it departed Milwaukee at 3:05 heading toward Madison via Waukesha and Jefferson Junction, reaching Madison at 4:40. For the last third of the trip, the train, now number 500, left Madison at 5:00, traveling via Evansville, Janesville, Beloit, Caledonia and Harvard, ending its run where it began, at Chicago, at 7:30 PM. With its time of two and a half hours between Madison and Chicago the *Capitol 400* was by far the fastest scheduled train to cover the route to date. Train 500 ran over the 15½ miles between Caledonia and Harvard, making no stops, in 17 minutes, for an average speed of slightly under 60 miles per hour. The *Capitol 400*'s new diesel locomotives hauled a consist of parlor cars, a dining car, a tavern-lunch-counter car and deluxe coaches.

Addition of the *Capitol 400* to the timetable brought the number of weekday

passenger trains on the KD to nine - four westbound and five east. These, together with freights 591 and 594 carried the scheduled traffic on the KD from Harvard to Caledonia through the World War II period. By this time the KD was down to about half its original mileage. The 15 miles west of Harvard still carried enough trains to qualify as a secondary main line, while the rest subsisted on local freight, Kenosha to Bain being the busiest segment.

Chapter 9

Hebron to Bassetts 1939 - 1965

Isolated from contact with the Wisconsin Division after the 1939 abandonment, the Hebron-Bassetts segment of the KD instead became Subdivision 3a of the Galena Division. Operation of the line was now handled by the Williams Bay way-freight, trains 791 westbound and 792 east. The trains ran on alternating days, 791 Monday, Wednesday and Friday and 792 Tuesday, Thursday and Saturday.

Starting out from West Chicago early in the morning, 791 ran via Foris (now Elgin Junction), Crystal Lake and Genoa City, doing necessary switching along the way, arriving at Williams Bay early in the afternoon. There the train laid over until the following morning when 792 left Williams Bay, traveling back to West Chicago over the reverse route, again doing switching as it went. Long station stops at Genoa City in both directions provided time, when necessary, to make trips to Bassetts and Hebron. R-1s normally handled the trains, numbers of some of the engines in late 1940 and early 1941 being 378, 1154, 938, 484 and 1397.

From Genoa City the two halves of the 12-mile remnant of the KD operated essentially as separate branches. With trains running to either Bassetts or Hebron only when business required, a trip might be made to Bassetts one day, and one to Hebron a few days later. And, of course there were times which called for runs to both places the same day. Trains ran on the KD track following the same rules as

those operating within yard limits, "at restricted speed unless the track is seen or known to be clear". At the crossing in Genoa City all trains on both lines, in both directions were required to stop. At the Milwaukee Road crossing between Genoa City and Hebron the tower stood until shortly after World War II. But with the drastically lowered traffic level a manned tower was unnecessary. In its place a pair of gates normally set against movements on the KD was installed, linked by rodwork to the Milwaukee's signal system.

In the early 1940s a water tower for the railroad was erected at Genoa City, perhaps to keep an engine from running low on water due to a trip on the KD.

By the early 1950s the operating scheme had changed, with the Williams Bay wayfreight now working out of Crystal Lake. The workday began with the train running extra to Dundee and back after which it headed north to Williams Bay as 791. This scheme made for a long shift, the crew often putting in nearly 12 hours. In sharp contrast was the following day's return trip of 792 to Crystal Lake which might take as little as 3 hours. Engine numbers recorded from this period include R-1s 161, 911 and 378, among many others.

(The sight of these engines rolling into Hebron first kindled my enthusiasm for railroading and eventually led to the writing of this history.)

After a severe snowstorm early in 1952 an engine traveling west on the KD became stuck in a snowdrift in a deep cut just east of Hebron. It could not be moved and so had to wait until another engine could come to pull it out.

By the mid-1950s the Hebron-Bassetts line had been demoted from its status as a separate subdivision to a branch line contained entirely within Genoa City's yard limits.

Some time before 1955 steam power had disappeared from the Williams Bay run, to be replaced by diesel road-switchers. At first the diesels kept the same schedule as before, with the train's numbers shortly afterwards changing to 93 west and 92 east. Trips on the KD were generally made on the eastbound run.

Beginning in summer 1955, 92 and 93,

as in years past ran from West Chicago to Williams Bay. But by spring 1956 an entirely new arrangement was in place.

The Williams Bay wayfreight again operated from Crystal Lake, running extra in both directions each weekday night. With small changes from time to time, this basic operating scheme stayed in effect for the next five years. The most important change, as time passed, was that the train was not required to go all the way to Williams Bay each time, instead venturing north of Crystal Lake only as far as business required, perhaps to Lake Geneva or Genoa City.

On the night of July 10, 1956, Extra 1577 west, called for 7:45 PM, in charge of conductor Bennett with engineer Walter Skinkle at the throttle left Crystal Lake shortly after 9 o'clock. Extra 1577's run would take it from Crystal Lake to Bassetts, doing switching work as it went.

Leaving Williams Bay at 4:35 AM, the train arrived at Richmond at 8:05 where it was stopped. The crew was then given a clearance and an order to return to Genoa City to retrieve some cars, destined for the chemical plant at Ringwood, which had been left behind.

Whether the cars were left behind intentionally or by accident is not clear, but stopping a train to make it retrace its course in order to complete some unfinished business is a thing almost unheard of in railroading. The return trip to Genoa City and back took a little over 20 minutes, with everyone in the crew receiving an extra day's pay, in the course of a shift which lasted nearly 13 hours.

On average, either Bassetts or Hebron might require one or two visits by the train per week. Somewhat the busier of the two halves was the Bassetts portion, the biggest customer on this end being the Al Lois Feed Co. at Bassetts, while the Harbaugh Lumber Co. at Twin Lakes did most of the remainder of the business.

A majority of the cars coming to Hebron were delivered to the Kraft Feed Co. while others went to the Hebron Lumber Co. A new customer gained in the 1950s, the Hebron Packing Co., shipped occasional carloads of hides. Other loads bound for Hebron included coal for the heating plant at the Borden milk factory

until its closing in 1957, and rarely, cars of farm machinery, or fertilizer for individual farmers.

In Hebron the Losee Manufacturing Co. built a new factory close to the railroad. A rock-ballasted spur, laid with 100-pound rail was installed to serve the plant, easily the best piece of track anywhere between Hebron and Bassetts. Unfortunately, not one car was ever spotted there.

Trains traveling to Hebron (and perhaps Bassetts) from Genoa City ran backwards - the engine pushing its train, with the caboose to the front. A trainman stationed at the forward end of caboose kept an eye on the track ahead. Returning trains ran engine forward.

While power on the wayfreight was mostly EMD, with GP7s most often seen, along with occasional GP9s, SD7s and SD9s, fairly frequent use was made of units from other builders. Fairbanks-Morse H16-66s, Alco RSD-4s and on one occasion an RSD-5 made trips on the KD remnant through the mid to late 1950s. F-M units went to Bassetts several times, while only one is known to have visited Hebron. Also traveling the line, in early 1960, was GP7 1518, EMD's original demonstrator unit.

Following a heavy snowstorm in February 1960, a snowplow run was made to clear the Williams Bay line on the 12th of that month. Engine 1506, a Baldwin DR55-6-15 recently rebuilt with an EMD engine pushed the plow. Running at night, in place of the regular wayfreight, the snowplow train first cleared the track from Crystal Lake to Genoa City. There it turned onto the KD and went to Bassetts. After backing to Genoa City the plow extra continued to Williams Bay where the plow was turned around. Returning to Genoa City, the train switched back onto the KD, this time to clear the track to Hebron. Running in reverse back to Genoa City the snowplow train then returned to Crystal Lake. So ended the last snowplow trip this segment of the KD would ever see.

The 1506 stayed around a while to work the wayfreight, but by spring 1960 the line had seen its last non-EMD power. Also, trips south of Crystal Lake, sometimes as far as Elgin were now often being made by the Williams Bay run in addition to the

normal Elgin-bound runs. All this activity still took place at night, with the day shift switching gravel pits south of Crystal Lake.

The next event of note, in March 1961 occurred when EMD SW1200 unit 311 worked wayfreights out of Crystal Lake for a short time, managing trips to both Twin Lakes and Hebron. Shortly after that, through summer and into autumn 1961 freight runs to Williams Bay were run from Elgin north and returned all the same night, using the Elgin yard switcher, EMD SW1 units. This job worked north Monday, Wednesday and Friday nights, and to Elmhurst or Proviso on the other weekday nights. The northbound run often took 13 hours to get back to Elgin. Apparently this arrangement did not work very well, because in the fall the wayfreights again worked out of Crystal Lake, now exclusively with GP7s.

In Spring 1961 the Lois feed mill at Bassetts was destroyed by fire. With its largest customers east of Genoa City gone there was no longer enough traffic left to justify keeping the line in operation. C&NW made application to abandon the line August 14, 1961 (Finance Docket number 21717). After hearings held in Milwaukee January 17, 1962, the ICC approved the abandonment February 28. (The last trip east of Genoa City for which I have any record was made January 23, 1962, engine 1626 traveling to Twin Lakes).

Dismantling began later that year, unceremoniously shortening the KD by another 6 miles.

A pair of gates was placed across the KD at the Williams Bay line crossing in Genoa City, permitting trains on the busier track to pass through without stopping for the crossing, as had been necessary previously.

Beginning in January 1962, for the first time in a number of years, the Williams Bay wayfreight began running during the daytime, on Tuesdays, Thursdays and Saturdays. Then in May, when gravel pit switching south of Crystal Lake could begin again wayfreight operations returned to nights. This winter-daytime, summer-nighttime scheme continued for the next two years.

Since 1939 the Hebron-Bassetts branch had to get along virtually without track

maintenance as it never generated enough traffic to justify the expense of proper upkeep. Trees and brush grew up along the right of way, and by the early 1960s the track had seriously deteriorated. By early 1964 trains going to Hebron had to tiptoe down the grassgrown rails at only 10 miles an hour.

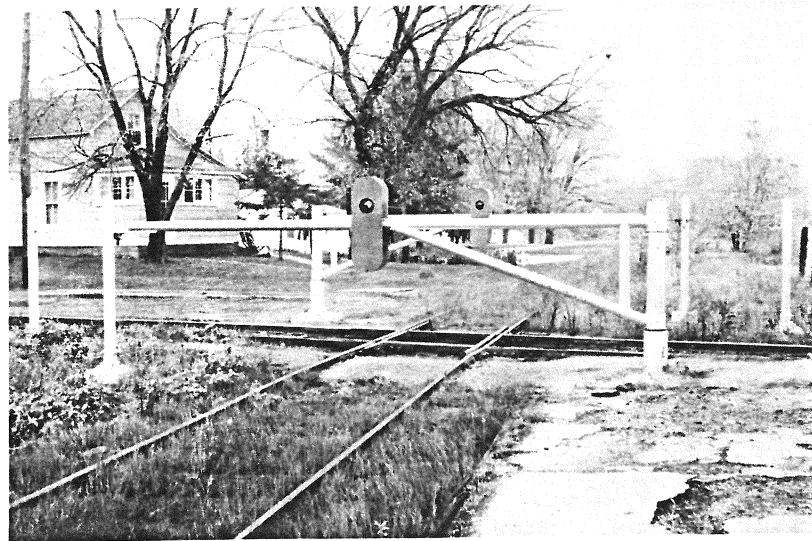
The line from Genoa City to Hebron had never really paid its way and with the additional burden of bad track the railroad company decided the time had come to discontinue service. C&NW applied for permission to abandon the line December 23, 1963 (Finance Docket number 22908). Hearings were held on the case in Chicago July 6, 1964.

When Spring 1964 rolled around, the wayfreight, which normally would have gone back to night operations for the next several months continued to run days through that summer. This switch to daytime runs, at least as far as the Hebron branch was concerned, turned out to be permanent. Trains continued to go to Hebron for somewhat longer than another year, until the late summer of 1965. A certificate authorizing the cessation of service was issued by the ICC July 27.

On a muggy afternoon, September 7, 1965, GP7 1644 rolled into Hebron, coupled onto a car of hides and returned to Genoa City, thus ending 104 years of railroad service to Hebron.

With this abandonment the KD found itself reduced to only 24 miles of track, about one third of the original total. Track removal did not begin until more than a year later, the railroad company itself doing the job. A four-wheeled "Burro" crane picked up the rails and deposited them in a gondola car coupled to its rear, the outfit slowly working its way from west to east.

The wrecking outfit encountered stiff resistance from the dense overgrowth around some parts of the right of way which hampered use of the crane's boom. Once, as the boom was swinging a rail around toward the gondola it became tangled in the top of a tree. The clamp holding the rail let go, and the boom swung away leaving the rail perched high in the treetop. After some initial perplexity the problem was solved by beating the side of the tree with the boom to shake the rail



Galena Division timetable no. 453, May 14, 1947

In this October, 1963 photo looking east at Genoa City the KD-Williams Bay line crossing is guarded by non-interlocked gates. Across the track at left the foundation of Tower GA can still be seen.



Looking west at the KD's crossing with the Milwaukee Road, two and a half miles east of Hebron. After removal of the tower these gates were installed to control movements at the crossing. The gates are connected to the Milwaukee's signal system by rodwork, visible at left.

BETWEEN HEBRON AND BASSETTS 12

Distance from Genoa City	Subdivision 3a Time Table 453 May 14, 1947
5.87BASSETTS.....
4.41TWIN LAKES.....
GENOA CITY.....
6.02HEBRON.....

Trains must not exceed speed of 25 miles per hour on this subdivision, and will come to a stop and flag themselves over County Highway crossing 2.4 miles east of Genoa City, also stop and flag themselves over crossings at Sumner and Freeman Streets, just west of Genoa City station.

The district between Bassetts and Hebron will be governed by Rule 93-amended.

