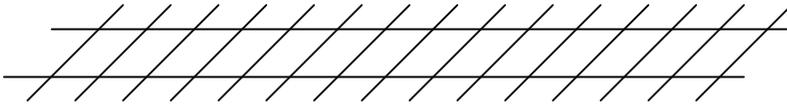
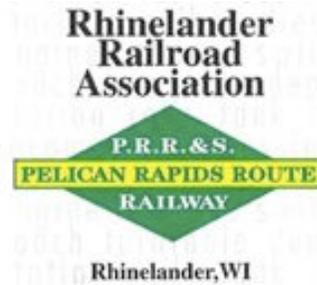


Warrant



May 2012

Economics of Amtrak: Racine – Chicago - Racine

by M.A. Blocks

We are going to downtown Chicago for a seminar and two days of enjoying the benefits of this great city. Is Amtrak the way to travel?

Here is my analysis. I do this because Roger might attempt to prove that flying is the only way to get there from Racine, Wisconsin and we all know better.

If we drove the costs would be:

80 miles X round trip	= 160 miles
55 cents per mile	= \$88.00
One night parking	= \$40.00 (typical in the area we are staying)
Total cost of driving	= \$128.00 *

* assumes we own a car and we find about the lowest parking rate in the "Magnificent Mile" area.

If we took Metra from Kenosha to Chicago Ogilvie Transport Center (old C&NW Station):

20 miles X round trip	= 40 miles
55 cents per mile	= \$22.00
Cost of 2 tickets round trip	= \$23.20
Always have problem parking at this station	
Cost of a parking ticket	= \$50.00 *
Total cost park and ride	= \$95.20

* assumes we own car, car not towed nor damaged.

If we took Amtrak from Sturtevant to Union Station, Chicago:

5 miles x round trip	= 10 miles
55 cents per mile	= \$ 5.50
Park at Amtrak	= \$ 5.00 *
2 senior tickets round trip	= \$74.80
30 minutes wasted for e-tickets	= \$10.00**
cab fare to get to lodging	= \$30.00
Total cost of park and ride	= \$125.30

* assumes we own car and not found damaged when we return

** imputed value of my time: not to include computer and potential doctor bill for carpal tunnel and nerve damage dealing with substandard Internet software: nor the Abysmal ticket dispenser at the station that broke after dispensing 3 of 4 tickets: nor the extra stop at Union Station and loss of a valuable 20 minutes to get a replacement ticket. Amtrak has a very poor ticketing scheme! Frustrating!



Marge dragging a bag at Sturtevant Station

Surprised? The Amtrak trip is semi or sort-of economical plus we will theoretically enjoy the train trip, arrive rested, and see beautiful Union Station with the stairway featured in the Al

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Capone movie, “The Untouchables”, where the mother lets go of the baby buggy and the buggy bounces down the stairway (below) confounding Eliot Ness’s G-Men.



In addition just outside the station is the start of Route 66. We could start a road trip right here all the way from Chicago to LA. Can you name the cities in between? Cities are all (mostly) named in the song, “Route 66” by Nat King Cole.



We actually had a delightful time. The cost difference between these modes of transport is nil; however, the train is more of an adventure. I do enjoy adventure. Marge Blocks

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Railroad Happenings: or Semi-local events...

May 17-20, 2012- CNW Historical Society Convention- Norfolk, NE

Info at: www.cnwhs.org

June 16-17, 2012- Annual Strawberryfest Model Railroad Show- Waupaca, WI
Waupaca Recreation Center

Saturday June 16 10 AM to 5 PM

Sunday June 17 10 AM to 3 PM

June 28-July 1, 2012- Milwaukee Road Historical Assoc. Annual Convention
Moscow, Idaho

Info at: www.mrha.com

July 21, 2012- Rail fair- Copeland Park- LaCrosse, WI

Info at: www.4000foundation.com

July 29 – August 4, 2012 it's the 77th National Model Railroad Convention,
Grand Rapids, MI. The host club is found at www.grmrhs.org a

100% NMRA club. For info on the convention: www.gr2012.org

Seventy fantastic layouts within one hour of the 12th best hotel in
North America (Amway). Let's all go!

