

Last Stop Eau Claire: The Discontinuation of the Twin Cities 400

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History 489

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Abstract

This paper will discuss the history of transportation in the United States from the national, state, and local view. This paper's primary focus is on the Twin Cities 400, a passenger train that ran through Eau Claire from Chicago on its way to Minneapolis. The paper will focus on the process of the discontinuation, the arguments from the city's point of view as well as the Chicago and North Western Railroad Company's point of view, and the ruling by the Interstate Commerce Commission on the proposed discontinuation. The paper will conclude talking about the possible future of passenger railroads in Eau Claire.

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Introduction

All over the United States, iron beasts roared into stations, letting off thunderous blows from their whistles and billowing clouds of steam from their powerful engines. Those were some of the sights and sounds from the glory years of the American Railroads. Once seen the backbone of the American industries, trains powered the American economy into the frontiers of the United States. These sounds can still be heard today; however, our nation has lost the lost the “oohs” and “ahhs” of our youth as well as the sounds of emotions expressed when people were reunited with a loved one who had returned home. Consequently, these were the sounds of America’s disappearing passenger trains and deserted train stations. In the opinion of some critics, the passenger train aspect of our nation’s extensive transportation system was prematurely removed despite public necessity and demand. Specifically, the Chicago and North Western’s Twin Cities 400 was forced to discontinue its passenger service that passed through Eau Claire, Wisconsin, due to various economic and social developments including competition from other methods of transportation.

The United States train traffic exploded onto the scene in the 1830’s and continued to be used extensively during the Civil War in the 1860’s. However, the demand for passenger trains did not become apparent until the late 1800’s. Moreover, between the years of 1896 and 1916, passenger travel via railways nearly tripled.¹ Similarly, during this time the automobile emerged and would eventually prove to be the railroad’s biggest competitor in terms of passenger travel. However, it still seemed as if the railways were going to be the future of passenger travel. Rather, passenger participation and interest began to decrease at a steady pace in the years that followed. Passenger success would peak sharply during the Second World

¹ Donald M. Itzkoff, *Off the Track: The Decline of the Intercity Passenger Train in the United States* (Westport, CT: Greenwood Press, 1985), 8.

War.² However, passenger traffic on railroads after WWII began to decrease much like it did in the years following 1916, but at a more rapid pace.³

The progress of Airlines as a form of passenger transportation began to increase in popularity during the early and mid 20th century and would establish itself as another lethal alternative to passenger trains. Air travel presented a quicker alternative to travel than trains, especially at longer distances. Even bus travel, which once acted as an essential component to the success of the railroads, began to provide a scapegoat for the railroad industry. Even though the ICC permitted it as an alternative method of transportation, bus travel was deemed as uncomfortable by train travelers.⁴

The inventions of alternative methods of transportation ultimately phased out the need for passenger railroads. The personal automobile provided consumers with freedom to travel where they wanted, when they wanted. Coincidentally, railroad companies began to suffer substantial losses in revenue from their passenger trains. This, coupled with the railroad's discovery that the demand for shipping via rail stayed relatively consistent, led to numerous pleas for discontinuation of passenger services by railroad companies. The government attempted to hasten the discontinuation process by implementing the Transportation Act of 1958. As a result, nearly a thousand trains were discontinued in the first few years after the Transportation Act of 1958.⁵ By the mid 1960's, most of the passenger trains in the United States had been discontinued. These discontinuations affected the United States at both national and state levels.

In the mid-19th century, the state of Wisconsin designed its railroad industry to serve its thriving lumber industry. As the years progressed, certain railroad companies such as the

² John F. Stover. *American Railroads*, 2nd ed. (Chicago: The University of Chicago Press, 1997) 218-219.

³ Ibid.

⁴ *Interstate Commerce Commission Reports: Volume 320* (Washington, DC: U.S. Government Printing Office, April 1963-October 1964) 96.

⁵ Stover, 228.

Chicago & North Western, the Soo Railroad Company, and the Chicago, St. Paul, Minneapolis & Omaha Railroad Company helped revolutionize the passenger industry in Wisconsin.

Wisconsin's progress in the passenger railroads in its early years mirrored the national level.

Consequently, Wisconsin's highest level of productivity was in 1920, just four years after the nation's highest numbers.⁶ The C&NW Railroad Company was one of the pioneers in the

industry and it helped connect most major cities in Wisconsin during the 1930's and 40's. This

was primarily thanks to the companies revolutionary 400 line. The most famous of these famed

400s made its 406 mile journey from Chicago to St. Paul-Minneapolis via Milwaukee, Madison,

and Eau Claire. It was dubbed the 400 since it made the 406-mile journey in approximately 400

minutes. Not only did it transfigure one of the most popular routes in the Midwest, but it did it in

record time. This earned it the title of the "fastest train on the American continent".⁷

Not originally known for its passenger trains, Eau Claire was primarily a lumber industry.

The first use of trains was to compliment the lumber industry. They became so popular that in

1883 the C&NW Railroad Company built the Omaha station in Eau Claire.⁸ Soon after, Eau

Claire converted itself into a prosperous industrial town. The industry soon shifted its attention

from freight traffic to passenger traffic. This was directly influenced by the emergence of the

companies 400 line. About twenty years after its ascension to the top, the Twin Cities 400

discontinued its service. Consequently, the Twin Cities 400 was the last passenger train to serve

the city of Eau Claire.

⁶ Ibid., 205.

⁷ Jim Scribbins, *The 400 Story* (Park Forest, IL: PTJ Publishing, 1982) 10, 39.

⁸ Kevin Eudaly ed. *North Western Lines: Eau Claire, Altoona part 1* (Official Publication of the Chicago & North Western Historical Society 2008, No. 1) 27.

On October 30th of 1961, the C&NW Railroad Company proposed the discontinuance of its train the Twin Cities 400.⁹ In Eau Claire alone, thirty-three citizens testified against the discontinuance of the Twin Cities 400. The city itself raised around five thousand dollars to refute the company's proposal.¹⁰ Those who opposed the discontinuation were largely university students, people who sought medical services in larger cities and their corresponding hospitals, and local businesses. The university students and businessmen relied on the trains to provide safe and comfortable transportation for themselves and their clients. In addition, hospitals stressed the importance of the Twin Cities 400 to their clients who had limited mobility.¹¹ Their testimonies failed to sway the ICC and on July 22nd of 1963 the ICC ruled in favor of the C&NW, permitting the discontinuance of the Twin Cities 400.

In the remainder of the 1960's, countless other passenger trains were discontinued. The future of passenger transportation in the United States looked grim at both the state and national levels. Following legislation in 1971, a conglomerate called Amtrak was formed. Amtrak allowed for railroad companies to abandon their passenger services as long as they donated their tracks and equipment to the newly formed Amtrak. Amtrak provided the United States with a fraction of the overall passenger service during the passenger train's peak years. Today, due to the outcome of the presidential elections in 2008, newly elected president Barack Obama proposed an economic stimulus plan of \$787 billion in 2009. Of the \$787 billion, \$8 billion dollars has been allotted for the improvement of the railroads.¹² Consequently, the United State's plan to catch up to the highly developed and successful European systems is underway.

⁹ Finance Docket No. 21814, undated, The Chicago and North Western Railway Company. Twin Cities 400 Records.

¹⁰ "Loss of '400s' Creates Grave Hardship for Eau Claire Area," *The Eau Claire Leader*, July 25, 1963.

¹¹ Interstate Commerce Commission Reports, 96.

¹² CNN Politics, "Biden rolls out \$1.3 billion for Amtrak," March 13, 2009.

<http://www.cnn.com/2009/POLITICS/03/13/biden.amtrak/index.html> (accessed November 1, 2009).

History of Passenger Transportation in the United States

The transportation industry in America was and is ever changing. When the colonists first arrived in the 17th century, they relied heavily on the river systems and horses for transportation. After the construction of roadways, the United States citizens began to use land transportation such as the two-wheeled Chaise, among various other carriages. Similarly, the introduction of ferries and multi-passenger carriages in New York in 1820's led to the rise of mass public transportation.¹³ This concept of mass transportation became the backbone for travel in the United States.

The American railroad was born in the 1830's. At first trains were horse drawn. The first engine-powered-train was put into service in 1831. In the 1850's, the Californian gold rush lured Americans and foreigners alike to California. Consequently, the United States government issued a new land-grant policy around the same time. The new land-grant policy and the prospect of a gold rush accelerated the railroad industry into their first major expansion boom.

In 1861, a war broke out that separated the nation. Railroad companies gladly welcomed the government's business during the American Civil War. Amidst the bloodiest war ever fought on American soil, the nation began its quest for the Pacific. The Pacific Railroad Bill was passed in 1862. It stated that the Union Pacific Railroad was to build from Nebraska westward and the Central Pacific Company was to build from San Francisco eastward. The two companies were to meet in the middle at a spot that was yet to be determined.¹⁴ The desire to reach the Pacific coast first employed a large population and numerous resources.¹⁵ As a result of these events the 1850's and 60's, investments in the railroad industry nearly tripled. Due to an immense effort on

¹³Clarence P. Hornung, *Wheels Across America*, (New York: A.S. Barnes & CO., 1959) 23-24, 34).

¹⁴ *Ibid.*, 110-111.

¹⁵ Stover, 64-66.

the part of the railroads and the government, the Golden Spike Ceremony on May 10th, 1869, marked our country's success in unifying the first transcontinental railway.¹⁶ Specifically, while certain companies benefited from bloodiest war fought on American soil, others aided in United States expansion westward.¹⁷ Moreover, in the next twenty-five years twelve different lines streamed across the North American continent, connecting the western frontier with the eastern seaboard.¹⁸

The completion of a transcontinental railroad turned inventors' attention to inner-city travel. The streets began to become over laden with carriage traffic. The crowded streets urged the need for alternative transportation and city planning. The growing city traffic forced city planners to institute alternatives to street travel. In the late 1860's, the first elevated railway was completed, decongesting transit traffic on the streets below. Shortly after, in 1870, New York City provided its travelers with an underground railway option.¹⁹

It was not until the final years of the 19th century that intercity passenger traffic began to take off.²⁰ Consequently, it was around this same time that inventors in the United States raced to build America's first automobile. The first automobiles could either be gas, electric, or steam powered; however, automobiles were restrictive in that they were only able to carry a limited number of passengers.²¹ In addition, the lack of developed roads hindered the advancement of the automobile in intercity travel. Consequently, to further complicate the situation, the Wright brothers made their first flight in 1903 and established the basic shape of the airplane. The Wright brothers' historical flight went 40 feet; this record was shattered in 1910 when Glenn

¹⁶ Hornung, 118.