C. M. ST. P. & P. R. R. CROSSING 3.6 MILES WEST OF GENOA CITY.

Gate protection with gates normally across C. & N. W. tracks. All train and engine movements on C. & N. W. tracks must come to a full stop and be governed by following instructions:

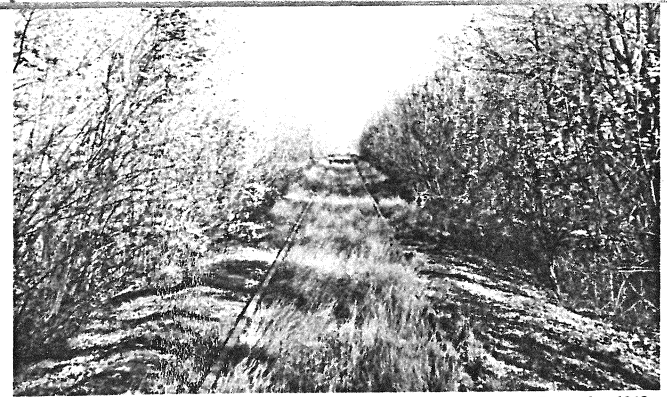
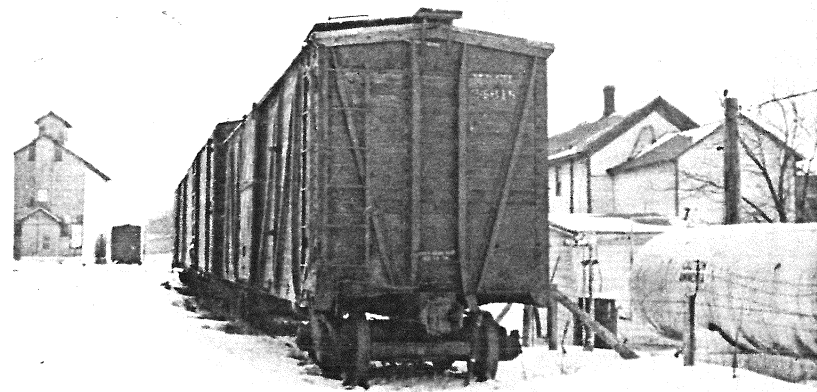
1. Swing east gate against movements on the C. M. St. P. & P. R. R.
2. Proceed to west gate, unlock case containing electric lock and move hand crank to the left as far as it will go. Leave there until indicator clears, which should take place three minutes after east gate is swung against movements on the C. M. St. P. & P. R. R. Then complete the movement of the hand crank to the right to release gate and swing west gate against movements on the C. M. St. P. & P. R. R.
3. After C. & N. W. movement has been made over crossing, restore west gate against movements on C. & N. W. R. R.
4. Place east gate against movements on C. & N. W. R. R.

EMERGENCY RELEASE—If electric lock does not permit the release of the west gate after the preliminary movement of the hand crank and the expiration of three minutes after setting the east gate against movements on the C. M. St. P. & P. R. R., trainmen may, after making certain there is no train or engine approaching on the C. M. St. P. & P. R. R. operate emergency release by twisting the small plunger directly above and to the rear of the hand crank until seal is broken, then push down plunger and complete movement of hand crank as above described.

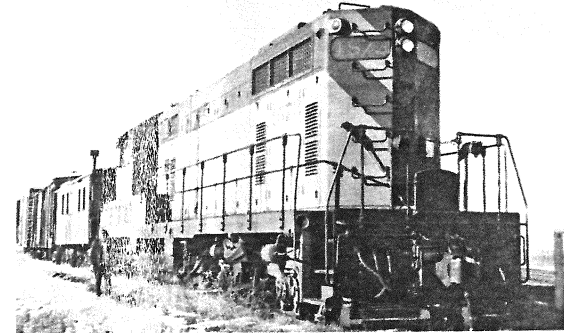


In late winter 1962 at Hebron GP7 1584 switches in front of Kraft's elevator.

Hebron, looking east, February, 1962. Three empty boxcars await hide loading while another car stands adjacent to Kraft's elevator.

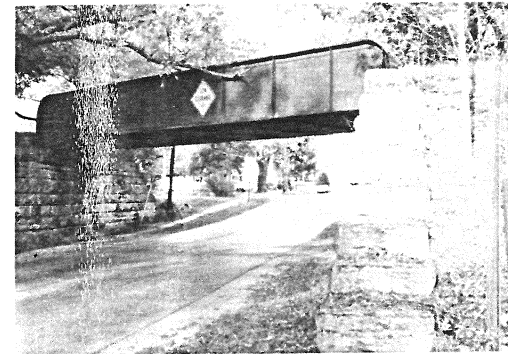


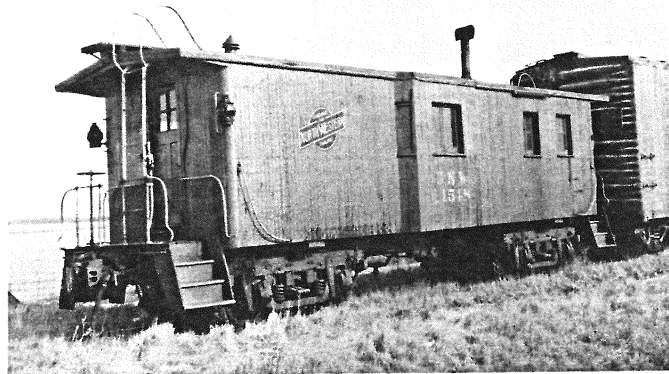
Looking east down the heavily overgrown right of way at Hebron in December 1963.



Eastbound GP7 1573 pauses at the Milwaukee Road crossing east of Hebron to await opening of the gates, January 1964.

County Highway B in Genoa City is the only location where the KD passed over a public road. Bridges carried public roads over the KD at four places: 6th Avenue in Kenosha; Kilbourn Road, one and a half miles west of Bain; and Jefferson and Whitman Streets in Rockford.





Caboose 11548 at the Milwaukee Road crossing, March 1964.

Train order reducing train speeds between Genoa City and Hebron to 10 MPH.

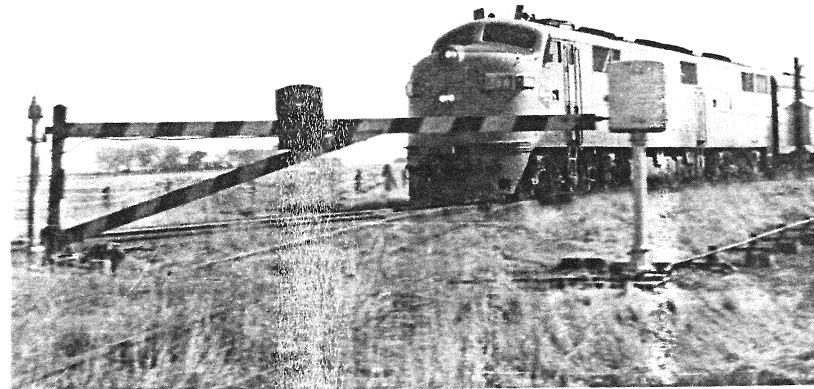
FORM 19	U. S. G. C.	191A	FORM 19
CHICAGO AND NORTH WESTERN RY. CO.			
TRAIN ORDER NO. 670			
CHICAGO-DECEMBER 2 19 63			
To	C&N WESTWARD EXTRA TRAINS AT CRYSTAL LAKE		
To	C&N WESTWARD EXTRA TRAINS AT CRYSTAL LAKE JCT		
To	At CRYSTAL LAKE		
X	Opr.		M.

DO NOT EXCEED 10 MPH BETWEEN GENOA CITY AND HEBRON

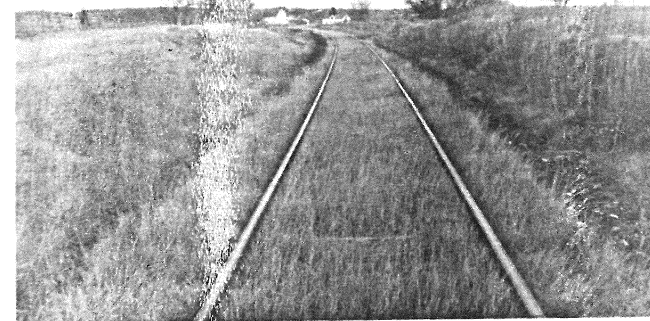
A H F

EACH EMPLOYEE ADDRESSED MUST HAVE A COPY OF THIS ORDER.

Made com Time 444 pm Soren cm Opr.



Westbound Milwaukee Road passenger train 26, the Varsity, hits the KD diamond east of Hebron in April 1963.

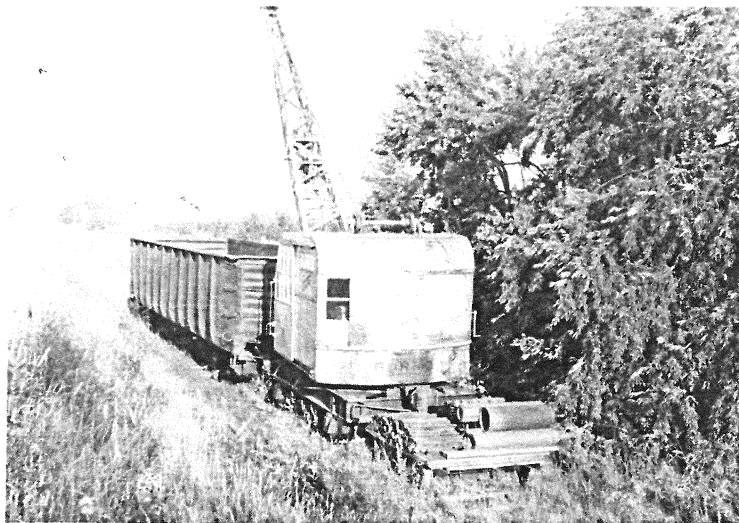


From this point about a mile west of Genoa City the KD drops downgrade toward the village, January 1964.



September 7, 1965 GP7 1644 picks up a loaded car of hides at Hebron. The engine stands just west of Highway 47. This was the last run, ending 104 years of railroad service to the village.

In September 1966 the track from Hebron to Genoa City is being removed by this Burro crane. Lange Road is seen in the distance.



loose and make it fall to the ground.

When it was all over, at Genoa City a piece of the old KD main line about 1,000 feet long was left in place east of the depot to serve as a team track, until abandonment of the line from Ringwood to Lake Geneva in 1982.

As a final note, after removal of the tracks the Genoa City depot was burned by a wrecking crew.

Chapter 10 Kenosha to Bain - 1939 to the Present

After the demise of the greater part of the eastern KD in 1939 its oldest surviving segment, from downtown Kenosha out to Bain was now on its own. The 4.2 miles of track between Kenosha depot and the New Line became Subdivision 1d, later, in the late 1950s the Farm District, and finally took its present name, the Farm Subdivision in the early 1960s.

With its position as a connection between the two main lines this short subdivision was used on occasion for the transfer of main line power from one main track to the other. It was the only piece of KD trackage capable of holding C&NW's heaviest locomotives, the class J-4 2-8-4s and class H 4-8-4s.

But now, as for many years previously, this line's chief function was as an industrial switching line. In those days one job handled the area round the North Shore crossing, Farm Yard and the American Motors plant. The biggest single customer, located just southeast of the North Shore diamond was Consumers Company, a construction materials firm which received numerous carloads of gravel, sand and related commodities.

There was a lot of other switching to be done in Kenosha including the Simmons plant and other lakeshore trackage, and industries adjacent to the main line, also, trips were made out to Bain with cars to be set out for New Line trains. Switching power in Kenosha during the late steam period was C&NW's M-2 and M-3 class

six-wheel switchers.

In 1959 30th Avenue was built across Farm Yard, connecting the street's two halves. Changes had also happened to the yard itself. The yard tracks on the west end were extended several hundred feet, while on the east end most of the tracks were taken up, placing Farm Yard's east end just west of 30th Avenue. The pedestrian subway, no longer required, was removed.

Out at Bain few changes had occurred since the decline of the KD in the 1930s. By the mid-1940s Bain was an open station with an operator working one shift from 10:00 PM to 6:00 AM.

By the time the end of steam was near, around 1955, only one seldom-used steam switcher could be found in Kenosha's engine house, its duties taken over by diesel yard engines from the major builders. And on the main lines the square profiles of diesel road units displaced the familiar outlines of C&NW's handsome mainline steam locomotives. As the steam engines disappeared, so did their servicing facilities at Bain and downtown Kenosha, including the old engine house.

The next important changes seen on the KD from the Lake Michigan shore out to Bain occurred in the early 1960s. For many years a Kenosha institution, the Simmons Company closed down their plant in 1960 and moved all their activities out of the city. Simmons' buildings did not stand idle for long, however. American Motors Corporation, formed from a 1954 merger which included Nash Motors, expanded into the empty lakeshore facility almost immediately, setting up a line to produce auto bodies.

Construction of a new 6th Avenue bridge, a stationary structure of steel and concrete took place in 1972. From the point where it passed under the old bridge, the railroad spur was moved several yards north to pass between the new bridge's supports. In addition, Pike Creek from 52nd Street to the lake was imprisoned in a storm sewer and the creek bed filled in, removing all visible trace of a place where sailing vessels once anchored.

A manned tower on the northwest corner of the diamond had for many years guarded the KD's crossing with the North Shore Line. This two-story tower was

replaced in the early 1950s with a one-story structure that stood on the northeast corner. The latter building served until January 1963 when the North Shore went out of business.

The westbound home signal guarding movements of KD trains over the crossing was placed, at 26th Avenue and 60th Street, so as to prevent a stopped train from fouling busy 60th Street.

After abandonment, the former North Shore double track main line was left in place from within the confines of the AMC plant, to a point just short of Highway 43, slightly better than a mile north. C&NW's spur track into the plant was shifted over, in 1965, to connect with the former North Shore tracks which would now be used for switching within the AMC complex in place of C&NW's own spur.

North Western's business with the auto maker at this location consisted, up to the early 1960s, of delivering supplies and hauling out a part of AMC's production of finished automobiles. Strings of wide-doored auto boxcars, most carrying Pennsylvania RR lettering were loaded with as many as six autos each, stacking some at an angle to conserve space. This method of shipment was quite inconvenient and as a result only a small percentage of the total number of autos produced were delivered in this manner.

But around 1960 came the development of the 85 foot long triple-deck flatcar specifically designed for carrying twelve to fifteen motor vehicles each. The new flatcars could be loaded by simply driving the autos into position, and anchoring them to the floor.

Lack of loading space, tight curves and clearances made it impossible to use these big new cars at the factory. To solve this problem a new loading yard was built for the triple-decker cars adjacent to the New Line on its west side about a mile north of Bain.

At Bain, west of the New Line the wye tracks, with a bit of the old KD main line forming a tail which reached nearly to the Milwaukee Road track, had remained in place after the 1939 abandonment. On those tracks bad-order cars came to be stored, and occasionally scrapped. With the construction of the new yard this wye was torn up. A track connecting the New

Line south of Bain depot and the Farm Subdivision east of the depot remained in place while a new track curving off from the latter place ran north to the new yard, at the same time forming a new wye. Up at the new yard a depot building was erected just over 1 mile north from Bain depot. This new building took over the Bain name, and the old depot, now useless, was torn down.