Sept. 13-16, 2012- Soo Line Historical Society Annual Convention

Thief River Falls, MN Info at: www.sooline.org

Oct 21, 2012 Model RR Show and Swap Meet – Circle B Recreation
6261 Hwy 60 – Cedarburg, WI

Info at: www.lammscape.com/cedarcreek

Not Pushed Chicago to Milwaukee

by R.G. Blocks

The announcement to cross over the track from the Sturtevant Station located on the west side of the tracks came over the intercom with sufficient time to climb the stairs (or take the elevator) and await the train's arrival on the east track. What appeared to be an Amtrak Diesel engine was in front. We were pushed from Sturtevant to Chicago in the morning. The train is called Hiawatha. Marge reported on the economics of the trip; like the engine she was up front.

Sturtevant Station is a beautiful affair. It was built in 2005-6 to replace the original station that now resides in a field in Caledonia, WI and destined to be a museum.

My buddy, Roy Stuart, age 88, was a porter as a young boy when the old Sturtevant Station was at the very heart of Western Union Junction. We are talking about a wye located at the intersection or junction of Chicago, Milwaukee & St Paul & Pacific (CM&StP&P) reporting

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mark MILW north south mainline and its branch to Brown's Lake (Burlington), Elkhorn, Beloit, Freeport to cross the Mississippi at Savanna. The western branch was originally the Western Union RR.

Roy carried bags for Chicago gals heading out to Lake Geneva for a great weekend of sun and fun. It was a dime a bag or maybe a quarter when they were going west. But on their return he'd get little or no tip per bag. The girls were by then both tired and broke and porters hard to find.

The enthusiastic railroad home of several of my friends is the Western Union Junction Railroad (WUJRR) Club of Sturtevant. A fine description of the junction and the club museum appears via a link provided by the WUJRR http://www.trainweb.org/kenrail/STVT_train_legacy.html. The club also maintains a little cabinet display in the current station's tower; else, the interior of the station suggests it being new, clean and fairly Spartan. Today, track control belongs to the Canadian Pacific in this area and to Chicago's Metra down near Chicago (or so I'm lead to believe).

Milwaukee Road (MILW) Hiawatha trains got their name from 'The Song of Hiawatha' by Henry Wadsworth Longfellow. The first Hiawatha's began service on May 29, 1935 between Chicago and the Twin Cities. It was a daily run in 6 hours (360 minutes) covering 410 miles. Hiawatha was to compete with the CB&Q's fast new diesel Twin Cities Zephyrs and the C&NW's Twin Cities 400. Four hundred miles in 400 minutes was the C&NW's theme.

MILW Hiawatha Atlantics, pulled by 4-4-2 steam engines were by no means slow. Streamlined steam by Otto Kuhler, they were oil fired for low service time along the way and some of the fastest steam ever built. A five-car train was capable of running in excess of 100 mph. People regularly lined up along the right of way to see the Milwaukee Road Hiawatha. It was an economic success.

MILW Hiawatha was redesigned in 1938 when Otto Kuhler provided the now famous finned Beaver Tail Observation car and new F7 4-6-4 Hudson. Train length could then go up to fifteen car consists and was so popular and full of riders that some folks sat on their own suitcases.

The Morning and Afternoon Hiawatha operated from 1948 serving Chicago to Minneapolis clients. They continued right up until April 30, 1971 when the remaining Morning Hiawatha became an Amtrak train. Beginning with Amtrak, the Hiawatha run would be a foreshortened eighty-six (86) mile route Chicago to Milwaukee.

Currently, the Hiawatha runs fourteen trains between Chicago and Milwaukee daily. Every train runs at a loss. Depending on what is included, estimates of the average AMTRAK loss per passenger range from \$32 to \$40 nationally. Studies on various Amtrak routes show losses ranging from \$5 on short east coast runs to well over \$400 per passenger on long southern runs. The States of Illinois and Wisconsin pay for part of the cost of Hiawatha operation.