¹⁷ Stover, 35, 36, 55.

¹⁸ Stover, 79.

¹⁹ Hornung, 187, 194, 204, 218.

²⁰ Itzkoff, 8.

²¹ Hornung 278-288.

Curtiss flew 150 miles from New York to Pennsylvania.²² Initially, neither the advancement of the automobile nor the invention of the airplane affected passenger transportation at the time. Quite the contrary, in 1916 the railroads reached their national peak operation, which made up 98% of the total passenger traffic.²³

In 1916 Congress passed the Federal Aid Road Act. The Federal Aid Road Act allotted \$75,000,000 to cooperate with states in order to create rural post roads.²⁴ During the 1920's the United States registered 8,131,522 autos as compared to a population of 105,710,620, creating a ratio of cars to people of 1:13.²⁵ Likewise in 1920, the first passenger flight flew from New York to Boston and involved two passengers and a pilot. To further the, the U.S. Post Office decided to carry its mail by airplane. The first commercial airliner Aeromarine operated seven planes. In Aeromarine's first year, its planes flew 95,000 miles and carried 6,814 passengers. A one-way ticket cost \$40 at a distance of 112 miles. The flight made the 112-mile distance in 90 minutes, a distance that it would take a train 5 hours.²⁶

This should have created heavy competition for trains, but was far too expensive for the majority of the public. However, air travel in the United States was growing in popularity. To try to keep up with the recent trend, the railroads began to incorporate air travel into their services. Shortly thereafter the railroad industry created the Transcontinental Air Transport in attempt to create the first continental air voyage. They used train travel during the night to complement air travel in the afternoon.²⁷

²² Carl Solberg, *Conquest of the Skies: A History of Commercial Aviation in America* (Boston, MA: Little, Brown and Company, 1979) 7-8.

²³ The tracks in 1916 in the United States totaled about 254,037 miles. Stover, 205, 218-219.

²⁴ Ralph C. Epstein, *The Automobile Industry: Its Economic and Commercial Development* (New York: Arno Press, 1972) 17.

²⁵ John B. Rae. *The Road and the Car in American Life* (Cambridge, MA: MIT Press, 1971) 50.

²⁶ Solberg, 30-31, 32.

²⁷ Solberg, 210.

Incidentally, the government began to play a significant role in the railroad industry in the 1920's. The government passed the Transportation Act of 1920 to insure that railroad companies could not abandon their services without approval of the government.²⁸ This caused great concern for railroad companies. Six years later, the automobile posed a serious threat to the livelihood of the passenger train. In the global outlook in 1926, the United States produced 85% of the worldwide motor vehicle production. Not to mention, the number of motor vehicles registered in United States was nearly 25 times the amount of its nearest competitor, the United Kingdom.²⁹ In 1927 the government began to construct state and Federal highways with the expectation to connect almost every city or town in the United States with a population greater than 5,000 people.

In 1936, the Air Transport Association was formed. The ATA is credited for the creation of the first credit card, the Air Travel Card. Furthermore, the first jet plane to fly was in August of 1939.³⁰ In the years during WWII the United States saw a significant decrease in production of cars and trucks. This was due to the automobile industry's involvement in the production of tanks, engines, jeeps, and trucks for the war effort. This led to an increased interest and necessity for passenger transportation through alternative methods, specifically trains. Passenger trains played a significant role in the movement of troops in the United States. Coincidentally, after the war ended in 1945, the automobile industry expanded its production from three to six million units a year.³¹ In addition, the war generated 1.5 million trained American pilots; however,

²⁸ Paul Stephen Nadler, "The Abandoned Railroads of Wisconsin" (Master's thesis, University of Wisconsin, 1953) 137.

²⁹ Epstein, 20, 320, 321.

³⁰ Solberg, 209, 254.

³¹ John B. Rae, *The American Automobile Industry* (Boston: G.K. Hall & Company, 1984) 91-94, 181.

America's 397 airliners were responsible for only an eighth of the passenger traffic in the United States in.³² Particularly, problems continued to grow for passenger railroads in the 1950's.

In the spring of 1953, the National Association of Railroad and Utilities Commissioners "claimed that passenger deficits nationwide had equaled over 42 of the net freight earnings."³³ Also in 1953, the first nonstop transcontinental flight with room for sixty passengers was completed and the following year produced the first jet plane.³⁴ Due to the railroad deficits generated by increased transportation alternatives, the Congress passed the Transportation Act of 1958. The Transportation Act of 1958 gave the ICC control over the discontinuance of trains.³⁵ This led to the discontinuance of nearly a thousand trains in the next few years.³⁶ Moreover, in 1960, the railroads made up only 27.2 percent of the total passenger traffic in the United States. In addition, the railroads accounted for only 21 of the 78 billion passenger miles traveled. Likewise, the number of cars registered in the United States skyrocketed to 61,430,862 in 1960 for a population of 179,323,175. This comprised a ratio of cars to people of 1 car for every 2.3 people.³⁷ This led to a steady increase in the production of automobiles. This resulted in a steady decrease in the number of miles of railroad dedicated to passenger travel. In 1965, there were only 77,000 miles of passenger tracks remaining, a 65 percent decrease from 1920.³⁸

³² Solberg, 323.

³³ Scribbins, 77.

³⁴ Solberg, 353, 390.

³⁵ Itzkoff, 58.

³⁶ Stover, 228.

³⁷ Rae, *The Road and the Car in American Life*, 50.

³⁸ Stover, 220.

History of Passenger Transportation in Wisconsin

Wisconsin entered into the railroad picture in 1860, twelve years after Wisconsin became a state. However, the railroads in Wisconsin experienced a significant amount of growth in the next four decades, as they added nearly 6,500 miles of tracks.³⁹ This increase in productivity was most likely attributed to the success of Wisconsin's thriving lumber industry during this time. Automobiles and planes appeared in Wisconsin following the national trend. In 1909, a pilot from Wisconsin assembled and piloted the first plane ever purchased by a private individual.⁴⁰

Parallel to the national trend, Wisconsin reached their highest level of railway mileage in the 1920's.⁴¹ During the peak year of the passenger lines in 1920, there were only 277,093 automobiles and 8,002 motorcycles registered in Wisconsin.⁴² As early as 1926, Wisconsin boasted the 11th highest registration of cars in the United States, accounting for almost 3 percent of the nation's overall registrations. Of the 22,101,393 motor vehicles registered in the United States in 1926, 662,282 were registered in Wisconsin.⁴³ On the other hand, the number of abandonments by railroads in Wisconsin during the 1920's exceeded new construction. This trend increased in severity in the decades that followed.⁴⁴ Coincidentally, between 1920 and the beginning of the Second World War about 50 trunk lines in Wisconsin were permitted to be abandoned by the I.C.C. These lines were discontinued due to exhaustion of resources as well as increased competition from other methods of transportation, mainly highway traffic.⁴⁵

³⁹ Stover, 205.

⁴⁰ George. A Bechtel, *History of Wisconsin Highway Development: 1945-1985* (Madison: Wisconsin Department of Transportation, 1989) 29.

⁴¹ In 1920, the total mileage of tracks in Wisconsin was 7,554 miles. Stover, 205.

⁴² *Wisconsin Blue Book: 1968*, 657.

⁴³ Epstein, 317-318.

⁴⁴ Bechtel, 32.

⁴⁵ Trunk lines were the lines that connected the main line to the timber companies. Nadler, 139, 139-142.

Furthermore according to Bechtel, the “rails lost the competition with the automobile as early as 1929 when more than 75 percent of intercity travel was by car.”⁴⁶

However, in 1934 the Chicago, Burlington & Quincy and the Union Pacific railroads created the nation’s first “streamliners.” This put Wisconsin at the summit of railroad expansion. Wisconsin made use of the fast “streamliners” on the highly vital route connecting Chicago, Illinois to Minneapolis, Minnesota via multiple Wisconsin towns. In addition, the CB&Q railroad began using a diesel-powered Zephyr train that incorporated the new lightweight, stainless-steel cars. Coincidentally, in 1935 the C&NW Railroad Company made national news boasting the “fastest train on the American Continent” on its Chicago-Minneapolis route. Not only was it fast, but it also provided its passengers a smoother, more comfortable ride due to its ability to pull heavier cars.⁴⁷

During the war, in concordance with the rest of the nation, Wisconsin relied heavily on train travel for its passengers as well as alternative methods of transportation.⁴⁸ However, when the war was over, car and airplane travel began to increase. Wisconsin alone in 1945 contained 27 publicly owned airports, 660 registered aircraft and 2,343 pilots. These statistics distinguished Wisconsin as one of the best air-marked states (in terms of number of airports, aircrafts, and pilots) in the nation.⁴⁹ Likewise, registration of autos during the war years and a couple of years after displayed a rollercoaster of numbers, breaking the million mark immediately after the war in 1946. In 1945 there were 1,505,700 licensed drivers and only 860,031 registered vehicles. However, in 1946 there were 1,547,100 licensed drivers and

⁴⁶ Bechtel, 32.

⁴⁷ Scribbins, 9, 10.

⁴⁸ During the Second World War there was a significant drop in registered autos of about 100,000 from 1941 to 1945. *Wisconsin Blue Book*, 657.

⁴⁹ Bechtel, 30.

1,202,509 registered vehicles.⁵⁰ This is an increase in the number of vehicles of about 650,000 from 1945 to 1946. Directly following the war, many passenger trains throughout Wisconsin began to file for abandonment. This was due largely to the planning of the Interstate in Wisconsin. In 1954, the State Highway Engineer submitted a tentative plan to connect Wisconsin cities via an interstate.⁵¹

Thirteen years later, the Transportation Act of 1958 was passed. Beginning in 1959, the Wisconsin interstate system was under intense construction. In the 10 years that followed, more than three-fourths of the Wisconsin interstate system was built.⁵² It was during the last year of that period, from 1962 to 1963, that the number of registered autos made its most significant jump in years, nearly tripling its yearly average. Furthermore, representation of multi-passenger transportation in Wisconsin was about 31,668 between busses and municipals.⁵³ In 1964 there were about 8,500 licensed pilots in Wisconsin, a number up nearly 6,000 from 1945. In addition, the first bicycle trail was completed in 1964 using an abandoned rail line of the C&NW between Elroy and Sparta.⁵⁴

History of Passenger Transportation in Eau Claire

The city of Eau Claire was founded in 1856 and incorporated in 1872. It was originally founded as a lumber town and thrived as such. The first train arrived in Eau Claire on August 11, 1870. Consequently, lumber companies found it to be cheaper to float lumber down the river and

⁵⁰ From 1945 to 1946 there was an increase in registered autos from 693,666 to 1,012,845, *Wisconsin Blue Book*, 657.