Early train operations at the new yard consisted of a job from Proviso which returned there after its work at "New Bain" was done. Often used as power on these runs were F units or Fairbanks-Morse H16-66 "Baby Train Masters" in two or three unit combinations. Crews would frequently run the engines light into downtown Kenosha so they could have lunch at a restaurant near the track. At present, cars for the yard are dropped off by passing through freights, while the switching is done by an engine based in downtown Kenosha.

A new customer for the railroad appeared in Kenosha in 1970. Ocean Spray Cranberries built a large processing plant on the south side of Farm Yard.

Current operations on the Farm Subdivision and the lakefront trackage are made up of weekday switch runs. The entire Farm Subdivision is within yard limits and all trains are extras. One job does switching in downtown Kenosha, including the lakeshore tracks where the major customers are AMC and Morelli Export. For years, a yard switcher, towards the last usually an SW1200, was used in order to negotiate the tight curves in AMC's plant. However, a decline in use of this trackage made the use of such engines unnecessary, and since spring 1981 all switching in Kenosha had been handled by GP7s and 9s. (As of spring 1983, the yard switcher has reappeared in Kenosha).

In the late 1970s re-engined Baldwins sometimes could be seen on this job and a few years before that, F-M switchers were frequently found in Kenosha. If there was a lot of work to do, these units might travel out to Farm Yard. They were also the engines most likely to be used if a weekend run was called.

Another run using GP7s or GP9s, often a 4300 series rebuilt GP7, works west from

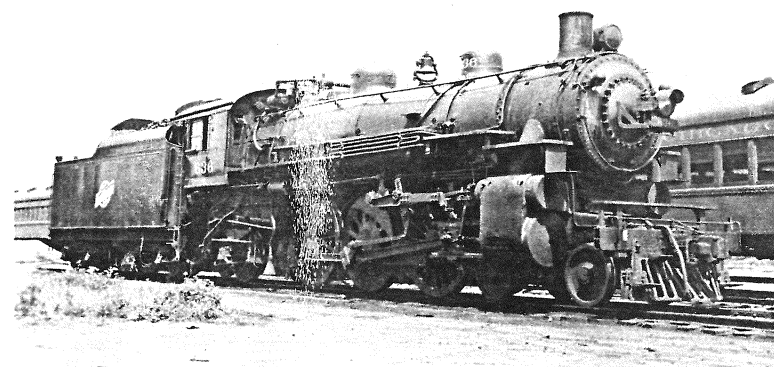


Looking toward KD Junction just short of Bain Station Road. A stop board appeared here after the 1939 abandonment.

Westward—Between Kenosha and Bain—Eastward				
Subdivision 1d	Time Table 432 October 28, 1945	LOCATION	Restrictions	
			Speed per Hour	Pass. Freight
			Trains	Trains
		BETWEEN KENOSHA AND BAIN		
		Maximum speed, miles per hour:		
		Passenger trains.....	30	Freight trains.....
		MP 0.0 to MP 1.2, Between Kenosha and Farm Yard.	15	15
		MP 1.2 to MP 4.2, Between Farm Yard and Bain with H, J-4, JA, JS, J, M-4, E-2A, E-2B, Z and E engines	20	20
		Stopboard at connection Subdivisions 1d and 1b at Bain.....	Stop	Stop

There are no crossing flagmen on duty at any of the crossings between Kenosha passenger station and the east end of Farm Yard. All train and engine movements over these crossings must be preceded by a member of crew acting as flagman.

Wisconsin Division timetable no. 432, October 28, 1945



Class E 636, assigned to commuter service, in Kenosha coach yard in the early 1950s. C.G. Grayson photo

downtown Kenosha to Farm Yard switching the main AMC plant, Ocean Spray, some team tracks east of Farm Yard, a few other small industries and Farm Yard itself. Cars from most Kenosha industries are switched in Farm Yard, and Bain and Waxdale cars are often stored here. At American Motors, a former express boxcar, CNW 68002 specially modified with roof hatches was used for the bulk loading of aluminum chips.¹ Recently, this car was retired and its place taken by a similarly modified car, M&StL 2902.²

Using generally the same type of power as the Farm Yard switcher, the Bain switch run starts out from downtown Kenosha as a caboose hop around noon, often picks up cars for "New Bain", some lumber yards and other customers at intermediate points, and Johnson Wax at Farm Yard and heads west. Approaching the New Line the train turns north, bound for Waxdale. After the work at Waxdale is done the train heads back for Bain to switch the yard there. The run finishes with leftover cars being dropped in Farm Yard, the engine again tying up in downtown Kenosha.

Once in a while heavy road power will move over the Farm Subdivision. These are generally coal train engines from Oak Creek which run down to Kenosha and take the Farm over to the New Line to couple onto a Proviso-bound train.

Just south and west of "Old Bain", the Pleasant Prairie power plant, a tremendous coal-fired electricity generating facility, was built between 1977 and 1980. Located on a track just south of the KD between the New Line and the Milwaukee Road, it receives long trains of western coal from C&NW, the loaded trains traveling northbound. Cars of material for the power plant during its construction were handled by the Bain switcher.

Chapter 11 West of Harvard 1942 to the Present

Removal of the track from west of Harlem to Caledonia in 1937 had left the remaining 5-odd miles from the junction in Rockford out to the Loves Park areas as a mere industrial spur. It was now Galena Division trackage within Rockford yard limits.

Rockford's furniture industry had been hard hit by the Depression of the 1930s, and this, along with poor management practices and competition from more efficient factories in the South had combined to put an end to all Rockford furniture manufacturing in the 1940s.¹ Railroad service to the furniture factories along the KD came to an end when Skandia went out of business in 1941.

Small steam switchers had handled C&NW's Rockford switch run until 1946. In March of that year 44-ton Whitcomb diesel number 401 appeared in Rockford to take over the switching duties. The little centercab must have been one of the first diesel locomotives to be seen in Rockford, as its arrival was significant enough to rate an item in a local newspaper. Eventually, larger, more orthodox diesel units took over the switching duties in Rockford.

In downtown Rockford the number of customers on the KD between the Freeport line junction and the KD entrance onto Madison Street gradually diminished and finally disappeared altogether, leaving the spur's business concentrated on its outermost mile and a half.

Similarly, the Burlington lost its patrons on its spur paralleling the KD north of the Freeport line track. South of Walnut Street the trackage is still in place, although it has not been used for many years.

Out on the far end of the line, the traffic, which at first consisted mostly of carload gravel gradually evolved to local ready-mix concrete and gravel concerns, lumber yards, and factories of various sorts. At present the largest railroad patron by far is the American Chicle Co. division of Warner Lambert, where chewing gum and other consumer products are made.



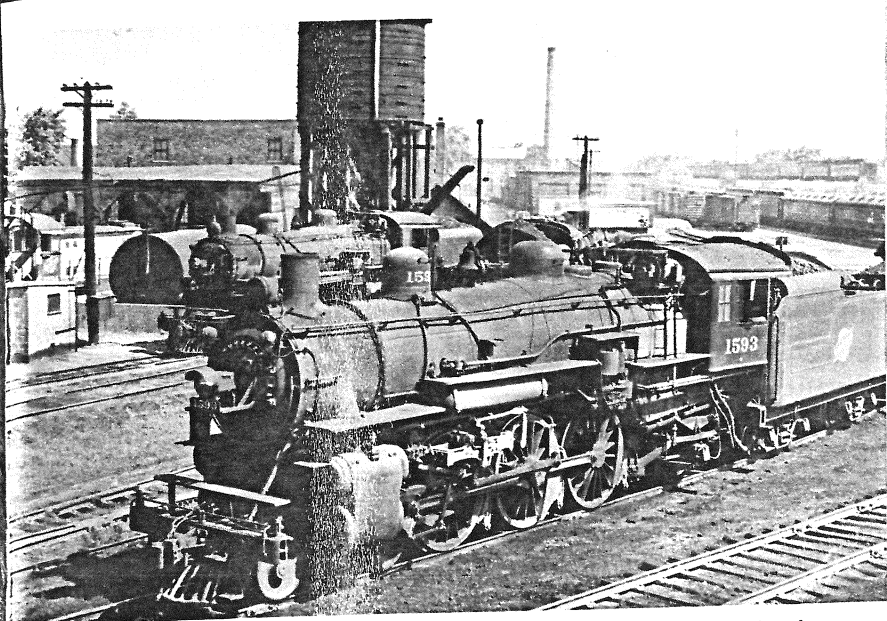
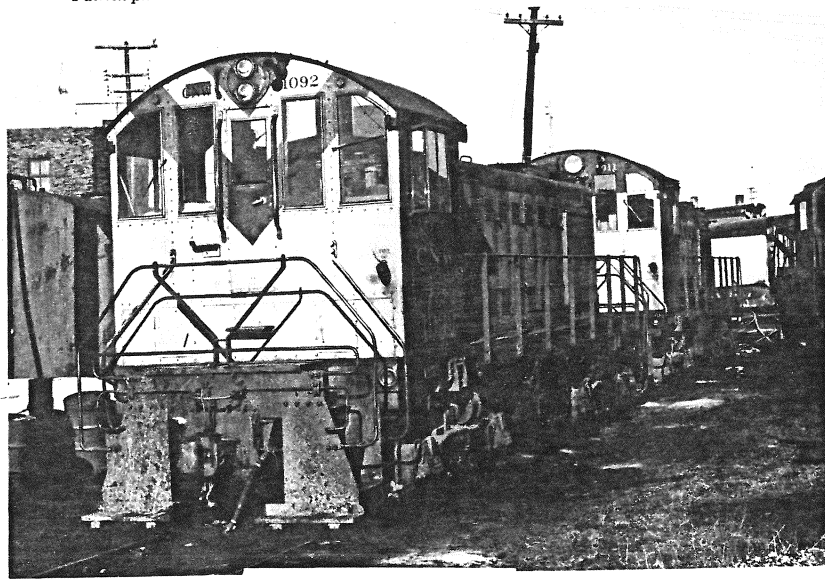
A ship loads cargo in Kenosha's small harbor. The railroad tracks in this area have changed locations numerous times over the years.

Commuter trains loaf in Kenosha coach yard. Looking northeast, spring 1976. Mike Patrick photo





Ex-Rock Island Geep 4143, leading the westbound Bain switch run, is turning onto the north leg of the wye near "old" Bain July 6, 1982. Alco yard switchers 1092 and 1011 between assignments in Kenosha in the mid 1960s. Mike Patrick photo



*Class E 1593 at Kenosha around 1950. Engine house, water tower, freight house and coach yard in background. Dave Schmelling photo
Kenosha, looking west. 1.2 miles west of Kenosha depot is Farm Yard, where cars for American Motors, Ocean Spray, other Kenosha industries and the switch run to Waxdale are stored and switched.*



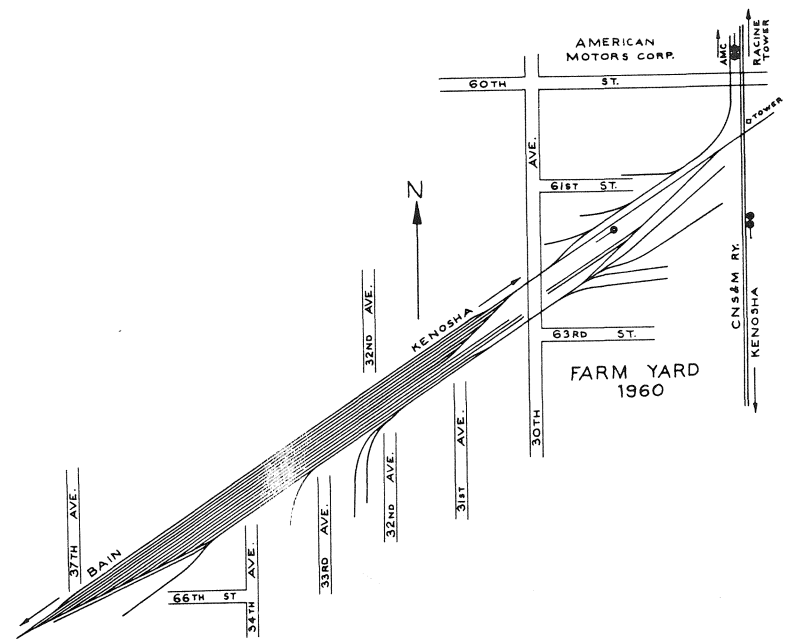
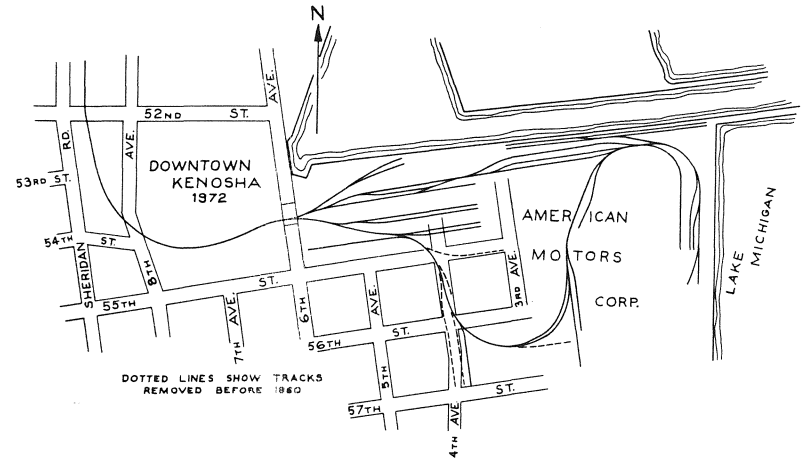
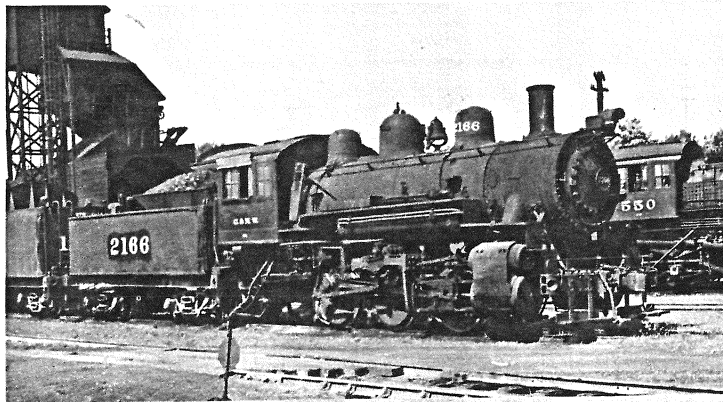


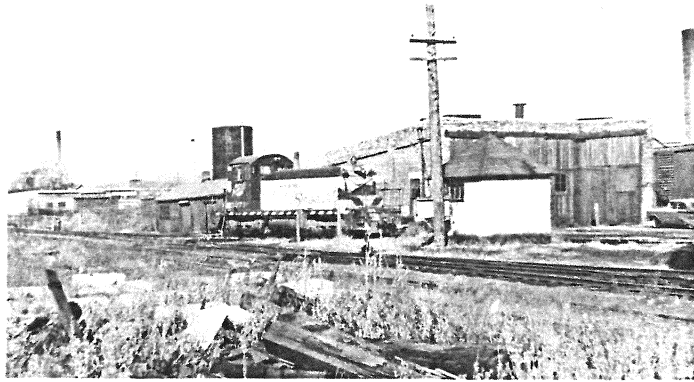
A detouring wayfreight at the east end of Farm Yard, October 24, 1981.