The Hiawatha route carried 800,000 passengers in 2011. Revenue for Hiawatha was \$14,953,873 in 2011 or \$18.69 per rider (and a gain of 6.1% revenue over 2010). We paid \$37.40 / senior ticket for a round trip from Racine to Chicago and back. Our Hiawatha ride, at \$18.70 / one-way is even with the average. It tells me that typically folks on this line are riding about the same distance as Racine to Chicago on Senior Tickets. Are we that average?

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Left, is a picture of the current station at Sturtevant, WI. Hiawatha is Amtrak's ninth busiest route. Sturtevant Station represents 5% of the Hiawatha route's ridership. A one-way trip between Chicago and Milwaukee currently takes about 90 minutes. Below the Hiawatha departs Sturtevant en-route Milwaukee in a setting sun.



In the 1930s and 40s trains along this stretch of track competed with the C&NW and service between Chicago and Milwaukee took 75 minutes. Engineers held speeds down to 100 mph back then. The Interstate Commerce Commission (ICC) imposed stricter rules and 90 mph became the top speed allowed in the 1950s. Thus, eighty (80) minute trip time became the norm.

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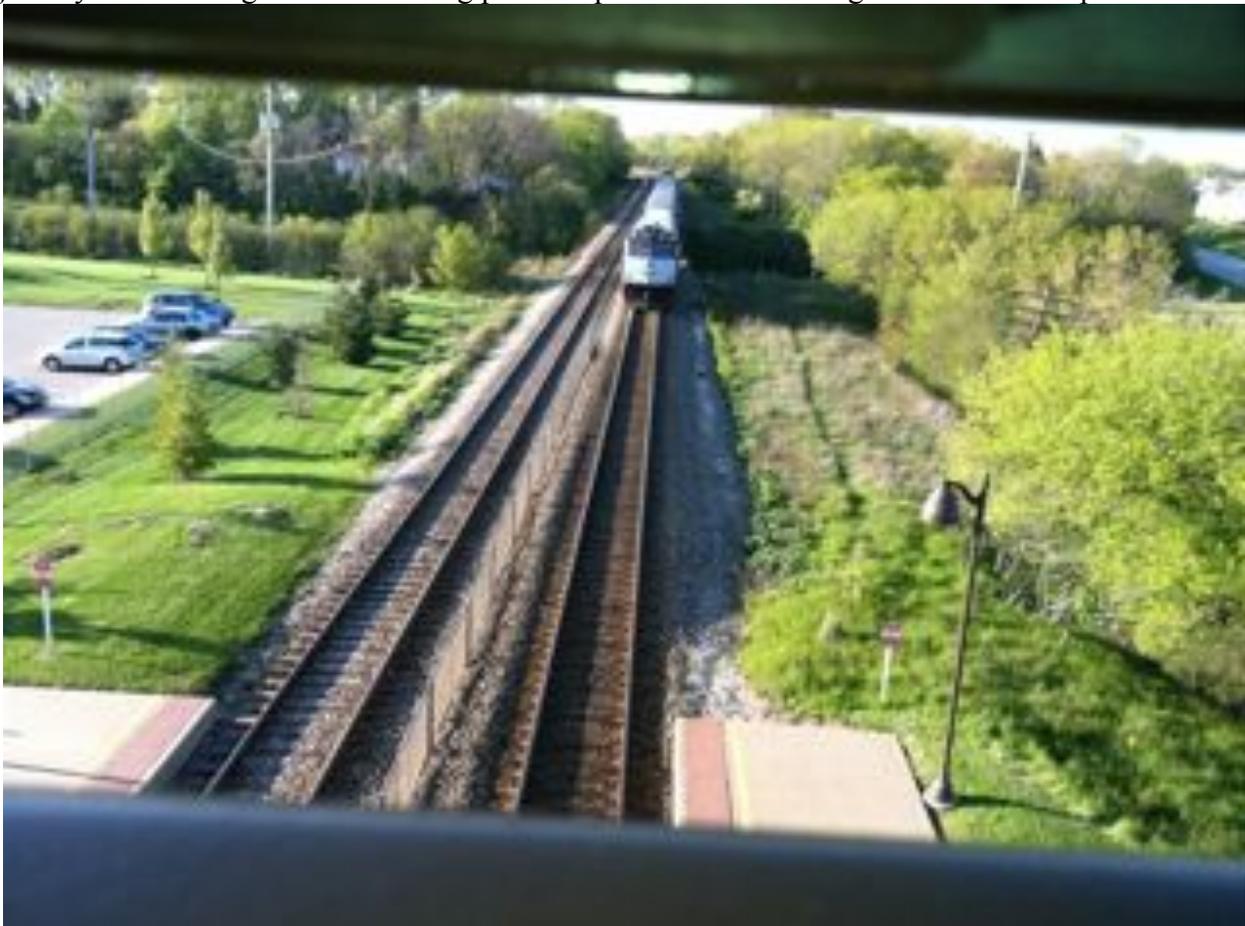