⁵¹ Bechtel, 58.

⁵² *Ibid.*, 59.

⁵³ *See Footnote F.*

⁵⁴ Bechtel, 139.

the West Wisconsin Railway went bankrupt in 1877.⁵⁵ Shortly after the West Wisconsin Railway went bankrupt, the Eau Claire Street Railway began in 1879.⁵⁶ It served a route between Eau Claire and Chippewa Falls, as well as transportation through the city of Eau Claire. However, due to the limitations that seasons put on river travel, lumber companies had to resort to a more dependable method of transporting their lumber. As a result, the Shaw Lumber Company was founded in 1883 and served northwestern Wisconsin, including Eau Claire.⁵⁷ Due to the increased rail traffic through Eau Claire, the Chicago and Northwestern Depot, known as the Omaha Depot, was built in 1883.⁵⁸

The first trains that traveled through Eau Claire were used to ship lumber. However, as early as 1884 there Eau Claire was being serviced by three separate railroads that operated a total of 14 passenger trains per day between Eau Claire and Chippewa Falls. Likewise, the Omaha Road operated six passenger trains a day through Eau Claire en route between Chicago and St. Paul. Based upon the popularity of the route the North Western Limited sleeper was introduced in March of 1886.⁵⁹ Eau Claire and Chippewa Falls began to experiment with electric powered rails and the Chippewa Valley Electric Railway Company began in 1898.⁶⁰

Eau Claire also became swept up in the tempest that was the airplane. In 1919 Guy Wood, Leo McDonald and M.A. Sine formed the Eau Claire Airplane Corporation.⁶¹ Soon afterwards a rich proprietor and owner of the Eau Claire Rail and Power Company purchased the Chippewa Valley Electric Railway Company, creating the Eau Claire Rail Light and Power

⁵⁵ Eudaly, 20-23.

⁵⁶ Robert E. Epp, "Chippewa Valley Electric Railway Company" (An Independent Study, Wisconsin State University Stevens Point, 1965) 9.

⁵⁷ Eudaly, 27.

⁵⁸ Michael Klein, "Waiting for a Station," *Leader Telegram*, February 9, 2003.

⁵⁹ Eudaly, 29, 30.

⁶⁰ Epp, 8.

⁶¹ Lois Barland, *The Rivers Flow On: A Record of Eau Claire, Wisconsin from 1910-1960* (Stevens Point, WI: Worzalla Publishing Co., 1965) 259.

Company. This line served the route between and through Eau Claire to Chippewa Falls.

Adding competition, the Willette and Agnew brothers of Chippewa Falls formed the Motor Bus Company in 1920. This posed serious competition for the Eau Claire Rail Light and Power Company and in 1926 the interbank car made its last run.⁶² In addition to busses, the first long distance flight using the Eau Claire airfield was completed to Marshfield from Eau Claire in 1929.⁶³

For the next decade Eau Claire transportation patterns mimicked those of Wisconsin. In January of 1935 the Chicago & Northwestern launched a train that revolutionized the train business by creating a train that would soon become the “fastest train on the American Continent”.⁶⁴ This was the franchise train that gave the Chicago & North Western’s 400 fleet a strangle hold on Wisconsin’s passenger traffic. The Twin Cities 400 was the originally known as the 400 due to its ability to complete the 408.6 mile journey between Chicago and St. Paul in a little over 400 minutes. On its inaugural voyage, the 400 steamed into St. Paul a minute early. The 400 contained five standard heavyweight passenger cars, which were different from the new lightweight streamliners. The 400 was a luxurious frontrunner for the 400s. It boasted a cooling system that provided pure and clean air as well as parlor and dining cars. In addition, the heavy weight of the cars made for a smoother and more tolerable ride. Steam locomotives pulled the heavy cars that were outfitted for more the more expensive diesel engines.⁶⁵

The 400 ran from January 1935 until January 1942, when its name was changed to the Twin Cities 400. In the first two months of operation, the 400 and its counterpart the 401 served approximately 160 people per trip. Compared to their first two months in which the 400s were

⁶² Epp, 9, 11-12, 18, 13-14.

⁶³ Barland, 259.

⁶⁴ Scribbins, 10.

⁶⁵ Ibid., 10, 18, 19.

faced with stiff competition and served about 128 people per trip. However, even with the average loss of 32 people per trip, the 400s operated with a net revenue of \$33,000.⁶⁶ Towards the end of 1938, the C&NW railroad purchased 20 streamlined cars and four diesel-electric units for the 400 for \$2,320,000. They revolutionized the industry with these additions, even though they were bankrupt. The new additions to the 400 line provided the train with 10 cars in total. The new diesel-electric engines and the luxurious cars provide passengers with a ride that encouraged comparisons of a voyage on a plane. In the two years following the new additions to the 400s, the lines experienced net revenues of \$600, and \$1,288,080 respectively, and it was estimated that the 400's newly acquired equipment would be paid off within the next three years.⁶⁷ In September 1939, over 4,000 people turned out to witness the new streamlined 400.⁶⁸ At this time, the 400 was dubbed as the "fastest train in the American Continent." In 1941, the C&NW railroad decided to change the name of the 400 to the *Twin Cities 400*.

In 1945, the former airport in Eau Claire was abandoned and the new Municipal Airport was opened. A pioneer in the commercial airline industry, Northwest Airlines started its service through Eau Claire in 1945.⁶⁹ In 1946, the C&NW christened twenty new coaches to the tune of \$74,000 per coach, adding three coaches to each consist of the *Twin Cities 400*. This brought the total number of cars to thirteen. In the next couple of years significant advancement was made to the Eau Claire area transportation system. This included the addition of a federal weather station at the Municipal Airport in 1948. Likewise, there were a total of 1,790 flights served in the airport in 1950. Through the next decade the citizens of Eau Claire were conveniently served by

⁶⁶ Ibid., 18, 25, 26, 34. "On Completion of two years' service in January 1937, the 400 had rolled 536,000 miles, equal to 23 times around the world. In that time it had carried approximately 250,000 passengers, bringing in a gross of \$2.35 per mile, and netting \$1 for each of the 840 miles totaled by the two trains every day. By then, new connecting services had been added.

⁶⁷ Ibid., 39, 40-41, 58, 62.

⁶⁸ Eudaly, 63.

⁶⁹ Barland, 159-160.

three major methods of transportation: automobiles, airplanes, and railroads.⁷⁰ In 1954 the state announced plans for Wisconsin interstate. The interstate was planning to connect Eau Claire with the rest of the state through three major highways, including Interstate 94, which connected Chicago with the Twin Cities.⁷¹

In 1958 the Twin Cities 400 remodeled and shortened of the number of cars the train would transport. In addition, in 1959 the North Western Limited, the Twin Cities 400's overnight train, made its final trips. Following the discontinuance of the North Western Limited, the Twin Cities 400 had reduced its fares to comparable prices of buses and served meals at almost 50 percent less than before. The price cut increased patronage about 50 percent.⁷² The air travel industry experienced positive revenues and in 1961 built a modern terminal in the outskirts of the city of Eau Claire.⁷³

On October 30th of 1961, the C&NW Railroad Company filed for the discontinuance of its Twin Cities 400 line due to losses it had experienced in the last 3 years of service. The ICC ruled for a four-month continuance of the Twin Cities 400 in order for hearings to be held. The hearings were held on January of 1962 and in March of 1962. The ICC decided that the Twin Cities 400 was to continue their operation another year.⁷⁴ The C&NW Railroad Company was determined to succeed and petitioned the ICC to discontinue the Twin Cities 400 again in January of 1963. On July 23rd of 1963 the C&NW Railroad Company was granted the discontinuance of the Twin Cities 400 by the Interstate Commerce Commission, ending railroad passenger service in Eau Claire. The Twin Cities 400 ran from January of 1942 until its date of

⁷⁰ Ibid.

⁷¹ See Footnote A.

⁷² Scribbins, 66, 67, 68, 77, 78-79, 203.

⁷³ Barland, 260.

⁷⁴ Scribbins, 204.

discontinuation. It made a total of 10 stops (excluding Chicago and St. Paul) between Chicago and St. Paul, including Milwaukee, Wyeville and Eau Claire.

The Interstate Commerce Commission

The government passed the Interstate Commerce Act in 1887.⁷⁵ This led to the establishment of the Interstate Commerce Commission in 1887. The Interstate Commerce Commission was created in order to protect and represent the interest of the public in matters involving transportation in the United States. The agency of experts known as the ICC totaled eleven members. This agency was required to have a six to five person split based upon political affiliation. The government's interest in the transportation of interstate commerce stemmed from the importance of transportation and our Gross National Product. Furthermore, transportation accounted for about 25% of the United States GNP.⁷⁶ According to the act, the ICC was created in order to monitor railroads unjust rates and tariffs.⁷⁷ The new regulations forced freight trains to submit their prices to the commission and ask permission before changing them.⁷⁸

In the years that followed, the ICC passed numerous rules. Consequently, the ICC gutted and rebuilt much of the former Interstate Commerce Act. In 1903 Congress passed the Elkins Act, which prohibited the railroads from offering discounted tariffs to any property transported by a common carrier.⁷⁹ The Hepburn and Mann-Elkins acts were passed in 1906 and 1910 respectively. These two acts involved the ICC's ability to set maximum rates and allowed it to

⁷⁵ Itzkoff, 46.

⁷⁶ "Transportation accounts for from 15-29 per cent of our Gross National Product." Robert C. Fellmeth. *The Interstate Commerce Omission: The Public Interest and the ICC*. (New York: Grossman Publishers, 1970) xii, xiv, 1.

⁷⁷ Itzkoff, 46.

⁷⁸ Fellmeth, 327.