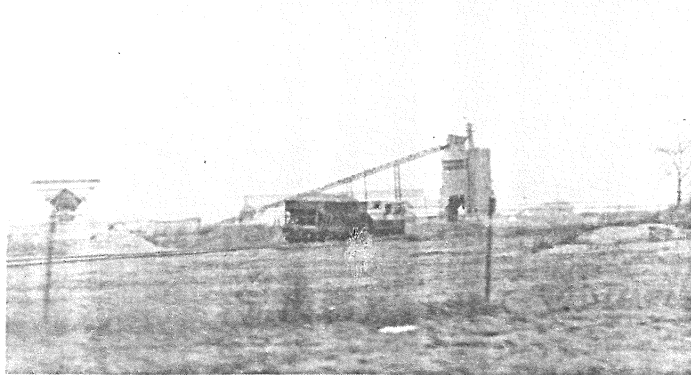
A southbound train of coal hoppers from Wisconsin Electric passes Kenosha depot in September 1979.

Class M-2 2166 at Kenosha about 1950. Dave Schmelling photo

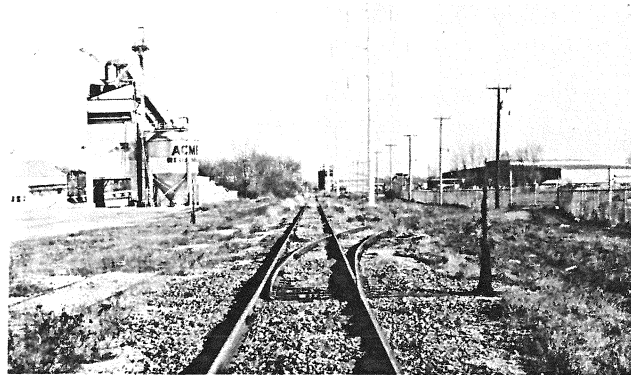




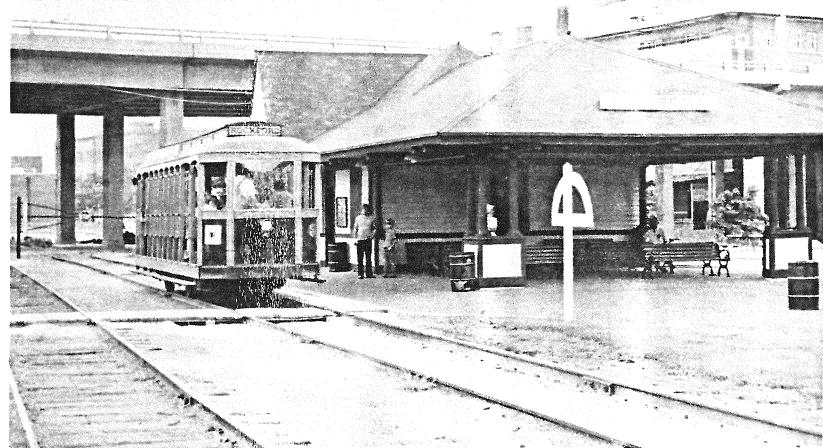
SW 1271 beside the Rockford enginehouse in December 1964. The building was torn down in 1966.



Loves Park, December 1964. The gray-and-red four wheeled locomotive is pulling a red-painted hopper loaded with gravel.

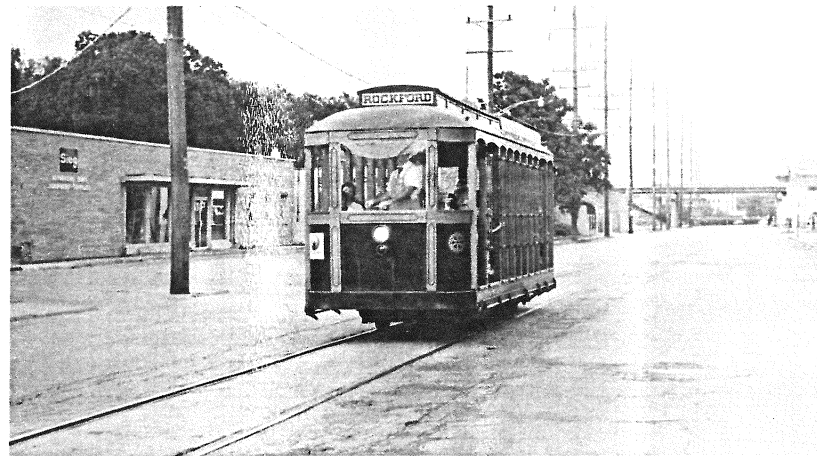


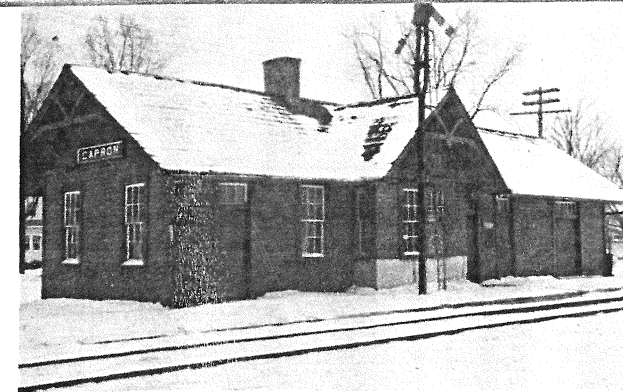
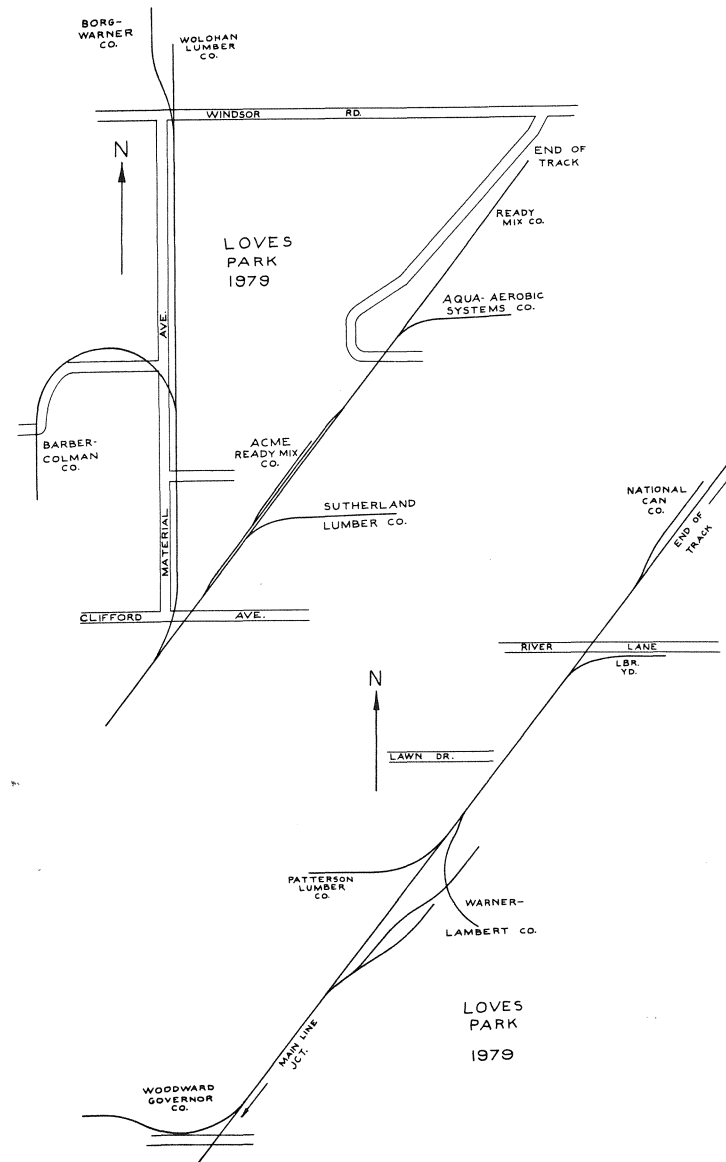
Looking east near the end of track in Loves Park, November 1975.



The Rockford Park District operates an excursion service over KD trackage in Rockford from 302 North Madison Street to Auburn Street, a distance of 1.9 miles. This view shows the propane-powered replica of a four-wheeled open streetcar at its starting point next to a reproduction of a wooden rural depot. This new depot stands on the west side of the track, almost directly across from where the KD's original depot was located. Trial operations began in 1983, with 1984 being the first full season. The operating season lasts from mid-May to early September. A barn for the car stands just south of Jefferson Street bridge, visible at rear.

Car number 36 (for the last year of Rockford streetcar operations) rolls southbound down Madison Street, heading back to the depot. Whitman Street bridge can be seen at right.





Capron, December 1963. Within three years Capron depot will close. Last agent at Capron was Virgil Hawkins.

Westward—Between Harvard and Caledonia—Eastward

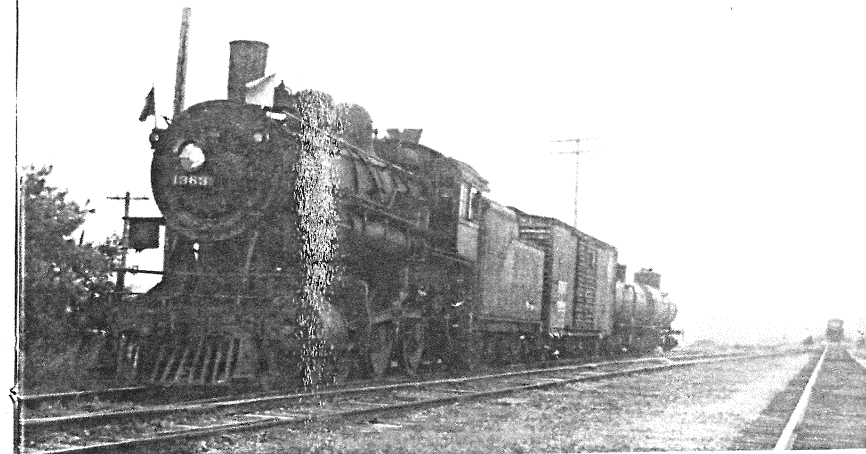
SECOND CLASS		FIRST CLASS						Subdivision 2b		FIRST CLASS						SECOND CLASS	
591	593	507	519	501	509	529	511	Time Table 1		528	530	506	520	518	508	594	
Daily except Monday	Daily except Monday	DAILY	DAILY	Daily except Sunday	Saturday only	Daily except Sunday	DAILY	April 29, 1951		Daily except Sunday	Saturday only	DAILY	Sunday only	DAILY	Daily except Sunday	DAILY	
1:30	11:20	2:40	11:03	11:15	11:33	5:42	7:46	64	65	6:40	6:40	9:40	4:44	6:48	8:06	10:28	
1:40		2:45	11:03	11:18	1:43	5:45	7:49	67	68	6:37	6:37	9:34	4:40	6:44	8:00	10:23	
1:50	11:30	2:50	11:08	11:22	1:50	5:50	7:54	69	70	6:33	6:33	9:30	4:36	6:40	7:54	10:15	
2:01		3:00	11:14	11:28	1:58	5:57	8:00	71	72	6:24	6:24	9:26	4:31	6:35	7:46	10:06	
2:10	11:40	3:10	11:19	11:34	2:05	6:04	8:08	73	74	6:17	6:17	9:19	4:26	6:30	7:41	9:58	
								75	76	6:10	6:10	9:12	4:21	6:25	7:36	9:51	

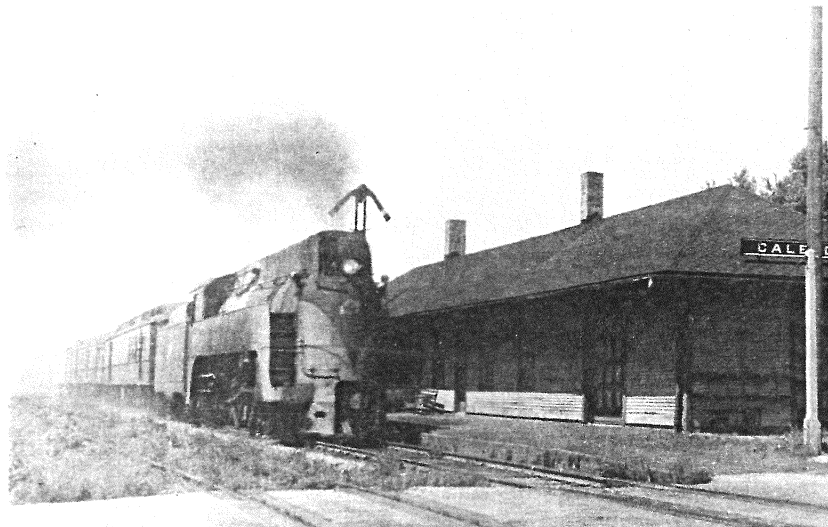
No. 507 will not exceed thirty (30) miles per hour excepting Chemung on Sundays to dispatch mail.
 FREIGHT TRAINS, TRANSFER TRAINS AND SWITCH ENGINES MUST CLEAR THE SCHEDULE OF No. 518 AND 519 FIFTEEN MINUTES.
 Nos. 518 and 519 will register at Harvard with a blank "RR".

Capacity of sidings: Harvard 85; Capron 66.
 WISCONSIN DIVISION TERRITORY EXTENDS TO THE EAST SWITCH OF THE SIDING AT CALEDONIA.