Speed dropped to 79 mph max in 1968 due to signaling changes and the operating schedule became the 90 minutes it sits at today more than forty years later.

Amtrak took over passenger service on May 1, 1971. The train was then known as Hiawatha, then later it became Hiawatha Service, then Turboliners, and finally on October 29, 1989 Amtrak Service returned to Hiawatha as the name for passenger trains running the Chicago to Milwaukee route. Train name, quality

of the car (improved nicely as above) and prices change but service time remained the same.

An interesting observation appears when you follow Amtrak economic history. When ridership rises, Amtrak losses increase. Last year, Amtrak had a record 28.7 million passengers and lost about a half billion dollars. Ridership rose almost 10% by their reports. Amtrak leadership, this month, blames its red ink on union workers, fuel and long-distance routes. I seem to remember just a year or two ago there was a big push to spend billions on long routes at faster speeds.



On the way home the engine was in the front of the train. We were pulled to Sturtevant (the train above is heading north) what you see is a cab car at the rear: the prime mover is actually in the front keeping both fume and diesel fuel more or less outside the Chicago station.

N. Ravenswood and W. Bryn Mawr: Chicago

by R.G. Blocks

I grew up in Norwood Park on the C&NW's northwest line about sixteen miles from downtown Chicago. Downtown Chicago is called the Loop for its elevated interurban car route that encircles what was the center business district. Chicago is currently noted as having the largest congregation of tall buildings in the world. Many Chicago structures were either the tallest or largest buildings (floor-space) in the world at one time. Below, for example, are two views of the Monadnock Building. It was and remains perhaps the most unusual record setter!



The Monadnock, when built by Burnham and Root in 1891 was the tallest building with an iron frame and exterior load bearing walls of masonry. This unusual skyscraper not only raised the population density of workers in the city; but remains the tallest building with external masonry load bearing walls in the world! Located at 53 Jackson Ave was once the largest commercial building in the world. The north half has six ft walls; south half, curtain wall.

Chicago's Downtown becomes highly populated from daybreak until mid evening most days. The subway, elevated, and conventional bus and rail systems transport much of the workers. To illustrate the volume, Chicago Transit Authority (busses, subway and elevated) moves 46 million folks per month (currently). Chicago Metra Rail moved 86 million folks last year. Amtrak, for the entire nation moved 30 million folks last year.

Let's restate the challenge. Chicago's CTA, their own bus and rail system moves about 1.7 million folks on a workday out of a population of 2.8 million. Essentially, 59% of the entire Chicago population will ride to work, school or somewhere daily on their own transport system. CTA is efficient and cost effective. I paid \$2.25 per ride last month and could have bought a more cost effective pass were I to have stayed a few days.