⁷⁹ *Ibid.*, 336.

investigate rate discrimination. In 1920 the Congress passed the Transportation Act of 1920, which gave the ICC complete control over every aspect of the railroad shipping industry.⁸⁰ This gave the federal government complete control of the freight business. In addition, Congress passed the Transportation Act of 1940, which forced the railroads to maintain artificially high rates. It also prohibited railroads from establishing competitive rates with other companies.⁸¹

In 1954 President Dwight D. Eisenhower appointed an advisory committee under the Secretary of Commerce, Sinclair Weeks. Under Weeks, the ICC implemented several changes, including a maximum-minimum rate control, a suspension procedure for rates, establishment of the ability to set long and short haul rates, and the establishment of volume freight rates. Sinclair Weeks passed several rules in the next couple of years. Consequently, the Transportation Act of 1958 was a bill proposed by Weeks following worsening conditions of the railroads in 1957. This bill contained legislation regarding loans to railroads, the shipping of frozen foods, and the discontinuance of passenger trains.⁸² Due to particular interest to my topic, I will only discuss the portion of the bill regarding the discontinuance of passenger trains.

Under the original law, the ruling in cases regarding the discontinuance of passenger trains was the responsibility of the state. The Transportation Act of 1958 transferred the control over the discontinuance of passenger trains from the states to the ICC.⁸³ This is described in section 13a of the Transportation Act of 1958. Section 15a was created to allow the discontinuance of unprofitable trains without the biased approval of the states in which the trains operated.⁸⁴ This resulted in faster ruling in the discontinuation of passenger service.⁸⁵

⁸⁰ Itzkoff, 46.

⁸¹ Itzkoff, 48.

⁸² George W. Hilton. *The Transportation Act of 1958: A Decade of Experience* (Bloomington: Indiana University Press, 1969) 14, 18, 31, 34-38.

⁸³ Itzkoff, 81, 58.

⁸⁴ Fellmeth, 286.

⁸⁵ Stover, 228.

Consequently, between 1958 and May of 1969, over a thousand passenger trains were discontinued through the ruling of the ICC.⁸⁶ Specifically, section 13a states that the ICC must rule in favor of the railroad company involving the discontinuance unless it finds that the train is “required by public convenience and necessity.”⁸⁷ This statement carried a significant degree of ambiguity.

In addition, section 13a required the railroads to provide a thirty-day notice to the ICC regarding discontinuances. The course of action that followed the proposed discontinuance included a hearing that would be scheduled for four months after the proposal, in which they would either discontinue the train or the ICC would require the train to continue its service for a year. Section 13a had a few clauses built into it regarding circumstances that required the continuance of a certain line even if the line was deemed unprofitable. These circumstances included if the line were needed for national defense, if it could provide direct or indirect improvement to the transportation system as a whole, or if it showed inconclusive evidence of unprofitability.⁸⁸ In many instances, section 13a of the Transportation Act of 1958 lacked directive criteria for the discontinuance of passenger trains and drew a large amount of criticism.

This bill received most of its criticism due to the method chosen to calculate the loss in revenue to a line. For instance, the formula calculated fuel, water lubricants, and supplies for the engine service based upon a system of averages. Then, they took the number of miles that the train ran the previous year and multiplied them by the averages. In addition, the formula required the C&NW to calculate the profit of the lines directly affected by the train known as the “feeder value”. Due to the inaccuracy permitted by the formula, the data was very unstable. Other controversial expense documents included maintenance of the train’s tracks and its

⁸⁶ Stover, 228., Fellmeth, 286.

⁸⁷ Fellmeth, 286.

⁸⁸ Hilton, 101, 36, 100.

terminal expenses. The controversy stems from the idea that even though the train would be discontinued, this would not reduce the cost of other lines the company owned that used the same tracks and terminals.⁸⁹ One cannot believe that the railroad company provided unbiased figures involving expenses and revenue knowing full well the importance of these financial figures on the outcome.⁹⁰

People against the discontinuance of railroads believed that the ICC should have taken into account the lack of effort that was put forth by the railroads that petitioned for discontinuation. This category could have included the effort in service improvements, capital investment in research, and a sound analysis of the cost of providing passenger services at a rail plant as opposed to a depot.⁹¹ Many would protest that advertisement effort should be taken into account. Moreover, in the years leading up to the Transportation Act of 1958, advertisement for aviation grew by 125 percent; whereas advertisement for railroads dropped 24 percent. This statistic provides evidence of the railroad's lack of effort to salvage the industry. Moreover, certain critics' contest that section 13a ignored that there might be a great public need for a particular train even if the train was unprofitable.⁹²

In addition to the cost analysis and the blatant ignorance of public need, many believe that the railroad companies had underlying motives to the discontinuation of passenger trains. Railroad companies possessed a substantial monopolistic power with freights that they did not experience with passenger services. Therefore, many railroad companies wanted their passenger

⁸⁹ Hilton, 102-103.

⁹⁰ Fellmeth, 287.

⁹¹ Hilton, 131.

⁹² Fellmeth, 299, 296.

lines to be discontinued because they could make a greater profit in the commercial shipping business with their freights.⁹³

The Discontinuation of the Twin Cities 400: Eau Claire's Opposition

The C&NW Railroad Company petitioned the ICC for discontinuation of the Twin Cities 400 on two separate instances in 1961 and 1963. Both the Wisconsin and Minnesota agencies in charge of regulating public transportation opposed the abandonment of the lines. Also, the C&NW was met with significant opposition from the Eau Claire community and the surrounding area served by the stop in Eau Claire. In a combined effort to squander the railroad's attempt at a successful discontinuation, the city of Eau Claire put up about 50 percent of the \$10,000 spent on the two hearings. The communities of Chippewa Falls, Menomonie, and Merrilan supplied the other 50 percent.⁹⁴ In addition, Eau Claire, Chippewa Falls, and Menomonie presented their cases at every hearing involving the discontinuation of the Twin Cities 400 except one. Furthermore, individuals and companies in the area opposed the discontinuation for individual reasons. A large portion of the population in this area, that included Mayo clinic clients and university students, relied on the passenger service provided by the Twin cities 400 for different purposes.⁹⁵

The public voiced their need for the passenger service through Eau Claire in newspapers. Both the Telegram and the Leader (now known as the Leader Telegram) ran stories regarding individual reliance on the train. Many people used the train for medical appointments in larger

⁹³ Fellmeth, 287.

⁹⁴ "Loss of '400s' Creates Grave Hardship for Eau Claire Area,"

⁹⁵ "Famed C&NW 400 Trains Making Final Runs Today," *The Eau Claire Leader*, July 23, 1963.

cities. The Mayo Clinic contended that the 400 directly served its clients in the surrounding area. In addition, some people needed the passenger service to travel to see specialists whose practices were located in larger cities. One interviewee remembers when her father used to take the train to Milwaukee to see a specialist to treat his paraplegia.⁹⁶ Consequently, train travel was more accommodating for people in wheel chairs.

Eau Claire citizens tried to do everything within their power to retain their last passenger train. They even proposed newly created plans to the C&NW in order to cut back on costs and raise passenger patronage. One suggestion was to use the Eau Claire station in Altoona as the train's final stop as opposed to St. Paul. This would have saved the C&NW \$400,000 on their yearly lease at the St. Paul Union Station.⁹⁷ However, they would still be required to pay to use the Altoona station. An additional suggestion was a change in the Twin Cities scheduling. Numerous individuals contested that a two to three hour delay in the Twin Cities departure time would benefit local businesses.⁹⁸

Eau Claire's two major objections to the discontinuation of the Twin Cities 400 were personal and community based. Personally, many patrons of Eau Claire preferred the service of the Twin Cities 400 to alternative methods of transportation. The train provided comfort comparable to that of a corporate jet. In addition, many people enjoyed the view that only a train could provide them.⁹⁹ Others enjoyed the independence that trains provided them in terms of mobility and the availability of commodities such as air conditioning and drinking fountains. Many people enjoyed the social aspects that trains provided. One person mentions how they

⁹⁶ Interview with Twin Cities 400 patron, November 13, 2009

⁹⁷ "Council Joins Fight to Keep Trains Here," *The Eau Claire Leader*, January 1, 1963.

⁹⁸ "Witnesses Protest Plan to Abandon Trains Here," *The Eau Claire Leader*, January 10, 1962.

⁹⁹ Both Daly's and O'Brien's articles discuss in depth the breathtaking views that the passengers enjoyed. Jim Daly "Past Comes Alive as Old 400 Train Rolls Down Tracks," *Leader-Telegram*, August 12, 1985., Christina T. O'Brien "Tracking Memories," *Leader-Telegram*, October 12, 2003.

enjoyed checking out the other passengers of their train.¹⁰⁰ Moreover, people would go to the depot to catch a few of the trains pulling into the station. It even turned into a citywide pastime after the 400 was equipped with the new engines in 1939.¹⁰¹ A few were concerned that the loss of the Twin Cities 400 would make travel less convenient and more expensive.¹⁰²

The second concern with the discontinuance of the Twin Cities 400 to the city of Eau Claire was adverse affect it would have on businesses in the area. In Chippewa Falls, the mayor had expressed his citizens' discontent with the proposed discontinuation. Many worried the discontinuation of the service would have an adverse affect on their businesses. The citizens of Chippewa Falls feared that the discontinuation would negatively affect the city's industrial development and tourist trade. Furthermore, the Twin Cities 400 served many of the local businesses in both Eau Claire and Chippewa Falls. A Chippewa Falls businessman attested that the Twin cities 400 served many of his company's employees on a regular basis. He also stated that the airlines were too expensive and that he was unsatisfied with the Soo lines that served Chippewa Falls. Also, the Eau Claire stop served many outlying communities. A Thorp businessman mentioned that the loss of the Twin Cities 400 would make it difficult for him to attract big city employees to his business.¹⁰³ All in all, Eau Claire put up a valiant fight. Nevertheless, section 13a of the Transportation Act of 1958 stated that the ICC must have discontinued the passenger train unless it found that the line was "required by the public convenience and necessity".¹⁰⁴ The Eau Claire opposition failed to meet these requirements.

The city of Eau Claire strongly disputed the nature of the C&NW's attempt at advertising the Twin Cities 400. After searching the Eau Claire Leader's online database from 1950-1955,

¹⁰⁰ O'Brien.

¹⁰¹ Barland, 310.

¹⁰² "Witnesses Protest Plan to Abandon Trains Here."

¹⁰³ Ibid.