Wisconsin Division timetable no. 1, April 29, 1951

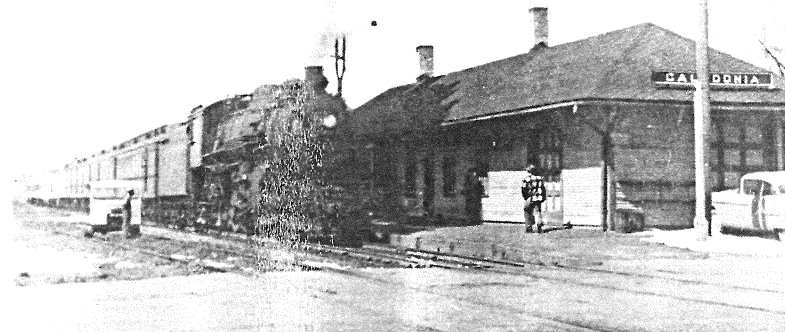
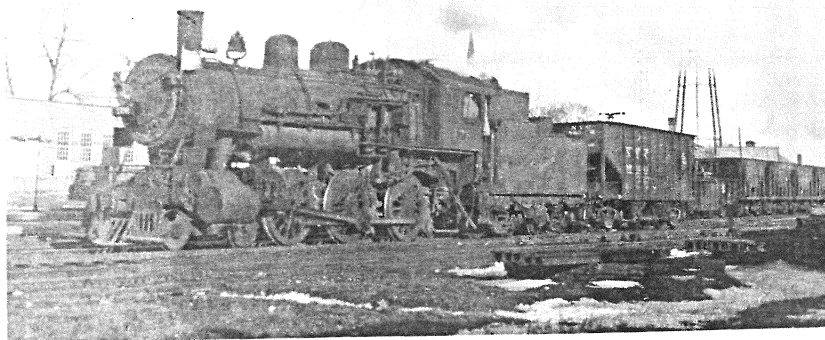
R-1 1963 shoves tank cars onto the oil dealer's spur at Caledonia in the 1940s. Darwin Cooper photo





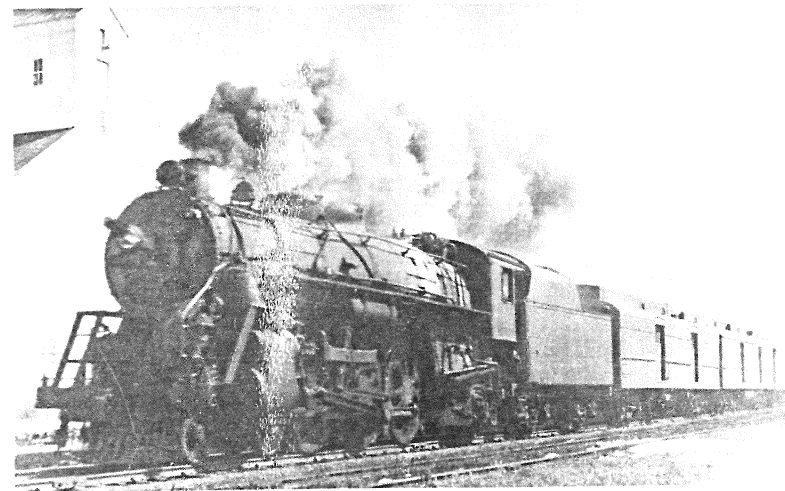
Caledonia, looking west, September 13, 1955. Streamlined class E engine 617, bumped from its duties on the Minnesota 400, pulls train 504 shortly before its retirement. After the end of steam rare Baldwin DR 6-2-1000 cab unit 5000-A might be seen handling this train. Roy Peterson photo

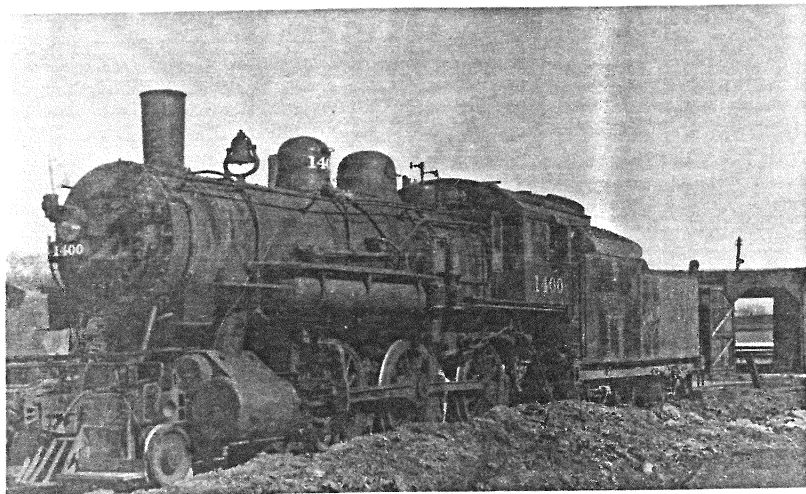
Harvard, March 27, 1955. R-1 178 switches cars on the west end of Harvard yard. Roy Peterson photo



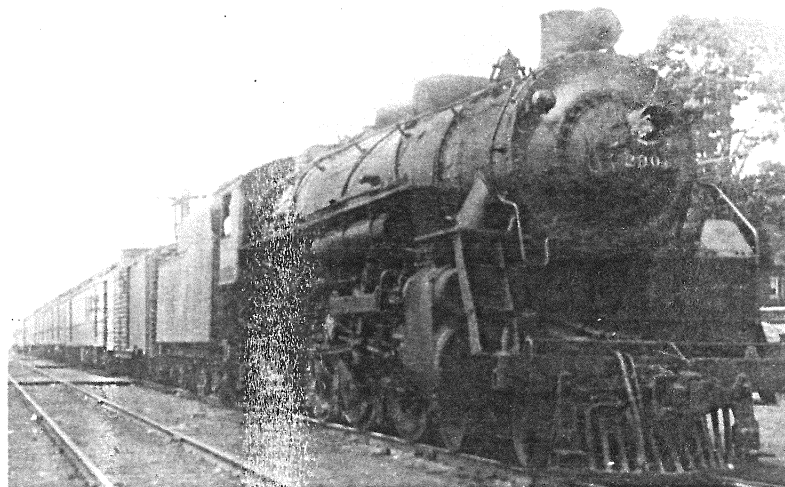
Eastbound train 504 arrives in Caledonia March 28, 1955. The engine is class E 633. Roy Peterson photo

March 28, 1955. Minneapolis-bound train 501, the Viking, with E-2 2911 in the lead roars through Caledonia. Note the heavy head end traffic. Ralston's elevator is at left. Roy Peterson photo



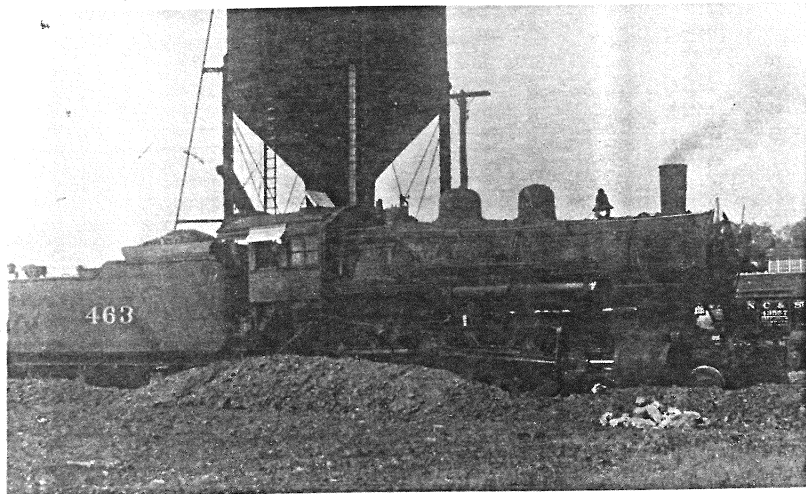


R-1 1400 in front of Harvard roundhouse, March 27, 1955. Roy Peterson photo

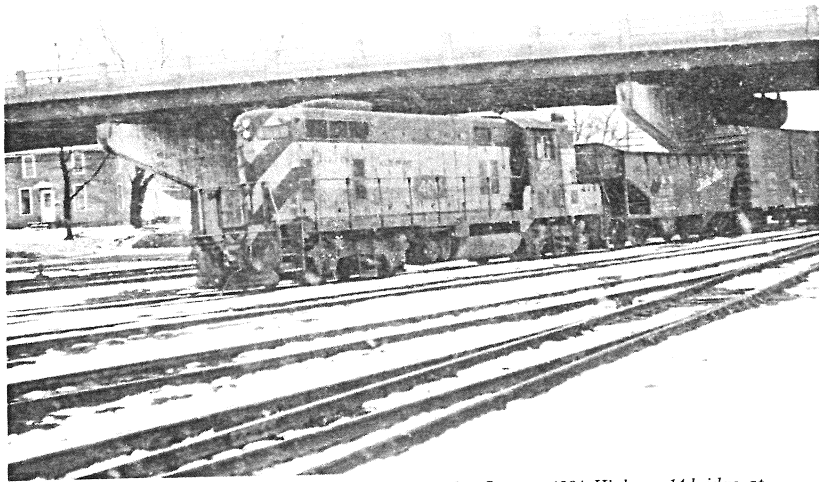


Harvard, July 7, 1955. Heavy class E-2 Pacific 2901 near the end of its career is reduced to pulling eastbound local train 504. Roy Peterson photo

R-1 463 near the roundhouse at Harvard, July 24, 1955. In back of the 463 stands a steel water tank. Roy Peterson photo

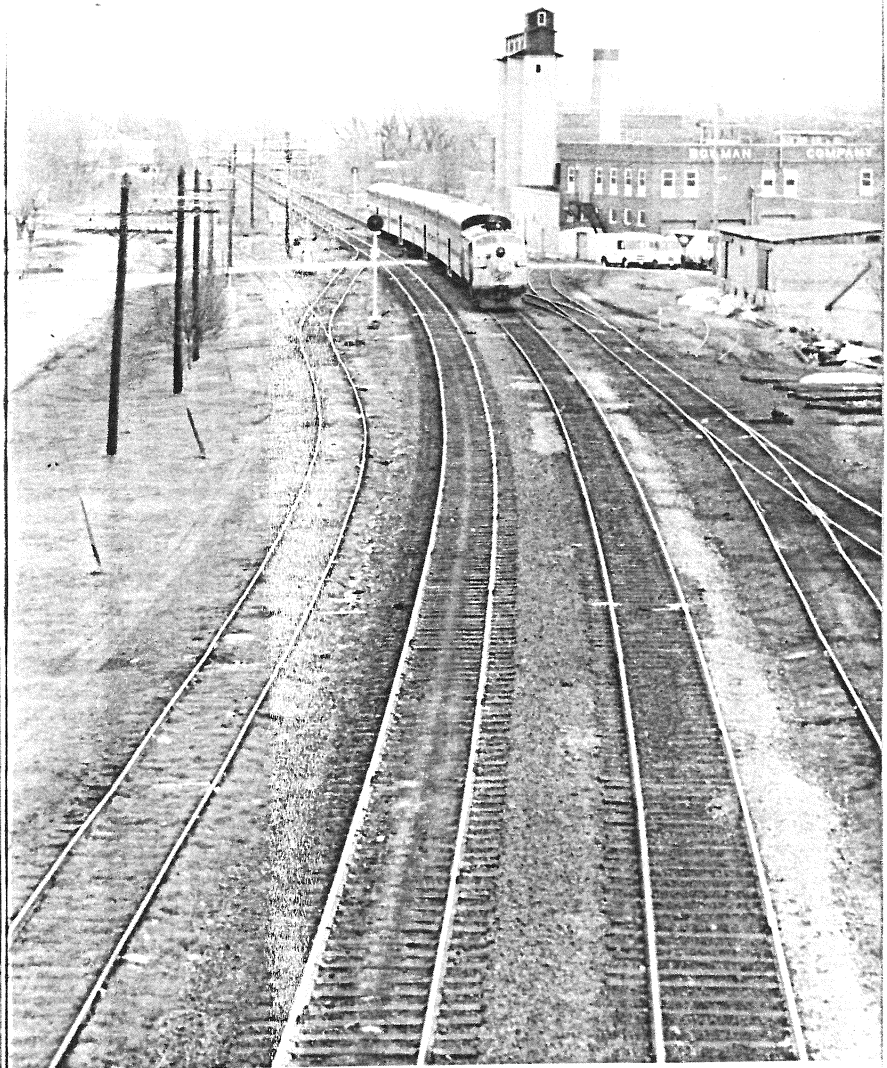
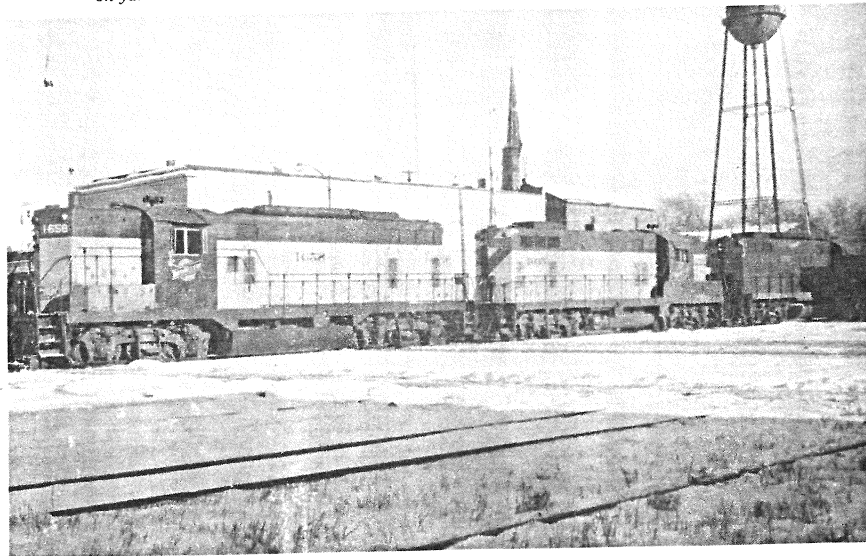


Automatic crossing gates have not yet been installed and the freight house is still doing an active business as the westbound Dakota 400 slows for a stop at Harvard, July 7, 1955. Roy Peterson photo



Light snow falls as GP7 1578 enters Harvard yard in January 1964. Highway 14 bridge, at rear, was built in the late 1930s.

On a frigid day in early 1963, these three Geeps, on train 591, have just dropped off a cut of cars on yard track 1 in Harvard.



Harvard, looking east off the Route 14 bridge. At right is the freight yard lead track. Until the early 1900s KD trains entered Harvard on the track at left. The old Bowman Dairy plant stands at upper right.