Amtrak moved 30 million people last year in a nation of 300 million. I love a train ride; but only 10 percent of the nation's people rode on Amtrak last year. To make matters worse if we

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compare it to Chicago's workday numbers we find not 59% of the population riding to work, school or somewhere on a weekday but a miniscule 0.038% nationally. It implies that Amtrak simply does not count in the larger scheme of life. Not enough folks simply find Amtrak useful.

Passenger rail is indeed friendly if it stops often and delivers the package (that is you) close to the destination. Speed is not an issue if the ride isn't a long distance. Reliability and low cost was key to Chicago's tremendous rail network. The city is an ideal workplace. Tall buildings put everyone in a compact work area. Workers wanted to sleep near their workplace. It shortened that waste of time called commuting.

Norwood, a bedroom community, was absorbed into Chicago by 1893 and well before I was a boy. Rail from downtown to Norwood was begun in the 1850s and arrived at near street level in Norwood. We lived out in the sticks, open fields and comparatively light auto traffic existed throughout the 1920s and 30s. Passenger rail flourished on the C&NW into the 1940s and 50s. Norwood folks who worked downtown typically took the train. In those days the preponderance of Chicago's offices and manufacturing were towards downtown from Norwood Park.

I was a boy; but remember taking the train to attend classes at the Chicago Art Institute. C&NW rail stops going into Chicago from Norwood Park were Jefferson Park, Irving Park, Clyburn and the end of the line downtown at what is now called Chicago Ogilvie Station. There may have been other stations but I don't remember them.

When it was a single-track line C&NW put the passenger stations on the north side of the tracks so the public stood on a sunny platform. When it became a two-track main, the inbound C&NW track to Chicago was kept the left one or the sunny one: the C&NW was thus known as a left running system (a bit like the Brits: on the left, but sunny).

A funny thing was happening after WWII. Orchard Airport (ORD) became O'Hara Airport and many businesses began to move to the suburbs. Our end of Chicagoland grew, filled in, and became a traffic jam. Manufacturing moved out of town to join an ever-widening road network of Interstate Highways. Chaotic use of land resulted. Valuable farmland became Shamburg, IL a gorgeous expanse of new high-density skyscrapers. We were developing without rail as the driving force and thread of expansion. Rail ridership began to fall dramatically.

Starting at Norwood Park and heading to the northwest, along the C&NW are Edison Park, Park Ridge, Des Plaines, Arlington Heights, Barrington, Fox Lake, Cary, Crystal Lake then on to Janesville, Madison, Elroy, Eau Claire (to name just a few) and the Twin Cities, Minneapolis and St Paul. These were cities that began along rail and water transport routes. None of these stations and the majority of highway crossings were artificially elevated (or lowered) to separate trains from the encroaching use of automobiles. Crossings were at ground elevation.

Rail and Street crossings are a danger. Trains win in an impact; but in reality both transport systems lose. Fast trains need to be kept absolutely separated from street, livestock and pedestrian traffic. This was reasonably accomplished in the City of Chicago; it wasn't entirely speed driving the concern. It was frequency of trains that drove the equation. Too many trains would snarl other forms of traffic in the city.



Thus the C&NW built an elevated line to remain above auto, truck and pedestrian traffic across much of the north side of Chicago and Evanston. Here at Bryn Mawr and Ravenswood we see a typical bridge and retaining wall combination. It is a bridge that is repeated scores of times in the city of Chicago and Evanston.

This plate bridge is one you can model and not fear of being in error. Notice there is a yellow rectangle with 11'-6" painted immediately over the right lane. We now have the vertical elevation. Take any ruler and convert to find feet and inches: I estimate the span to be 36 inches flange to flange across the face. The opening for the left car lane is 14 feet by estimation. You can deduce the others as a challenge.



Every one of these bridges has its' own character. Streets cross at various angles; the earth fill is somewhat higher or lower depending surrounding land and circumstances. Residential or

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commercial streets have different widths and sidewalks different setbacks. Some streets are or were brick, some concrete, some asphalt, and some overlays of several materials and thus the underpass (void space) is some quasi-non-standard opening that drives truckers nuts.