¹⁰⁴ Fellmeth, 286.

my search target just over twenty objects containing the phrase the Chicago and North Western and the 400 in Eau Claire. Of these twenty some objects targeted, one was an article regarding the positive affect that the 400 has had on Eau Claire businesses, while only two were advertisements, and the rest involved train wrecks. I took a more extensive look at the Eau Claire Leader and the early 1950's (1951, '52, and '53). All I located were the two advertisements that I had previously found. On the contrary, I found advertisements for automobiles on approximately every fourth page. Moreover, in comparing the contents of the ads I found, the automobile ads on average were twice the size of the C&NW's ads.¹⁰⁵ In addition, the automobile industry's ads were more visually pleasing to customers by including a picture in its advertisement.

Documentation provided by the C&NW Railroad Company claimed to have launched a promotional campaign for its 400-401 and 518-519 lines that went into effect in June of 1959. They focused primarily on four categories of advertisement: newspaper, radio, signs, and pamphlets. However, they neglected to even mention the possibility to purchase advertisement time on the television. The late 50s and early 60s was when television began to take over as the main media source in the United States. Therefore, I question why the C&NW did not attempt to purchase television time to appeal to the public? Moreover, it seemed as though the company was only trying to obtain prior passengers, not get new ones. Many of their advertisements were placed at the stations and available upon request.¹⁰⁶ If someone was already at a railroad station, he or she was most likely already a railroad patron. With that said, the C&NW were not going after new clients with these advertisements.

¹⁰⁵ See footnotes C, D, and E.

¹⁰⁶ Finance Docket 21814, June 10, 1959, The Chicago and North Western Railway Company. Twin Cities 400 Records.

One of the other major concerns some citizens had revolved around weekend travel for college students attending the University of Wisconsin-Eau Claire. UWEC's student newspaper, the Spectator, did not contain a single advertisement from the C&NW; likewise, the Spectator did not contain a single article about the line. There were no articles from 1935 to 1939 involving the 400s inaugural trip or from 1959 to 1963 during its discontinuation. Hence I would say that the trains either way did not gravely affect the students. Also, during the year of the discontinuation, fewer than 3000 students were enrolled at the college.¹⁰⁷ This was about a twelfth of the population of Eau Claire at the time.

The Chicago and North Western Railroad Company's Position

After the ICC determined that the C&NW had to continue with their passenger services for a minimum of a year, the C&NW petitioned the ICC for reconsideration. The company filed on the grounds that the continued operations of their trains would constitute confiscation of private expenses contrary to the Constitution. They mentioned the annual out-of-pocket loss of over a million dollars by the railroad as a main point.¹⁰⁸

The C&NW Railroad Company attacked the ICC's report, citing that the report was not supported by substantial evidence. Furthermore, the company believed that the report misconstrued the railroad's statistics in both the net loss of operations and depreciation charges of the company's cars. Also, the company claimed the report contains countless errors regarding the availability of other methods of transportation as well as the revenue obtained by the feeder

¹⁰⁷ Blue Book, 565.

¹⁰⁸ Finance Docket No. 21814, May 3, 1962, The Chicago and North Western Railway Company. Twin Cities 400 Records. Carl McGowan and Edgar Vanneman Jr., 2.

services.¹⁰⁹ Consequently, due to the inaccuracy of the formula used to calculate these statistics, the C&NW Railroad Company made a very good objection.

The C&NW Railroad Company did not refute the popularity of the Twin Cities 400 in Eau Claire. The company acknowledged that the train was a good alternative during bad weather. However, the C&NW believed that the trains were being operated largely to accommodate college students and travelers mainly on the weekend and holidays. In addition, the company felt that this type of clientele was too inconsistent to ever make the Twin Cities 400 profitable.¹¹⁰

However, the C&NW Railroad Company did attest to the abundance of alternate services provided to its patrons. A significant number of railroads traveled through nearby cities on similar routes from Chicago to Minneapolis-St. Paul.¹¹¹ The C&NW was confident enough to admit, “there is more through railroad passenger service connecting these areas than any comparable areas in the country.” Of course the key terms in the previous statement were ‘comparable area’. Both are vague and ambiguous words.

However, according to the C&NW Railroad Company, the Milwaukee Road and Soo Line operated 19 daily passenger trains between these cities.¹¹² The interstate highway had planned construction in a manner that is paralleling the routes of the 400.¹¹³ The once speedy 400 that could travel the 400 mile journey in 400 minutes was now being replaced by the airplane that could make the same run in a little under an hour. Consequently, there were on

¹⁰⁹ Ibid., 3-4.

¹¹⁰ Finance Docket No. 21814, February 19, 1962, The Chicago and North Western Railway Company. Twin Cities 400 Records. Carl McGowan and Edgar Vanneman Jr.

¹¹¹ Ibid., 32, 9.

¹¹² “For Release 12 O’clock Noon,” October 30, 1961. The Chicago and North Western Railway Company. Twin Cities 400 Records. .

¹¹³ Finance Docket No. 21814, February 19, 1962.

average 76 weekday airline flights serving Eau Claire, as well as 10 bus runs connecting the two metropolitan areas.¹¹⁴

The C&NW Railroad Company refuted and dissected Eau Claire's testimony. The C&NW attested that Eau Claire's main protest was the inconvenience of the train schedule. The train from the Minneapolis-St. Paul arrived in Eau Claire at 12:50 pm.¹¹⁵ Citizens of Eau Claire believed that patronage in Eau Claire would have been higher if the train would have arrived later or left earlier. This was especially true for weekend riders. Most people are working until three or four in the afternoon. Therefore, they would have been unable to make the train at 12:50. They could have waited until Saturday morning, but they would not have arrived in Milwaukee until 4:20 pm or Chicago until 6:00 pm. In addition, they would have had to leave on Sunday between 11 am and 1 pm to get back for work or classes on Monday. Even though it was a valid argument, the C&NW believed that it would have been inconsiderate to other cities to change the schedule for the train to accommodate one city. Furthermore, the C&NW affirmed that if the people of Eau Claire had desired a later departure time to Chicago, there were plenty of more accommodating alternative means of getting to Chicago available.¹¹⁶

Regarding the alleged depreciation of services and facilities on the Twin Cities 400, the C&NW stated that only 15 of the 82 witnesses were not content with the train's facilities, while 19 of those witnesses actually complimented the C&NW on its services. The Twin Cities 400 was even honored as one of the top passenger trains in the country by *Trains* magazine. In addition to the accusations of a decline in services, many protesters mentioned the C&NW's lack of advertising regarding the 400 was at fault. However, the C&NW stated that it had an extensive ad campaign regarding their reduced fare in a campaign that cost them \$34,500. The

¹¹⁴ "For Release by 12 O'clock Noon," October 30, 1961.

¹¹⁵ Finance Docket 21814, undated.

¹¹⁶ Finance Docket No. 21814, February 19, 1962.

C&NW contests that it did everything its power to make the trains look more attractive to consumers.¹¹⁷ They even reduced the ticket price of the parlor car to that comparable to a reduced coach ticket.¹¹⁸

In reply to Eau Claire's second biggest reason for opposition to the discontinuation of the Twin Cities 400, C&NW contests that the testifiers who mentioned the hindrance of industrial development were not experts in the field and therefore their testimonies have no significance. Furthermore, the C&NW's expert in the field did not believe that a company would ever base its desired location on the presence of a passenger service. The expert had determined that when choosing a location for a new industry, the access to a rail passenger service was not a criterion.¹¹⁹

In a response by the C&NW Railroad Company regarding recent transportation legislations passed in Wisconsin, the C&NW attacked the states decisions in a manner that portrayed a bitter resentment for the state. The C&NW made statements that cited Wisconsin's recent legislations regarding trains as ways in which Wisconsin was not proving that they wanted to retain the services of the Twin Cities 400.¹²⁰ The C&NW conveyed the idea that the railroad industry has "done as much or more than any other single private agency to bring about greater industrial activity in Wisconsin and Minnesota."¹²¹ They go as far to say that Wisconsin "public officials by their actions reflect the attitudes of the citizens, and it is obvious by this wide scale harassment that there is no public necessity for these trains in Wisconsin."¹²² Regarding Eau Claire's opposition to the discontinuance of the Twin Cities 400, the C&NW stated that the only

¹¹⁷ Ibid., 24, 25, 32.

¹¹⁸ "For Release by 12 O'clock Noon," October 30, 1961.

¹¹⁹ "In gratitude, the State of Wisconsin enacts even more restrictive 'full crew' legislation, levies huge and unequal taxes on the carrier, and insists that lake vessels maintain an absolute monopoly on coal transportation to an important city served by the North Western", Finance Docket No. 21814, February 19, 1962. 32-33.

¹²⁰ Ibid., 26.

¹²¹ Ibid., 33.

¹²² Ibid., 27.

reason for the opposition was civic pride. Moreover, they were grateful that there were a number of responsible citizens that base their claims on public convenience instead of personal convenience.¹²³

The C&NW claimed in its first petition for discontinuance the company was experiencing substantial losses on a daily basis. In the company's eyes, it should be allowed to discontinue its lines. Coincidentally, in the C&NW's petition for reconsideration, company believed that the petition should have been granted promptly since the "train... (was) not required by the public convenience and necessity." This was supported by the fact that the company claimed to have been losing approximate \$3,000 in out-of-pocket losses.¹²⁴

The Twin Cities 400 Discontinued

The Twin Cities 400 of the Chicago and North Western Railroad Company was granted discontinuance on July 22, 1963, after 28 years of passenger service via the Chicago-Minneapolis route. Consequently, the Interstate Commerce Commission:

"Upon investigation. Found that the operation by Chicago and North Western Railway Company of passenger trains Nos. 400 and 401 between Chicago, Ill., and Minneapolis, Minn., and of passenger trains Nos. 518 and 519 between Chicago and Mankato, Minn., is not required by public convenience and necessity and that the continued operation thereof will unduly burden interstate commerce. Investigation discontinued."¹²⁵

¹²³ Ibid., 34.

¹²⁴ Finance Docket No. 21814, February 19, 1962. 4.

¹²⁵ Interstate Commerce Commission Reports, 85.