21 Westward—Madison District—Eastward

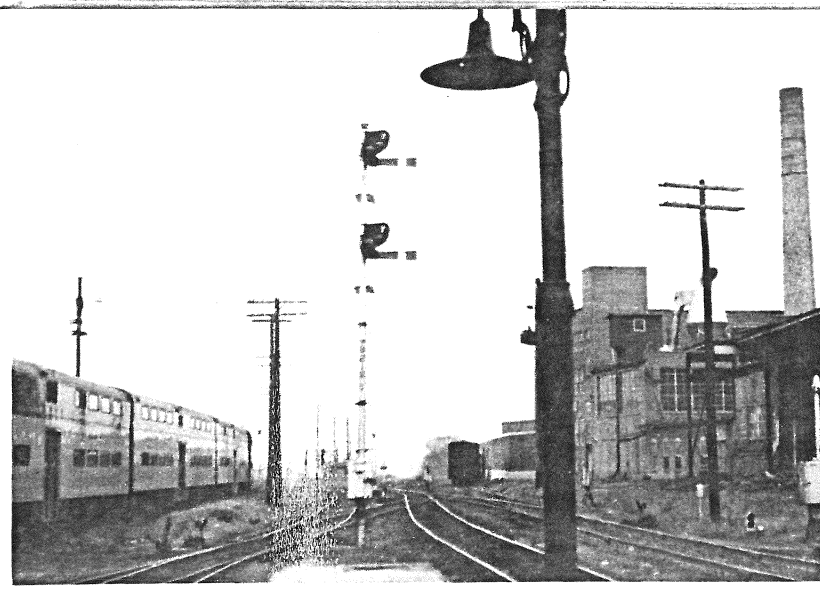
SECOND CLASS		FIRST CLASS		FIRST CLASS		SECOND CLASS	
591	63 471	507 519		518 508		472 62 594	
Daily except Saturday	Daily except Sunday	DAILY	DAILY	DAILY	DAILY	DAILY	Daily except Sunday
P. M. 1:00							P. M. 8:20
1:09		11:33	10:40	6:09	9:20		8:01
1:16		11:41	10:45	6:03	9:14		7:52
1:21		11:45	10:49	5:58	9:10		7:45
1:30		11:51	10:57	5:48	9:02		7:25
1:41		11:55	11:02	5:43	8:57		7:18
1:50		12:01	11:08	5:41	8:50		6:37
1:53		12:03	11:11	5:36	8:44		6:30
A 2:03		12:09	11:18	5:29	8:37		L 6:40
P. M. 2:48		12:37	11:35	5:13	8:10		P. M. 6:01
2:49	1:20	12:47	11:43	5:02	8:00	3:50	6:00
2:58	1:30	12:52	11:49	4:52	7:50	3:35	5:50
3:07	1:40	12:58	11:54	4:45	7:44	3:20	5:40
3:22	1:59	1:12	12:05	4:33	7:34	3:05	5:28
3:25	2:05	A 1:30	12:45	4:30	7:30	2:55	5:25
A 3:30	8:30	1:40	12:48	4:11		2:45	5:20
3:35	3:26	1:43	12:52	4:07		2:04	9:10
3:40	3:35	1:57	12:57	4:03		1:56	9:00
3:43	3:43	1:02	1:03	3:58		1:48	8:40
3:55	3:50	1:08	1:08	3:52		1:43	8:25
10:15	4:05	1:15	1:15	3:44		1:30	7:50
		1:19	1:19	3:39			
		1:23	1:23	3:35			
		1:35	1:35	3:30			
11:30	4:30	1:43	1:43	3:22		12:57	6:40
11:45	4:39	1:49	1:49	3:16		12:50	6:30
12:01	4:44	2:00	2:00	3:09		12:35	6:01
12:15	4:57	2:10	2:10	2:58		12:25	6:06
12:30	5:06	2:20	2:20	2:52		12:15	4:30
12:40	5:16	2:23	2:23	2:49		12:10	4:10
12:50	5:25	2:31	2:31				
A 1:05	5:30	2:35	2:35				
P. M. 1:25							

Time Table No. 9
July 6, 1961
STATIONS

C. HARVARD VL 6:8
 CHEROKEE 6:8
 D. CAPRON 6:09 9:20
 D. POPLAR GROVE 6:03 9:14
 CALEDONIA 5:58 9:10
 ROSCOE 5:48 9:02
 Siding DO 5:43 8:57
 D. BELoit VL 5:41 8:50
 Siding BW 5:36 8:44
 JAMESVILLE VL 5:22 8:30
 LEVON 5:13 8:10
 Greenfield 4:30
 D. EVANSTON VL 5:02 8:00
 D. BROOKLYN 4:52 7:50
 DREGON 4:45 7:44
 Tower MK 4:33 7:34
 D. MADISON VL 4:30
 D. WASSON YARD 4:11
 MENDOTA 4:07
 D. WALWARTON VL 4:03
 DANE 3:58
 D. LEON VL 3:52
 BERRIAC 3:44
 BAUGER 3:39
 DEVIL'S LAKE 3:35
 D. BARABO VL 3:30
 North Freedom 3:22
 Rock Springs VL 3:16
 D. REEDSBURG VL 3:09
 D. LAVALLE 3:05
 D. WOVENSOC 2:52
 D. UNION CENTER 2:49
 RC Jct. 2:49
 D. ELROY VL 2:45

No. 519 IS SUPERIOR TO No. 518.
 No. 471 IS SUPERIOR TO No. 42.
 No. 591 IS SUPERIOR TO 594.

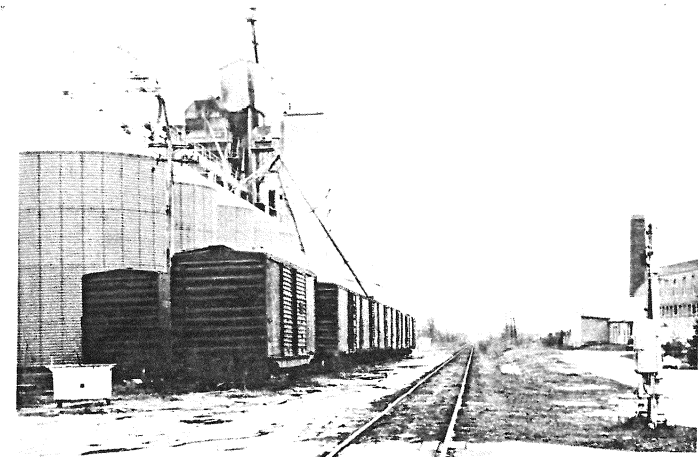
That section of Siding DO between the east and west crossover switches will be used for meeting and passing of trains.
 That section of the siding at Rosedburg between the east switch and the crossover east of Pine Street will be used for meeting and passing of trains.



Looking west at the KD - Sharon line junction just west of Harvard depot, December 1964. The double track coming from the right ends, and the KD curves off to the left while the line to Janesville goes straight ahead. The upper-quadrant semaphore home signal lasted until the late 1960s when it was replaced by a color-light signal. The dwarf signal at lower right controls backup movements from the eastbound main track through the junction.

Two F7s and RS-27 902 head a long eastbound freight just off the KD at Harvard, June 1964.

Poplar Grove, looking east, December 1975. McClay Grain Co. is at left.





GP7 1641 hauls the Beloit-bound wayfreight over Beaver Creek two and a half miles west of Capron in April 1979.

Harvard turntable sits weedgrown and long out of use in this April 1979 picture. The engine beyond is GP7 1631.



The only thorough freights seen on the KD now are those like SD40 6811's train, in February 1978, which pull off onto the KD to use it as a passing siding.

System timetable no. 2, Jan. 1, 1975
BELOIT SUBDIVN—WISCONSIN DIVISION

Mile Posts	Miles	STATIONS		Station Numbers	Capacity of Sidings
		WEST	EAST		
62.8	0.0	HARVARD Y	X @ E T A O R	0641	76
65.4	2.6	CHESHUNG	41	0810	...
69.5	6.7	CAPRON	51	0811	55
74.6	11.8	POPLAR GROVE	37	0812	...
78.3	15.5	CALEDONIA	10	0813	49
89.3	26.5	SLIDING DO	14	0901	43
90.7	27.9	BELOIT X CMSTP&P Y	A @ B	0902	...
92.3	29.5	SLIDING BW	6	0903	45
98.1	35.3	AFTON Y X CMSTP&P	D @ E	0904	...
104.5	41.7	JANESVILLE Y	X CMSTP&P T	0648	...

SPEED RESTRICTIONS
 (In MPH)

Maximum	40
MP 63.0 Int. limits	10
MP 77.7-78.0	30
MP 89.0-90.6	30
MP 90.6 CMSTP&P crossing	10
MP 90.6-92.0	10
MP 97.8 curve	35

MP 98.4 Jct. Switch	Stop
Afton	Stop
MP 98.5 CMSTP&P crossing	10
MP 103.0-104.2	10

Yard Limits:

MP 62.8-65.0	10
MP 87.0-92.8	10
MP 97.0-98.9	10
MP 103.0-104.5	10

For trains arriving at Harvard from Beloit Subdivision, the hand throw electrically locked switch at the west end of Harvard yard will be considered the entrance to the siding at Harvard.

Switching movements must flag over Ratzlaff St. crossing at MP 63.4, Harvard.

Ordinance prohibits sounding engine whistle within city limits of Janesville.

Harvard: Through freight trains may register by register ticket.

That section of Siding DO between the east and west crossover switches will be used for meeting and passing of trains.

Normal position of junction switch at Afton is for Footville Subdiv.

Spring switches:

Harvard: End of double track, normal position is for eastward track.

Jct. of Madison Subdivision and Beloit Subdivision, normal position is for Madison Subdivision.

Janesville: Jct. of Beloit and Madison Subdivisions, normal position is for Madison Subdivision.

Maximum Wt: 263,000 lbs.



Harvard's newest depot, February 27, 1983. The interlocking home signal is visible at left. The approaching train will load passengers and proceed to Chicago as number 716.



The wayfreight rounds the old north wye at Caledonia on its way toward Harvard in May 1978.

The west end of Harvard's coach yard, May 1969.



Returning from Beloit in May 1978 GP7 1641 leads the wayfreight near Ratzlaff Street in Harvard. In these days the trip to Beloit was made Monday through Friday with an occasional Saturday run. Now the train's regular days are reduced to twice weekly. In the middle of the consist are flatcars carrying large cast concrete drain sections. Numerous gondola loads of metal scrap also have been hauled.





One and a half miles west of Poplar Grove, the Beloit-bound train led by number 1584 passes the Farm Service plant near the intersection of Highways 76 and 173.



Eastbound Minitrain at Chemung in September 1976.

One half mile east of Chemung, looking west. GP7 1592 enters Harvard yard limits with the wayfreight in November 1975.



GP35s 831 and 833 bring the eastbound Minitrain around the curve near County Line Road east of Capron in September 1976.



East Rockford, still listed in timetables, had not had a depot building for many years before the end of passenger service. Passenger trains stopped running on C&NW's Freeport line in April 1950. The big South Main Street depot came to be used by local businesses for storage until 1963 when the property was sold. Once an imposing and handsome building, the by now vandalized and broken-down structure was torn down in autumn 1963. Nestled under the shadow of the Jefferson Street bridge sat the old KD passenger depot, long since converted into a freight house. It turned out to be the longest lived of C&NW's Rockford depots, lasting until 1975 when it was torn down.

The old spur's lightweight track had become worn out after many years of service. Around 1970 it was replaced, over the whole 5 mile length of the line, by new track laid with 112-pound rail.

Abandonment of the old G&CU line from Freeport back to Winnebago, 6.9 miles west of Rockford in the early 1970s, and in 1981 back to Rockford itself made C&NW's Illinois Division (formerly Galena Division) track from Belvidere to Rockford a lightly traveled branch.

C&NW no longer has a yard engine assigned to Rockford. Switching in Rockford is now done by a road-switcher powered job from Belvidere which works most weekdays.

Passenger traffic west of Harvard in 1945 included eleven trains in both directions, on both lines, the extra train being the eastbound *Capitol 400*. Otherwise the KD carried four westbound trains and three east, while the Sharon line only had one train west and two east. Few changes were made in this basic schedule up to 1950.

On April 30 of that year, replacing the *Minnesota 400* west of Wyeville and the *Capitol 400* there appeared a new train, numbers 519 west and 518 east, the *Dakota 400*. Starting its daily run from Chicago the *Dakota 400* went first to Harvard, over the KD to Caledonia, then over Madison Division rails via Beloit, Janesville, Evansville and Madison to Elroy. From there until 1955, westbound 519 took the Madison Division Tunnel District to Sparta on its way to the Mississippi River while eastbound 518

returned via Wyeville. Afterward both runs used the Wyeville route.² West of the river the train traveled through Rochester and Mankato, Minnesota and Brookings, South Dakota before ending its trip at Huron, South Dakota after a run of slightly over 14 hours.

At first only eastbound 518 was able to offer passengers a connection at Wyeville with number 400, the *Twin Cities 400*, but in 1957 the schedules were altered to allow 401 and 519 to stop together at Wyeville.

In the *Dakota 400*'s train of streamlined cars as it passed over the KD were a tap lounge car, a parlor car with drawing room, a diner and coaches. Locomotives seen on the *Dakota 400* were EMDE units, and often, until their retirement, the FM Erie-built.

Manual block rules continued in force over the KD west of Harvard until the early 1950s when timetable and train order with 10-minute (15-minute following passenger trains) spacing took its place. Back in 1945 RD tower, at the west end of Harvard yard had been removed, its functions afterwards handled from the depot.

In 1954 the Wisconsin Division and the Madison Division were combined into a single enlarged Wisconsin Division. While part of the old Wisconsin Division the KD still carried the designation Subdivision 2b. After the merger with the Madison Division a single subdivision, the Madison District was created from the line from Harvard to Elroy through Caledonia, Beloit, Janesville, Evansville and Madison.

Wayfreights working out of Harvard, both westbound and eastbound, by the 1940s ran extra, and did the switching in Harvard yard.

Efforts of the railroads to hold onto their share of the intercity passenger market in the postwar era were generally of little avail. As patronage declined in the 1950s the number of trains began to be cut back.

By 1955 four trains in each direction still traveled the Harvard-Beloit-Janesville route: the *Dakota 400*, the *Viking*, the *Duluth-Superior Limited*, and Madison locals 504 and 507. The *Viking* by this time was a slow, coaches-only train making most local stops.

Before long the *Viking* and the Madison local trains had been discontinued and in their place there appeared 507 and 508, a Chicago-Madison local whose schedule required it to run mostly at night. Next to vanish from the scene was the *Duluth-Superior Limited* so by 1961 only two pairs of passenger trains were left.