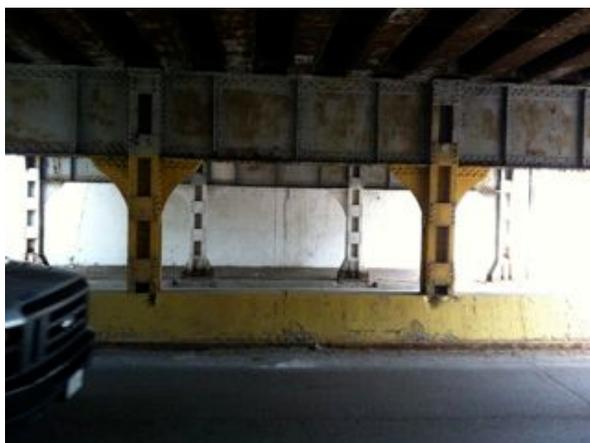
Above we see rivet and column detail. It is a highly riveted structure (that's why it has lasted). Rivets move and allow a bit of structural flex. Weldments would have been more solid, stressed, cracked and have a greater propensity for failure. Rivets while allowing movement show rust stains and paint distress (flaking, peeling and loss) at locations of movement. Hence, you can visualize how a structure is behaving by examination of its individual components.

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This is only one of many bridges that might serve as illustrations of the C&NW line heading from Ogilvie northward from Clyburn to Ravenswood, up Rose Hill, then on to Roger's Park, Evanston, Wilmette, Kenilworth, Winnetka, Hubbard Woods, Glencoe, Highland Park, Highwood, Fort Sheridan, Lake Forest, Lake Bluff, Great Lakes, North Chicago, Waukegan, Zion, Winthrop Harbor, Kenosha, Racine, South Milwaukee, St Francis and Milwaukee. I believe this one is within Metra's area of control.