However, had the mail from the U.S. postal service been carried on the Twin Cities 400 at the time of the request for discontinuation, the train would have been required to continue its service due to necessity.¹²⁶

According to the data provided by the company, its trains were operating at a deficit. . The C&NW Railroad Company compiled the statistics according to the ICC's formulas; however, the formulas were used to calculate the separation of costs between freight and passenger services. Even though the C&NW railroad contended that their statistics are correct, they ultimately conceded that their numbers did not necessarily measure actual savings that resulted from the discontinuance of the Twin Cities 400s. Due to the nature of these formulas, the losses included substantial amounts of money that was still owed and therefore would not be saved in the event of the discontinuance. In addition, the ICC acknowledged that the C&NW would have saved money on the St. Paul and Minneapolis terminals, due to the fact that the company would have had no other lines being serviced by those terminals.¹²⁷

The necessity of the line would be largely determined on the public need in question based upon the alternative methods of transportation provided to the patrons. In event of the discontinuance of the four trains involved in this hearing would eliminate passenger service between Milwaukee and Madison, as well as eliminate passenger service completely in the city of Eau Claire. This posed substantial opposition to the proposed discontinuances in both Eau Claire and Madison.¹²⁸ All in all, approximately 147 public witnesses testified against the proposed discontinuances and consequently the staunchest opposition was posed by Eau Claire.¹²⁹ In Eau Claire alone, 33 parties testified against the discontinuance. Many of these

¹²⁶ Ibid., 87.

¹²⁷ Ibid., 90, 93.

¹²⁸ Ibid., 95-96.

¹²⁹ Ibid., 95-96., Scribbins, 104.

passengers “testified that the trains were needed, used, and preferred over other available transportation because of economy, comfort, safety, convenience, time schedules, and, in some cases, fear of air travel.”¹³⁰

During the hearing, the ICC found that Eau Claire was adequately serviced by a plethora of alternative methods of transportation and did not need the service of the Twin Cities 400. The report stated that Federal highways served Eau Claire from north to south and an east to west. In addition, when it was finished, the new interstate highway was going to serve Eau Claire. Besides personal automobiles, a total of 14 busses served Eau Claire: seven buses from Chicago to the Twin Cities, one via Milwaukee and Madison, and six others connecting one or the other. Similarly, a total of seven flights a day served Eau Claire. Consequently, both the Morning Hiawatha and the Soo railroad provided rail-bus services to the Eau Claire community. These services provided transportation by bus from Eau Claire to either Chippewa Falls, 11 miles away, or Wabasha, approximately 48 miles away.¹³¹

Conclusion

Through careful and extensive research of the Transportation Act of 1958, the railroad’s documents, and the passengers; oppositional statements, I can conclude that the ICC’s ruling on the discontinuation of the Twin Cities 400 was made in accordance with policies in place at the time. Due to advancements in alternative methods of transportation as well as the substantiality of these methods, the Eau Claire public was provided with adequate alternative modes of transportation. However, these methods were not necessarily convenient nor did the Eau Claire public prefer them. In addition, the 400s biggest concern, interstate 94, was not yet completed

¹³⁰ Interstate Commerce Commission Reports, 96.

¹³¹ Ibid., 97-98.

by the 400s official discontinuation and therefore should have been insignificant regarding the decision. Furthermore, I feel as though the C&NW would have been able to continue its profitable operation of the Twin Cities 400 had they made a few significant changes to their service.

Primarily conglomerates dominated the remainder of the history of passenger railroads in the United States following the discontinuation of the Twin Cities 400.¹³² Just a decade later, the United States Congress passed the Railway Passenger Service Act of 1970. This led to the creation of Amtrak in 1971. According to the bill associated which created Amtrak, railroads were allowed to abandon all of their existing passenger services and hand over all of their equipment to the newly formed Amtrak. The funding for Amtrak initially came from federal government subsidies, loan guarantees, and joining railroads in the sum of \$337 million. Immediately following the allocation of the funding for the creation of Amtrak, Congress passed the Rail Passenger Act of 1972, stating that loans may not exceed \$900 million at any one time. However, in 1976, Congress passed the Railroad Revitalization and Regulatory Reform Act, allocating \$1.75 billion for the purchase and upgrade of the tracks in the United States northeast corridor.¹³³ Amtrak continued to service much of the United States including Wisconsin. Amtrak still services a route from Chicago to Minneapolis; however, instead of going through Eau Claire it goes through Tomah and La Crosse.

The future of the railroad looked grim for the next couple of decades until 2009 when the newly elected president of the United States, Barack Obama and the United States Congress passed economic stimulus plan. The \$787 billion stimulus plan allotted \$8 billion to be used for

¹³² Richard Saunders, *The Railroad Mergers and the Coming of Conrail* (Westport, CT: Greenwood Press, 1978) 324.

¹³³ Roy J. Sampson, and Martin T. Farris, *Domestic Transportation: Practice, Theory, and Policy* (Boston, MA: Houghton Mifflin Company, 1979) 374-375.

improvements to the railroad industry.¹³⁴ The government's justification for the spending of billions on research, design, and construction of a railroad system that would be comparable to that of the highly successful European-style system would be to cut back on automobile travel and lessen our carbon imprint in history.¹³⁵ On March 13th of 2009, Joseph Biden, the Vice President of the United States, announced that Amtrak would be receiving \$1.3 billion in federal funding. This money will primarily be used to repair the infrastructure of Amtrak as well as contribute to the improvements on the system.¹³⁶

A new vision allotting \$9.3 billion for the future of railroads was announced on April 8th of 2009. The plan will focus creating high-speed rail systems in 10 regions in the country.¹³⁷ Due to existence and success of high-speed passenger models in other parts of the world, the United States government is making significant strides towards the creation of more environmentally friendly transportation methods as well as the creation of new jobs for the United States citizens.

Consequently, the main hub for the Midwest will be based out of Chicago. By 2030, Wisconsin is hoping to have an improved rail system to provide their citizens with alternative methods of transportation.¹³⁸ One of the cities that are up for consideration for future route is Eau Claire. Eau Claire is one of the fastest growing cities in Wisconsin. Hopefully, Eau Claire will be chosen and begin a successful passenger line in Wisconsin, bringing economic

¹³⁴ CNNPolitics, "Biden rolls out \$1.3 billion for Amtrak," (March 13, 2009).

<http://www.cnn.com/2009/POLITICS/03/13/biden.amtrak/index.html> (accessed November 1, 2009)

¹³⁵ S.E. Kramer, "Railroad Stimulus: How to Spend \$14 billion to Improve U.S. Rail," *Popular Mechanics* (April 9, 2009).

<http://www.popularmechanics.com/technology/transportation/4312648.html> (accessed November 1, 2009).

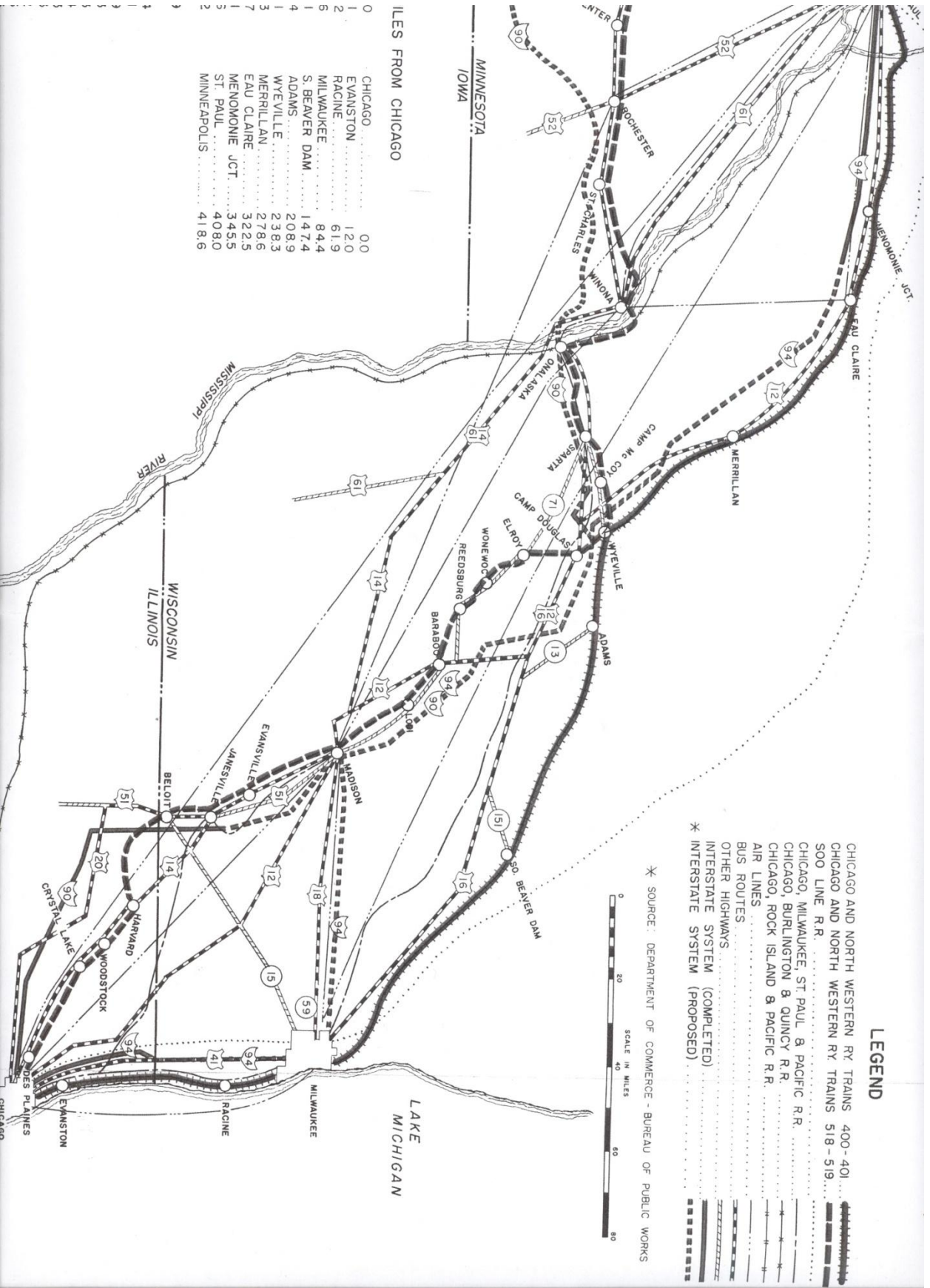
¹³⁶ CNN Politics.

¹³⁷ Kramer.

¹³⁸ "Long Range Transportation Plan Debated", WEAU news, (Feb 12, 2009)

<http://www.weau.com/home/headlines/39530662.html> (accessed December 8, 2009).

growth and prosperity to the region. Until then we must continue to advocate for a more environmentally friendly, sustainable, and enjoyable mode of transportation.