In 1955 the *Dakota 400* had its run extended from Huron to Rapid City, South Dakota. Total length of the run for the daily train was 940 miles, requiring a nearly 25 hour run west and a 26.5 hour run eastbound (in 1959). But this arrangement only lasted a few years. In 1960 the train's run was cut back to Mankato, Minnesota and the train renamed the *Rochester 400*. During its last years it ran with a much-reduced consist-an E unit pulling at most four cars. Nothing could be done to reverse the downward trend. With permission from the ICC the *Rochester 400*, along with the *Twin Cities 400*, also a severe money-loser, was discontinued, the last run taking place July 23, 1963.³

Now the only passenger service left on the KD was provided by trains 507 and 510 (the number 508 now given to weekend eastbound runs). Carriage of mail on the Chicago-Madison route provided the main reason for the train's continued existence. Certainly the number of passengers who took this train, an average of less than four per day going to Madison while only three made the return trip to Chicago was not enough to keep it in business.

Overall losses exceeded \$300,000 in the train's last year of operation, and in summer 1965 C&NW sought to discontinue the runs. The Post Office Department did not object, saying it could just as easily carry the mail by truck. The last run was made by train 508 on September 5, 1965, and so ended scheduled passenger service on the KD, more than a century after it began on the old KR&RI.⁴

After steam power disappeared from the C&NW in 1956, Harvard's steam locomotive facilities soon disappeared. The roundhouse had already been reduced to four stalls on the east side several years earlier. Even this remnant saw little service so it too was torn down in the early 1960s.

Another development which took place

in the late 1950s was the expansion of Chicago commuter train operations from Harvard. Trains to be stored overnight in Harvard were spotted on the set of yard tracks just south of the KD track in between the depot and the roundhouse. Late in the decade the old pullman-green coaches used on Chicago-bound trains gave way to gleaming yellow and green double-deck "gallery cars" as C&NW upgraded its commuter service. In 1959 the "scoots" took on their final form when push-pull operations were introduced.

In the meantime Madison trains 591 and 594 had continued as the scheduled through freight, the major change taking place in the mid-1950s when their J-A 2-8-2s were exchanged for Geeps and F units. Shown in timetables to run at night for most of its career, by the early 1960s 591 was scheduled as an afternoon run while 594 would return in the evening. 591 generally arrived in Harvard in mid-afternoon, stopping just east of town to drop off a cut of cars in the yard for the wayfreight, before resuming its trip to Madison. A 1964 timetable shows 591 and 594 scheduled as nighttime trains again.

The Chemung depot had been closed and dismantled for a number of years before the end of passenger service. Of the next three depots down the line, Caledonia closed first, in the late 1950s, followed by Poplar Grove in the early 1960s. Last open depot was Capron, which finally closed October 31, 1966.⁵ Within two years of the last closing all these empty buildings had been torn down.

Harvard's 1910-era brick depot, in poor condition by the late 1960s was replaced by a smaller and simpler building in 1969. In a sidelight to the opening of the new depot, the last shift worked in the old Harvard depot was the midnight to 8:00AM trick on May 8. The next morning and afternoon were occupied in moving equipment and records into the new building, and by the time the 4:00PM-midnight shift rolled around the depot was ready to reopen, operator Len Beard working this first trick in the new building.

Another train to be seen on the KD was known to railroaders as the "Sandman". When local freight traffic between Madison and Harvard became too much for the regular trains to handle a turn-

around extra would often be dispatched from Madison to clean up the work left over. The fact that this job generally kept late hours and frequently handled sand cars from South Beloit contributed to its being called the "Sandman".

The last move of a steam locomotive over the western KD did not take place until July 1968, when CB&Q class 01-A number 4960 did so, making the trip at night. The 4960 was on its way to the Circus World Museum at Baraboo. From there it would haul a train of circus cars east to the Old Milwaukee Days celebration.

A hotbox detector was installed on the KD in 1968 at milepost 72.0, 2½ miles west of Capron. Position light signals to indicate whether or not the detector had found anything amiss were installed, the westbound signal at MP76.0 near Highway 76, and the eastbound at MP67.7 close to County Line Road.

But the detector and its signals only remained in use on the KD for three years. With no more passenger trains there was no point in maintaining two routes between Harvard and Evansville. By the time C&NW's first system timetable appeared in October 1972, 591 and 594 had vanished, with all through freight west of Harvard moving over the Sharon line. In addition the Wisconsin Division was re-aligned so that the KD found itself in a new subdivision, the Beloit Subdivision, extending from Harvard to Janesville via Beloit and Afton. After 1972 the only trains to make the run over the KD from beyond Madison were infrequent ballast extras from Rock Springs. A few times each month through freights switch onto the KD at Harvard, but only to use it as a passing track while waiting for clearance to enter the main line.

North Western trains have hauled carloads of sand and gravel from South Beloit for many years. The level of traffic sometimes required extra trains to make runs to the pit.

A new sort of train to carry sand appeared on the KD in 1971. What the railroaders call the "Minitrain" (officially the "Commoditrain") in spring of that year began its task of hauling trainloads of sand from the gravel pit at South Beloit to construction customers in Des Plaines

and Elmhurst. For this unprecedented operation the railroad operating unions agreed to the use of a three-man crew (as opposed to four or five-man crews.) In addition the train does both yard and road work passing through several seniority districts.⁶

Early in the morning the westbound run with empty cars heads to Harvard where it turns onto the KD and proceeds to South Beloit. At the latter place the train's thirty-five leased Duluth Missabe & Iron Range RR ore cars, relettered IWSX for the Illinois-Wisconsin Sand Co. are loaded, and the train, powered by two Geep-type units, begins its run back toward Chicago in late afternoon.

Using two sets of cars, one is always unloaded in time to make the next day's run. The Minitrain's operating season extends from mid-spring to mid-autumn, depending on the weather and the level of building activity. If business becomes slow, operations are suspended until demand builds up again, perhaps several times a season.

Abandonment of C&NW's tracks from Afton to Janesville in the mid-1970s and from Evansville to Beloit in 1980 left only the line from Harvard to Beloit. With its connections cut off, all possibility of through traffic over the KD came to an end.

During the winter of 1979-80 trains of about twenty-five cars each of grain in covered hoppers from a shipper in Beloit made occasional trips over the line. Power that first season was a pair of EMD MP15 units.

At present train traffic between Harvard and Beloit consists of the way-freight, running Tuesdays and Thursdays, the Minitrain in season, and the Beloit grain trains during harvest.

Harvard's wayfreight is called at 6:00AM, with the first order of business being to do the necessary yard and industry switching in Harvard. Afterwards a trip is made to either Beloit or Clinton, depending on the day.

Until recently, the run to Beloit went only to Siding DO just south of the city to exchange cars with the Beloit yard switcher. Now the wayfreight also does the switching in the city itself. On line KD carloads are mostly of fertilizer delivered

to a pair of Farm Service plants and potatoes shipped from a new warehouse on Harvard's west side.

Back at Harvard the train is set out in the yard, usually in mid-afternoon. Later in the day a different crew using the same engine will take another wayfreight east from Harvard.

In late spring, 1982 C&NW installed a piggyback ramp at Harvard, just east of Ayer Street on the site of the old freight house. Largest user of the facility is Cotter & Co. which ships trailerloads of lawn care equipment made at the former Admiral plant.

A move distressing to all those interested in the KD occurred in March 1981 when C&NW filed a petition with the Interstate Commerce Commission for permission to abandon the line from Harvard to Beloit. The railroad in its application stated that it still intended to serve Beloit, gaining access to the city over the Milwaukee Road's line from Clinton Junction. However, the bankrupt MILW in its latest reorganization plan at that time intended to remove its Clinton-Beloit segment, and with this development C&NW withdrew its abandonment petition in July 1981.⁷ So at least for the time being trains will still be seen on the lines of the KD and the old Madison Division. As of 1985, the railroad has indicated that it will again seek to have this line removed.

At present, the railroad company's operations in Rockford continue on an even keel, but it is too early to tell what will happen here. Most prosperous and secure of the remaining pieces of the KD is also the oldest, the Kenosha-Bain trackage, but this too is highly dependent upon the status of its customers, American Motors in particular.

Of the two thirds of the KD previously abandoned, its condition ranges from almost needing only ties and rails to become a working railroad again to being completely unrecognizable. In many places the old right of way had been regraded and buildings erected where trains once ran. At other points it has been incorporated into farmer's fields with at most a fence line or row of trees or a slight depression in the ground to mark its location.

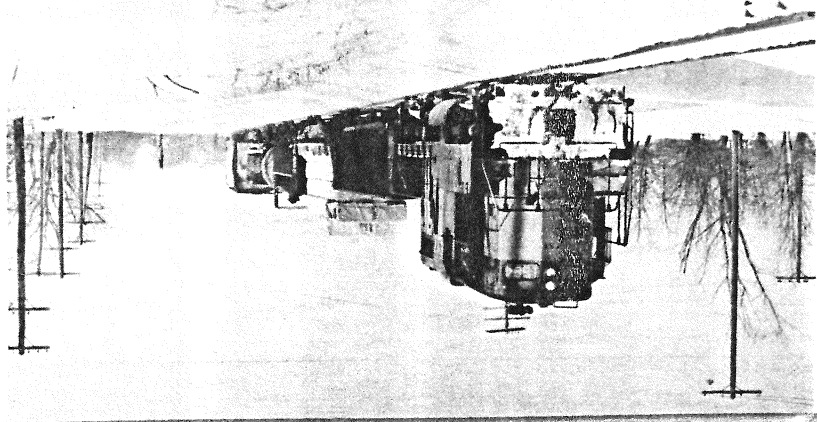
One piece, from Twin Lakes west for

roughly 2 miles has become the route of part of County Highway O. Most drastic of the alterations to the KD has been that in the area of the Rock Cut east of Harlem where a dam, erected in 1956 has formed Pierce Lake, submerging the old roadbed under 25 feet of water.

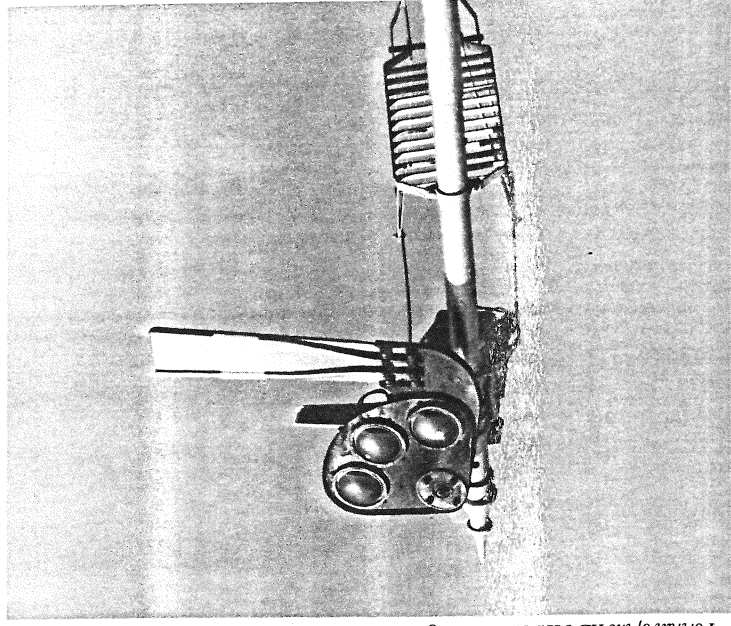
Only two KD depots still stand. Hebron's, remodeled into a laundromat will escape the eye of those not familiar with it.

Alden's is altered little, but the years have taken their toll. Other than these, and the route itself the only vestiges of the old KR&RI still to be seen are some limestone block culverts scattered here and there.

For the most part, time has passed the little Kenosha-Rockford railroad by, as it eventually will all man-made inventions. But it should be remembered that regions develop around their transport systems, and in the stateline area it passes through, and other places beyond, since its inception better than a century and a quarter ago the KD Line has played no small part.

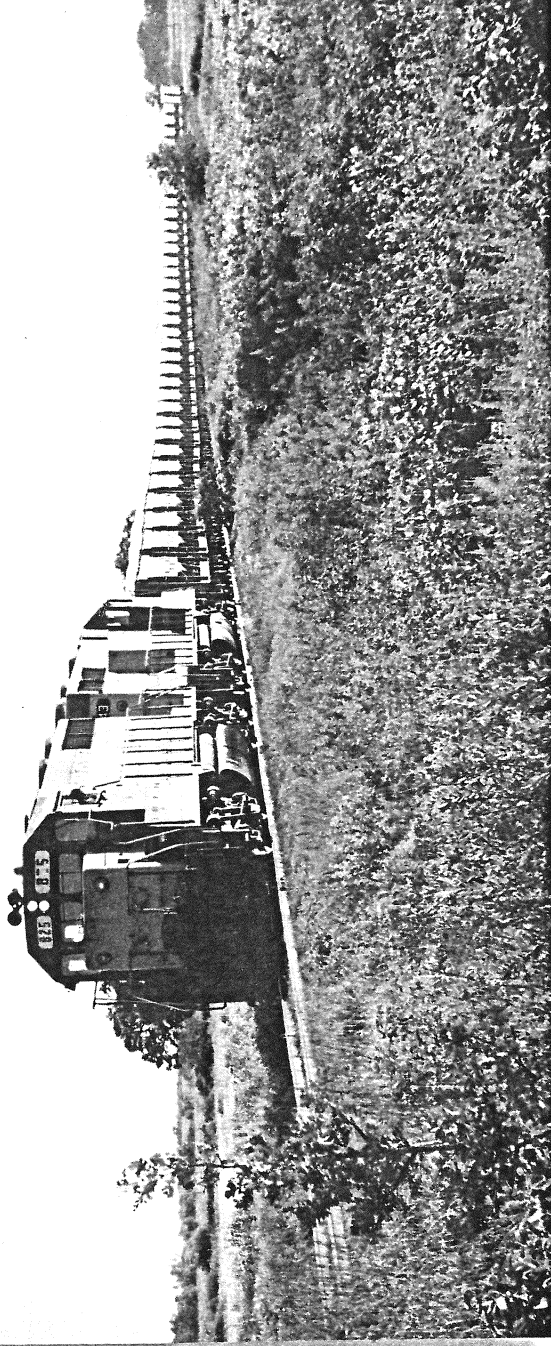


The westbound wayfreight hauled by number 1584 slows for a stop at Capron, December 28, 1977.



Portrait of the KD's Harvest home signal

GP35s 825 and 843 with the eastbound Minirain nearing Beaverton Road a mile east of Poplar Grove, August 1977.



Appendix 1

Condensed History of the corporations involved in the building of the KD line, reprinted from *Yesterday and Today* by W. H. Stennett.