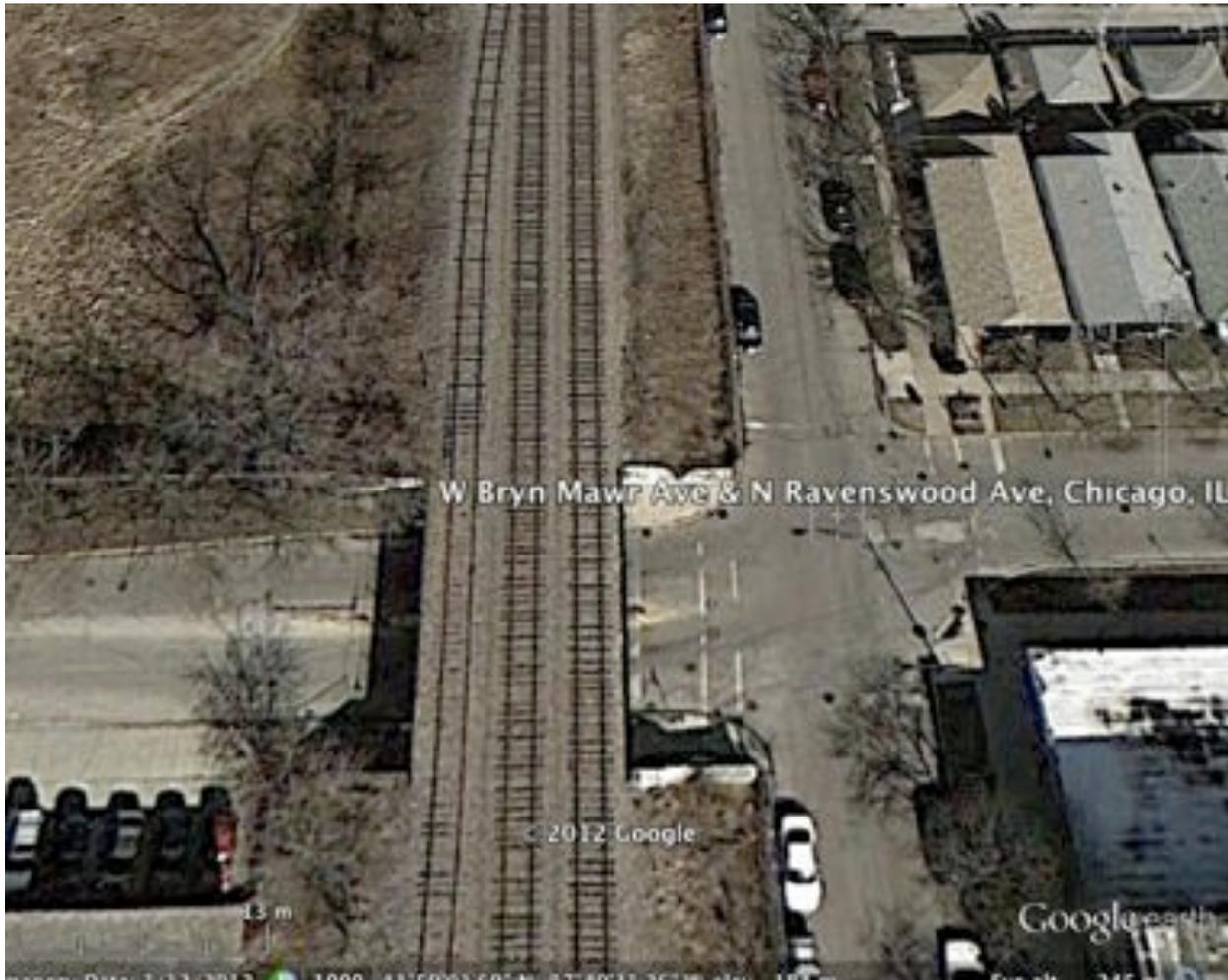


Above you find another 36 inch plate structure with 36 inch square boxes sitting on what appears to be two U flange members about 12 in wide riveted into a 12 in box frame. A concrete wall was added to keep folks from bending the bridge supports (at mid span). Five longitudinal stringers of box construction are used to support each double track main and siding above.



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Below, Google Earth provides a March 12, 2012 view of our bridge: the mains are on the right and the siding on the left. The dark areas are shadows cast on the street. This is a ballast on deck form of construction and quite easy to model.



Notably the old C&NW provided an earth fill elevated line in the Chicago to Evanston area, a ditch for a considerable stretch thereafter, then street level and back to elevated in an attempt to cope with auto traffic. Here we are in residential territory with elevated track on earth fill.

We trust our excursion into varied bridges is providing you with reasonable fodder for your model rail adventures.

Rhinelanders Yard is Shrinking:

by R.G. Blocks

Both Bob Lake and Paul Wussow point out in the last few days that track being torn up at the Rhinelanders roundhouse. You know what comes next. Please get out your camera and a ruler.

Paul is putting together a feature on measurements and photographs for everyone's benefit.

The following is a photo from Google Earth taken on June 27, 2010. The scale bar on the left is 63 meters and the view is from an altitude of 754 meters. Thus, you should be able to scale the yard and roundhouse.



Presidents Message: Greetings from the "Old Man."

May is upon us and everything is getting nice and green in the great "NORT WOODS!" Glad to see it and imagine everyone else is as well.

On May 19th Saturday, clean up was scheduled at the depot to get ready for the summer months. We met at 9:00 am. We had a decent result. I want to thank those guys that helped out.

The business car and the caboose will be under a needed renovation, paint job and so forth with funds from the city set aside for this. Hopefully, down the line the engine and tender will be included in this process with the price being checked into at this time. It has been a long time since anything has been done in this area!

The Green Bay Title Town Train Show was great. Seven of us carpooled down on Saturday. We met at the depot at 8:30 am. The road construction was great also! NOT! Anyhow, we had fun and some of us spent money as usual. The next business meeting of RRA will be held at the depot on Wednesday, June 6th, at 7:00 pm. Come on down and see what's going on. Hope to see you there! Take care.

Jim Brown, President, RRA.