LEGEND

- CHICAGO AND NORTH WESTERN RY TRAINS 400-401
- CHICAGO AND NORTH WESTERN RY TRAINS 518-519
- SOO LINE R.R.
- CHICAGO, MILWAUKEE, ST. PAUL & PACIFIC R.R.
- CHICAGO, BURLINGTON & QUINCY R.R.
- CHICAGO, ROCK ISLAND & PACIFIC R.R.
- AIR LINES
- BUS ROUTES
- OTHER HIGHWAYS
- INTERSTATE SYSTEM (COMPLETED)
- INTERSTATE SYSTEM (PROPOSED)

* SOURCE: DEPARTMENT OF COMMERCE - BUREAU OF PUBLIC WORKS



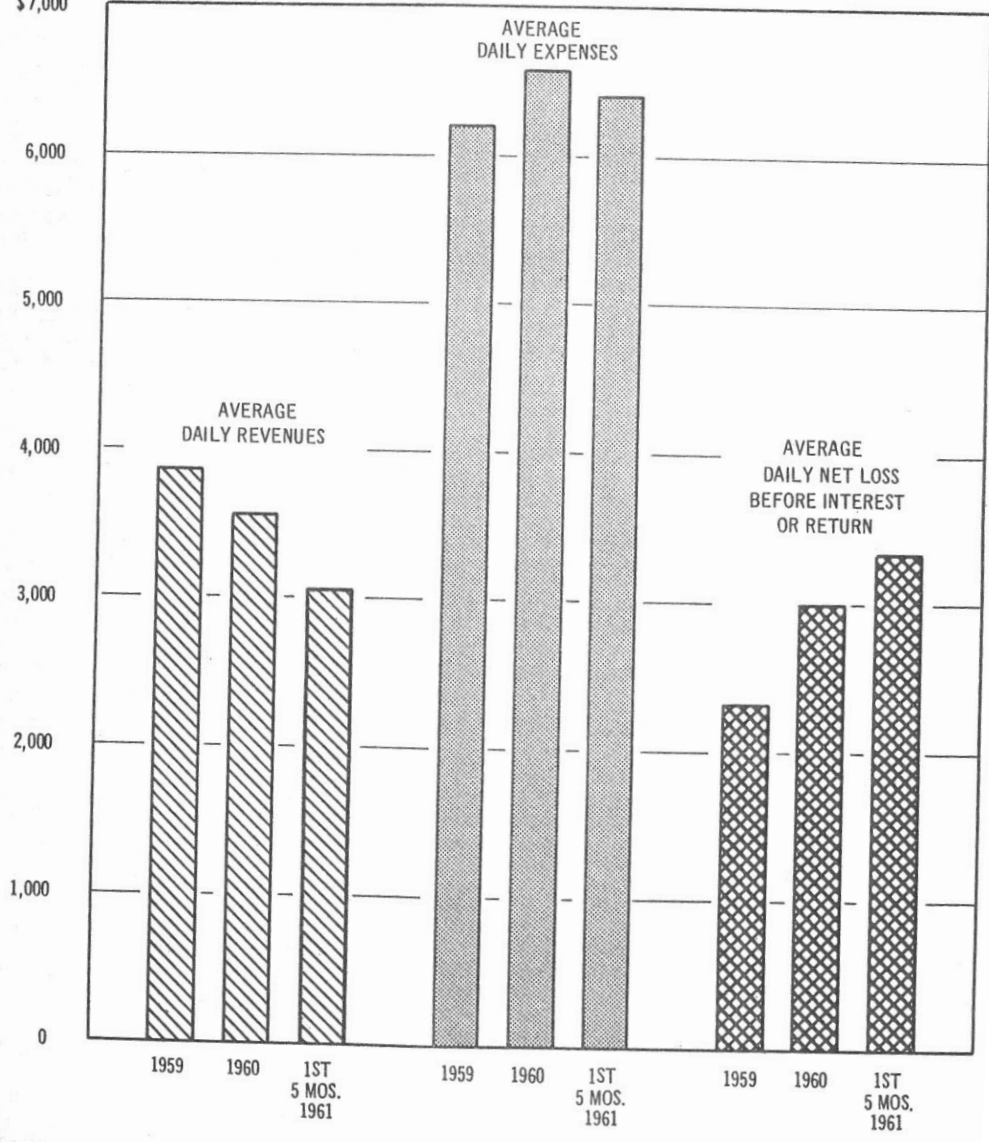
MILES FROM CHICAGO

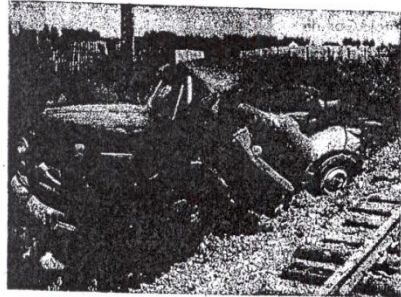
0	CHICAGO	0.0
1	EVANSTON	1.20
2	RACINE	61.9
6	MILWAUKEE	84.4
1	S. BEAVER DAM	147.4
4	ADAMS	208.9
1	WYEVILLE	238.3
3	MERRILLAN	278.6
7	EAU CLAIRE	322.5
1	MENOMONIE JCT.	345.5
2	ST. PAUL	408.0
5	MINNEAPOLIS	418.6

Provs

CHICAGO AND NORTH WESTERN RAILWAY COMPANY
SUMMARY OF AVERAGE DAILY REVENUES AND EXPENSES
OF PASSENGER TRAINS 400 AND 401
OPERATING BETWEEN CHICAGO, ILLINOIS AND MINNEAPOLIS, MINNESOTA
FOR THE YEARS 1959, 1960 AND FIRST FIVEMONTHS OF 1961

Average
per day
\$7,000





Hit by '400' This 1931 Ford was demolished at about 1:30 p.m. Tuesday when it was struck by a 400-horsepower truck. The driver, Elmer Johnson, 28, 1st. S. E. Johnson, was not injured. The car was damaged beyond repair and was towed to the city garage. The truck was driven by Elmer Johnson, 28, 1st. S. E. Johnson, who was not injured. The car was damaged beyond repair and was towed to the city garage.

Street Paving to Start This Week
Improvement Projects Progressing, Report

Good progress is being made on the Galloway Hotel site in the several projects in which the city of Eau Claire is engaged, according to the weekly report submitted by Neal Buehler, city engineer.

Sidewalk curb and gutter installation was done on Kells Avenue and Hickory Streets last week and this week the job is being extended into Roosevelt Avenue.

Water main and sewer projects last week proceeded on Lake Road and on and Barrett Court. This week the work was extended to Madison St., Locust Lane and Neptune Ave.

Storm sewers were laid on 25th Street and on 26th and 27th Streets. Last week a new installation of street lights was completed last week on 25th Street.

Work on the city's parkings from the river to 14th St.

Car Prowler Scared Away, Leaves Shoe

Fau Claire police are investigating the possibility today that Roger Hanson, 2119 Birch St., who was prowling in the city of Eau Claire in the early morning hours of Tuesday night, was frightened away by the sound of a car horn.

Hanson reported to police at about 10 p.m. Tuesday that he had been prowling in the city streets. Asphalt paving block of Railroad St. a short distance from the river to 14th St. The downtown area will be paved by his car, parked near the river to 14th St.

Upon sighting Hanson approaching the figure jumped to high gear, running toward the river. Hanson, who was wearing a dark suit, disappeared into the darkness.

The police have custody of the shoe and a checked jacket. Hanson has custody of the shoe and indicated that they with a foot in it.



TV Tower Going Up

A giant crane today began erecting the steel framework of the television tower to be located on Hastings Way, and the TV station expects to be on the air sometime in November.

Red Europe's Vacation Program Not Attractive

By WALTER HUNDELT
CIP Staff Correspondent

This is the season when hard-boiled capitalists urge slave laborers to flee their countries or try to escape to the United States. The Communist press and radio that people of the proletarian party of Communist East Europe.

"We have created conditions for the working people of which even the Americans are envious," the Communist press in East Europe says. "For the first time in the history of the world, the workers are free from exploitation and a happy life."

But there is a catch. The vacation program is not attractive. The vacation program is not attractive. The vacation program is not attractive.

Ship Carrying Ex-PWs Due in Frisco Sunday

SAN FRANCISCO (AP) — The Army hopes to have the first of the ex-prisoners of war on their way home to the United States by ship on Sunday.

The ship is the USS General B. H. Ladd, which is carrying 1,000 ex-prisoners of war. The ship is expected to arrive in San Francisco on Sunday.

The ship is carrying 1,000 ex-prisoners of war. The ship is expected to arrive in San Francisco on Sunday.

Settlements Made of Three Estates

Final settlements in the estate of the late Luman P. Felton, who died Dec. 9, 1935, were made today by the probate court here.

The estate of Felton, who died March 17, last, was valued at \$200,000. The estate was divided among his wife, two daughters and a son.

The settlements were made by Judge Merrill B. Parr, Jr. The settlements were made by Judge Merrill B. Parr, Jr.

Weather to Stay Fair and Warm

A forecast of fair and pleasant weather for Thursday was issued today by the government weather bureau.

The temperature here is expected to be in the 60s and 70s. The weather is expected to be fair and warm.

Traffic Deaths in County and State Decline

Traffic deaths in Eau Claire County for the first seven months of this year are just half of the number during the same period last year, a report of the state Motor Vehicle Department shows today.

Deaths this year total five, compared to 30 last year. The Motor Vehicle Department shows that the number of deaths has declined by 83 percent.

The decline is due to a number of factors, including a decrease in the number of cars on the road and a decrease in the number of accidents.

Stevenson on Lost Lap of World Tour

NICE, France (UPI)—Former Gov. Adlai B. Stevenson of Ill. today said he had lost a lap of his world tour.

Stevenson said he had lost a lap of his world tour. He said he had lost a lap of his world tour.

World Labor Group Blasts Franco Actions

The International Confederation of Free Trade Unions has accused the Spanish government of repression and of the suppression of democratic rights.

The ICFU has accused the Spanish government of repression and of the suppression of democratic rights. The ICFU has accused the Spanish government of repression and of the suppression of democratic rights.

CIO Leaders Bitterly Assail Administration

WASHINGTON (AP) — CIO leaders today bitterly assailed the administration of President Hoover.

The CIO leaders assailed the administration of President Hoover. The CIO leaders assailed the administration of President Hoover.

Kohler Heads Group Visiting Guard Friday

CAMP RIPLEY, Minn. — Gov. Walter Kohler of Wisconsin will head a group of 200 guardsmen's wives and children on a visit to the camp here Friday.

The group will visit the camp here Friday. The group will visit the camp here Friday.