COMPONENTS OF THE DIXON, ROCKFORD & KENOSHA RY. CO.
 Rockford Central R. R. Co. Kenosha & Beloit R. R. Co.
 Illinois. Wisconsin.
 Incorporated Feb. 15, 1855. Incorporated March 4, 1853.
 Its subscription lists, franchises, &c., Amended March 10, 1853.
 transferred Nov. 26, 1856, to the " February 2, 1854.
 Kenosha & Rockford R. R. Co. " March 13, 1855.
 Organized Oct. 14, 1856. " March 20, 1856.
 G. L. of Nov. 5, 1849. " February 14, 1857.
 Its subscription lists, franchises, &c., By which last amendment its name was changed
 transferred Feb. 6, 1857, to the to
 Kenosha & Rockford R. R. Co. Kenosha & Rockford R. R. Co.
 Illinois. Wisconsin.
 Incorporated Jan. 20, 1857. Consolidated with K. & R. of Illinois,
 Consolidated with K. & R. of Wisconsin, March 5, 1857.
 March 5, 1857.

THE CONSOLIDATION OF THE
 K. & R. OF ILLINOIS WITH THE K. & R. OF WISCONSIN.
 Formed the Mississippi R. R. Co., June 19, 1857.
 Kenosha, Rockford & Rock Island Rockford & Miss. R. R. Co.
 R. R. Co. Illinois.
 March 5, 1857. Incorporated Jan. 28, 1857.
 Under Act of March 2, 1857. Consolidated with K., R. & R. I. R. R.
 Consolidated with the Rockford & Co., June 19, 1857.

THE CONSOLIDATION OF THE
 ROCKFORD & MISSISSIPPI WITH THE K., R. & R. I. R. R. CO., JUNE 19, 1857.
 Retained the name of the
 KENOSHA, ROCKFORD & ROCK ISLAND R. R. CO.
 until January 7, 1864, when, having made default in respect to the Trust Deeds of its components, it was
 sold and the purchasers
 Formed the Dixon, Rockford & State Line R. R. Co.
 Kenosha & State Line R. R. Co. Illinois.
 Organized Jan. 15, 1864, and consolidated with Organized Jan. 6, 1864.
 the Dixon, Rockford & State Line R. R. Co., G. L. of Nov. 5, 1849.
 Jan. 16, 1864. Consolidated with K. & St. Line R. R. Co.,
 Jan. 16, 1864.

THE CONSOLIDATION OF THE
 DIXON, ROCKFORD & ST. LINE WITH THE KENOSHA & STATE LINE
 FORMED THE
 DIXON, ROCKFORD & KENOSHA RAILWAY CO., JANUARY 16, 1864.
 CONSOLIDATED WITH THE CHICAGO & NORTH WESTERN RY. CO., JANUARY 19, 1864.

Appendix 2

List of Officers and Directors of the Kenosha & Beloit R. R., Kenosha & Rockford & Rock Island R. R. from April 20, 1853 to September 14, 1861.

President
 from to
 Samuel Hale April 20, 1853 Spring 1855
 Harvey Durkee Spring 1855 July 30, 1855
 Josiah Bond July 30, 1855 January 26, 1859
 A. B. Smith January 26, 1859 January 25, 1860
 Z. G. Simmons January 25, 1860 September 14, 1861

Vice-President
 from to
 Charles C. Sholes December 25, 1854 December 24, 1855
 Samuel Hale December 24, 1855 October 7, 1857
 Charles H. Spafford October 7, 1857 September 14, 1861

Secretary
 from to
 Josiah Bond April 20, 1853 July 30, 1855
 Charles C. Sholes July 30, 1855 December 22, 1856
 Levi Burnell December 22, 1856 January 26, 1859
 Eli G. Runals January 26, 1859 January 25, 1860
 Samuel C. Johnson January 25, 1860 January 23, 1861
 Frederick W. Lyman January 23, 1861 September 14, 1861

Treasurer
 from to
 Alonzo Campbell April 20, 1853 December 24, 1855
 Charles C. Sholes December 24, 1855 December 22, 1856
 Samuel C. Johnson December 22, 1856 January 26, 1859
 Frederick W. Lyman January 26, 1859 January 23, 1861
 January 23, 1861 January 25, 1860
 January 23, 1861 January 23, 1861

Attorney
 from to
 E. W. Evans April 20, 1853 December 26, 1853
 H. B. Towslee December 26, 1853 December 24, 1855
 Josiah Bond December 24, 1855 January 26, 1859
 ? ? ?

Directors
 from to residence
 Samuel Hale April 19, 1853 Oct. 7, 1857 Kenosha
 Alozo Campbell April 19, 1853 Dec. 24, 1855 Kenosha
 Charles M. Baker April 19, 1853 Dec. 26, 1853 Geneva
 E. W. Evans April 19, 1853 Dec. 24, 1855 Kenosha
 Josiah Bond April 19, 1853 Sep. 14, 1861 Kenosha
 C. H. Stafford April 19, 1853 Dec. 26, 1853 Geneva
 Andrew Leonard April 19, 1853 Dec. 22, 1856 Kenosha
 Seth Doan April 19, 1853 Dec. 26, 1853 Kenosha
 E. Simmons April 19, 1853 Dec. 26, 1853 Kenosha
 H. B. Towslee April 19, 1853 Dec. 22, 1856 Kenosha
 G. C. Davidson April 19, 1853 Dec. 26, 1853 Albany
 Charles C. Sholes April 19, 1853 April 19, 1853 Kenosha
 (resigned)

	Dec. 26, 1853	Dec. 24, 1855	
	Jan. 23, 1861	Sep. 14, 1861	
J. H. Kimball	April 19, 1853	Dec. 26, 1853	Kenosha
	Dec. 22, 1856	Oct. 7, 1857	
re-elected	Oct. 7, 1857	Oct. 7, 1857	
		(resigned)	
George Bennett	Dec. 26, 1853	Dec. 24, 1855	?
Samuel B. Scott	Dec. 26, 1853	Dec. 25, 1854	?
Francis Metcalf	Dec. 26, 1853	Dec. 25, 1854	?
Levi Grant	Dec. 26, 1853	Dec. 25, 1854	?
H. K. Elkins	Dec. 26, 1853	Aug. 1854	?
Gideon Truesdell	Dec. 26, 1853	Dec. 22, 1856	Kenosha
Frederick W. Lyman	Aug. 1854	Oct. 7, 1857	Kenosha
	Jan. 25, 1860	Sep. 14, 1861	
Francis Paddock	Dec. 25, 1854	Oct. 7, 1857	Salem
L. G. Merrill	Dec. 25, 1854	Jan. 26, 1859	Kenosha
Salmon Upson	Dec. 25, 1854	Dec. 22, 1856	Bristol
Charles M. Fowler	Dec. 24, 1855	Sep. 14, 1861	Paris
Lathrop Burgess	Dec. 24, 1855	Oct. 7, 1857	Brighton
S. S. Derbyshire	Dec. 24, 1855	Dec. 22, 1856	Pleasant
			Prairie
Zalmon G. Simmons	Dec. 24, 1855	Sep. 14, 1861	Kenosha
J. V. Ayer	Dec. 22, 1856	Oct. 7, 1857	Kenosha
De Witt Campbell	Dec. 22, 1856	Oct. 7, 1857	Kenosha
	Jan. 26, 1859	Jan. 25, 1860	
Charles H. Spafford	Dec. 22, 1856	Jan. 23, 1861	Rockford
E. W. Bliss	Dec. 22, 1856	Oct. 7, 1857	?
Schuyler W. Benson	Dec. 22, 1856	Jan. 25, 1860	Genoa
A. B. Smith	Oct. 7, 1857	Sep. 14, 1861	Kenosha
Thomas Paul	Oct. 7, 1857	Jan. 26, 1859	Chemung
John M. Capron	Oct. 7, 1857	Jan. 26, 1859	Alden
Chester C. Briggs	Oct. 7, 1857	Sep. 14, 1861	Rockford
Seely Perry	Oct. 7, 1857	Sep. 14, 1861	Rockford
Robert P. Lane	Oct. 7, 1857	Jan. 25, 1860	Rockford
George Troxell, Jr.	Oct. 7, 1857	Jan. 23, 1861	Rockford
Albert F. Brown	Oct. 7, 1857	Jan. 26, 1859	Stillman
	Jan. 23, 1861	Sep. 14, 1861	
J. P. Smith	Oct. 7, 1857	Sep. 14, 1861	Byron
R. B. Light	Oct. 7, 1857	Jan. 26, 1859	Oregon
	Jan. 23, 1861	Sep. 14, 1861	
Solon Cummings	Oct. 7, 1857	Jan. 25, 1860	Grand de Tour
O. S. Head	Jan. 26, 1859	Jan. 25, 1860	Kenosha
Henry W. Mead	Jan. 26, 1859	Sep. 14, 1861	Hebron
W. B. McArthur	Jan. 26, 1859	Jan. 25, 1860	Chemung
E. F. W. Ellis	Jan. 26, 1859	Sep. 14, 1861	Rockford
E. G. Runals	Jan. 25, 1860	Jan. 23, 1861	Kenosha
D. Crosit	Jan. 25, 1860	Jan. 23, 1861	Kenosha
S. Fish	Jan. 25, 1860	Jan. 23, 1861	Kenosha
Charles Hoskins	Jan. 25, 1860	Sep. 14, 1861	Rockford
B. Cornwall	Jan. 25, 1860	Jan. 23, 1861	Rockford
H. L. Rood	Jan. 25, 1860	Jan. 23, 1861	Rockford
Leonard Andrews	Jan. 23, 1861	Sep. 14, 1861	Grand de Tour
William J. Mix	Jan. 23, 1861	Sep. 14, 1861	Oregon
Col. J. H. White	Jan. 23, 1861	Sep. 14, 1861	Rockford

Appendix 3

Tonnage ratings for trains running between Kenosha and Rockford taken from Wisconsin Division timetables.

number 179 May 26, 1895
Tonnage Rating For Freight Trains

	Size of Engine		
	17x24	18x24	19x24
Kenosha to Belvidere	475	560	700
Belvidere to Kenosha	475	560	700

Maximum number of cars to be hauled in any one train between Kenosha and Belvidere will be 45.

number 257 January 12, 1908

Ratings For Freight Trains		Dead	Empties
Class R-1			
Kenosha to Belvidere		1035	955
Belvidere to Kenosha		1080	990
Class R			
Kenosha to Belvidere		900	820
Belvidere to Kenosha		925	830

number 337 November 26, 1922

Equated Tonnage Ratings			
	Equated Car Factor	Equated Tonnage	Equated Class
Kenosha to Harvard	4	1150	R-1
Harvard to Kenosha	4.25	1225	R-1
Harvard to Tower EA	6.5	1425	R-1
Tower EA to Harvard	6.5	1425	R-1

number 402 March 1, 1936

Actual Tonnage Ratings			
	R-1	Z	J
Kenosha to Harvard	1150	1500	
Harvard to Kenosha	1225	1500	
Harvard to Tower EA	1400	2500	2700
Tower EA to Harvard	1400	2500	2700
Tower EA to Rockford (both directions)	1400		

number 1 April 29, 1951

Actual Tonnage Ratings			
	JS	Z	R-1
Kenosha to Bain		1500	870
Bain to Kenosha		1500	870
Harvard to Caledonia	3570	2925	1700
Caledonia to Harvard	3570	2925	1700

number 2 April 25, 1965

Diesel Locomotive Tonnage Ratings			
	1500H.P.	3000H.P.	4500H.P.
Harvard to Caledonia	3060	6120	9180
Caledonia to Harvard	3060	6120	9180

Appendix 4

KD speed restrictions, from Wisconsin Division timetable number 402, March 1, 1936.

BETWEEN KENOSHA AND ROCKFORD

LOCATION	LIMITS	15	30	40
Kenosha	Between Kenosha and Farm Yard.....	15	15	15
Kenosha and Bain	Between Farm Yard and Bain with Class E-1 D, R and R-1 Engines.....	40	30	30
Kenosha and Bain	Between Farm Yard and Bain with H, J-4, J, M-4, E-2, E-2-A, Z and E Engines.....	20	20	20
Bain and Ranney	Between Bain and C. M. St. P. & P. Crossing Ranney.....	40	30	30
Ranney	Over C. M. St. P. & P. Crossing..	30	30	30
Ranney and Salem	Between C. M. St. P. & P. Crossing, Ranney and Salem.....	40	30	30
Salem	Over Highway Crossing at West end of station platform.....	10	10	10
Salem and Fox River	Between Highway Crossing at west end of Salem Station platform and Soo Line Crossing one-half mile east of Fox River.	40	30	30
Fox River	Over Soo Line Crossing one-half mile east of Fox River.....	20	20	20
Fox River and Twin Lakes	Between Soo Line Crossing one-half mile east of Fox River and first Highway Crossing east of Twin Lakes Station.....	40	30	30
Twin Lakes	First Highway Crossing both east and west of station.....	10	10	10
Twin Lakes and Genoa City	Between first Crossing west of station at Twin Lakes and stop board at C. & N. W. Crossing at Genoa City.....	40	30	30
Genoa City	C. & N. W. Crossing.....	Stop	Stop	Stop
Genoa City and Hebron	Between C. & N. W. Crossing at Genoa City and C. M. St. P. & P. Crossing one and one-half mile east of Hebron.....	40	30	30
Hebron	Over C. M. St. P. & P. Crossing one and one-half mile east of Hebron.....	30	30	30

BETWEEN KENOSHA AND ROCKFORD—Cont'd.

LOCATION	LIMITS	Maximum Speed Per Hour		
		Pass. Trains	Stock and Time Freight Trains	Other Freight Trains
Hebron and Harvard	Between C. M. St. P. & P. Crossing one and one-half mile east of Hebron and State Highway Crossing two miles east of Harvard.....	40	30	30
Harvard	Over State Highway Crossing two miles east of Harvard.....	10	10	10
Harvard	Between State Highway Crossing two miles east of Harvard and stop board at east end of Harvard Yard.....	40	30	30
Harvard and Tower EA	Between Tower RD, Harvard, and Tower EA.....	60	35	35
Tower EA and Caledonia	Between Tower EA and Caledonia	25	25	25
Caledonia and Rockford	Between Caledonia and Snow Street Crossing two miles east of Rockford.....	35	20	20
Rockford	Over Snow Street Crossing two miles east of Rockford.....	10	10	10
Rockford	Between Snow Street Crossing two miles east of Rockford and Stop board at Galena Division Switch at Rockford.....	15	15	15

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