Durand Filling Station Robbed

DURAND (Special) — An early morning break-in which netted a \$1,000 cash haul and a quantity of cigarettes was reported today by the Pepin County sheriff's office.

The robbery took place at the Durand filling station. The robbery took place at the Durand filling station.

Traffic Cases

Frank Stiles, 66, of 477 W. Central St., Chippewa Falls, pleaded innocent to a charge of failing to yield right of way while moving from a parked position.

The case was heard in court today. The case was heard in court today.

GOOD POLICY

THERE'S NO INSURANCE SUBSTITUTE THAT GUARDS ALL THINGS COME.

LET'S DEVISE BY MAN — CAN DO SO MUCH—SO CHEAPLY.

GOOD POLICY

THERE'S NO INSURANCE SUBSTITUTE THAT GUARDS ALL THINGS COME.

LET'S DEVISE BY MAN — CAN DO SO MUCH—SO CHEAPLY.

Carney's policy protects you in the sun.

CARNEY, Inc.

Corner Baraboo & Main Phone 4131

You can reach a Star

If it's a matter of dollars that keeps you from stepping up to something better? Come, discover a new peak of motoring pleasure at a price that never leaves the ground.

Yes, this high-power-packed Buick SPECIAL Convertible is yours to enjoy for scarcely more than the Convertibles of "the low-priced three."

And what a joyous carload of thrills that little extra provides.

Here you get a Fireball 8 Engine with the highest horsepower and compression ratio a Buick SPECIAL ever commanded.

Here you get the big car lift and luxury of Buick's Million Dollar Ride—gentled to lullaby softness by coil springing on all four wheels.

And here are all the other unique and wonderful things that make a Buick SPECIAL such a special Buick. The casual comfort. The easy styling. The neat and knowing craftsmanship that marks every inch of the structure.

Here, too, if you want them, are Twin-Turbine Dynaflow* to give you new, smooth and silent go—always—and Power Steering* to guide you going with finger-tip ease.

So why not try it yourself, this dazzling beauty that gives so much and asks so little. Check it for price, test it for performance, compare it for value. How about dropping in this week?

*Standard on Roadmaster, optional on extra cost on other Buicks.

THE GREATEST BUICK IN 90 GREAT YEARS

McGRATH BUICK, INC.

309 Jones St. Phone 2-3426
USED CAR LOT — WEST OF POST OFFICE — PHONE 2-6070 Eau Claire, Wis.

Tuesday, March 17, 1953.

THE DAILY TELEGRAM, EAU CLAIRE, WISCONSIN.

Page 11

BOWLING

Dewey Garton's 633 Top Score

Dewey Garton whipped up a 633 series to win city bowling tournament in seven league Monday night while Walter Beyer led the rapidly-rising Iowa East team in the City League. Garton rolled a 127 opener, then finished strong with 223 and 213 for his high total as Beyer rolled a 607 mark, making a single game of 231. Other high singles were recorded by...

Iowan Winner in Field Trial!

Jimmy McAndrews of Decatur, Iowa, took top honors in the monthly field trial of the Chippewa Valley Field Trial Association here Sunday as a 14-year-old black Labrador retriever won the open all-age stake. The field trial was held at the home of Mrs. F. O. Schulte of Warren, Minn. Close behind McAndrews in the open all-age event were a 12-year-old black Labrador, Schulte's dog, and a 10-year-old black Labrador, owned by Mrs. J. H. Young of St. Paul. In the puppy stake, Major Halversen of Menomonie won first prize, Howard Thillie and Earl Clark second, Omer Severson of Eau Claire third, and Earl Clark fourth. In the puppy stake, Major Halversen of Menomonie won first prize, Howard Thillie and Earl Clark second, Omer Severson of Eau Claire third, and Earl Clark fourth.

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NBA Sets Up Playoff Slate

NEW YORK (UP)—President Maurice Podoloff of the National Basketball Association announced Monday the schedule for the New York vs. Baltimore and Fort Wayne vs. Philadelphia playoff series. The playoffs will begin on Friday night, and return to New York City on Saturday night. In the Western Division, the games will be at Rochester, Pa., on Friday night; at Dayton, Ohio, on Saturday night; and at Philadelphia, Pa., on Sunday night. The Boston-St. Louis series will be played in St. Louis on Friday night, and in Boston on Saturday night. The Eastern Division and the Minneapolis vs. Milwaukee series will be played in the Western Division on Monday night.

Bucceroni, Jones Suspended by NBA

WASHINGTON (UP)—The National Basketball Association Monday indefinitely suspended two members of Philadelphia and Fred (Honey) Jones of Chicago, Pa., for failure to go through waivers Monday night. The NBA said the suspensions, requested by the Wisconsin Basketball Commission, will be lifted only after the players pay \$500 each to the Milwaukee promoter and fulfill their contract. Bucceroni, however, will be permitted to go through with his April 11 bout against Dave Davay at New York City, New York state is an NBA affiliate. All other states are NBA members.

Senators' Homers Beat Tigers, 11-4

LAKELAND, Fla. (AP)—The Washington Senators stanned two Detroit pitchers for a home run and an 11-4 exhibition victory Monday. The long knishes accounted for eight of the Washington runs, three home runs. All four Tiger tallies came on the Senators' home run parade, was off Ray Herbert and Hal Erickson.

AUTO GLASS Specialists

INSTALLATION WHEN YOU WANT IT! AUTO SALVAGE CO. 313 Water St. Phone 7711



Mays Denied Plea for Army Discharge

PT. MEADE, Md. (AP)—Willie Mays, former New York Giant outfielder, has been denied a discharge on dependency grounds, a Second Army Headquarters spokesman said Monday. Mays is stationed at Ft. Meade, Va. A public information officer at Second Army Headquarters said it was found that in Mays' case "dependency did not exist to a degree that warrants a discharge." Mays, 27, has two years to serve. In applying for his dependency discharge Mays claimed to be the sole support of his mother, step-father, three brothers, a 10-year-old sister.

Squash Champ, Runner-up

Stan DuFran, left, squash tournament by defeating Jim White, right, three out of four games, 15-15, 15-8, 15-11 and 15-11. DuFran reached downed Wally Grabe and Roger Stilo.

Hornsbey Expects Reds to Be Much Improved

TAMPA, Fla. (AP)—A strong outlook for the Cincinnati Reds' improved pitching and better defensive play in the coming season was expressed by manager Ben Hornsbey. Hornsbey is predicting the Cincinnati Reds will be in an improved club over the 1952 team. "I know we are improved," Hornsbey said. "We've got a better pitcher than we had last year. We've got a better pitcher than we had last year. We've got a better pitcher than we had last year."

Coaches Elect Foster

KANSAS CITY (AP)—Harold Bud Foster of the University of Wisconsin Monday was elected second vice president of the National Association of Basketball Coaches. E. E. Hickey of St. Louis University was elected president.

ST. PAT'S DANCE

ED & RED'S GREEN PARROT TUESDAY, MAR. 17 Charles Old Timers

ATTENTION BASKETBALL FANS

Wisconsin State Basketball Tournament Madison, Wis., March 19-20-21 Plan now to attend the State Basketball Tournament For a coffee trip go with the team on the '400' or use any of the other convenient Chicago and North Western trains. DAILY—MARCH 19-20-21

GOING: '400' Lv. Eau Claire... 1:53 P.M. No. 514 4:06-5:28 A.M. Ar. Madison... 5:10 P.M. 9:25 P.M. 1:16 A.M. RETURNING: No. 501 Lv. Madison... 1:30 P.M. No. 511 Ar. Eau Claire... 6:55 P.M. No. 515 5:54 A.M. 5:15 A.M. FARES One-Way Coach Fare... \$4.50 Round-Trip Coach Fare... \$8.20 *15% Federal Tax Extra. For further information telephone 2-6674 or 2-6670. CHICAGO AND NORTH WESTERN RAILWAY SYSTEM

FIGHT RESULTS

Brooklyn: Danny Bang-Bang Womber, 155 Chicago, drew with Ralph Tiger Jones, 152 3-4, Yonkers, N. Y., 20. Butte, Mont.—Carl Boho of Chicago, 165 1-2, San Francisco, outpointed Grah. Panter, 155 Dayton, 10. Sydney, Australia—George Kaporen, 141, Australia, stopped Bernie Hill, 146 1-2, Australia, 10. Johnston, Pa.—Miguel Men...

Now Ends Mat. HOLLYWOOD

ROMANCE AS DANGEROUS AND BREATH-TAKING AS THE COUNTRY IN WHICH IT WAS FILMED! From the exciting story of two men on a mission that defied millions!

DESPERATE SEARCH

STARRING HOWARD KEEL-JANE GREER PATRICIA MEDINA

LOOK! LOOK!

Sneak Preview OF A BIG, NEW, OUTSTANDING TECHNICOLOR ATTRACTION THURSDAY NIGHT, 9 P. M. REGULAR PRICES

Leather you look into—not at, in B549

THE BEST KNOWN NUMBER IN OUR STORE Beautiful sailing dyed leather and long wearing triple black soles make Babine's B549 the most added for shoe in our store. Rarely does a shoe stock number become so well known among our customers. Try them once and you'll join the crowd that says, "Another pair of B549 please!" \$16.95

Colbert's SHOES

205 South Barstow St.

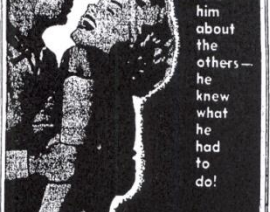
Cub Top Angels, Sauer Hurts Finger

FULLERTON, Calif. (AP)—The Chicago Cubs defeated the Los Angeles Angels 6-3 Monday night. Sauer hurt his finger—possibly seriously. Sauer said back into 11 r. s. (AP) 147 Havana, stopped Tony Anthony, 152, New York, 7. New Orleans—Al Pellegrini, 145 1-2, New Orleans, outpointed Joe Hartogen, 145 1-4, New Orleans, 10. Chicago—Alan Moody, 146-2, Robbins, Ill., outpointed Joe Greenwood, 140, Akron, O., 8.

Treasure of Golden Condor

AMATEUR CONTEST ON STAGE—9 P.M. STARTS Tomorrow! STATE

ON THEIR HONEYMOON NIGHT WHEN SHE LAUGHED IN HIS FACE and told him about the others—he knew what he had to do!



DESPERATE SEARCH

STARRING HOWARD KEEL-JANE GREER PATRICIA MEDINA

LOOK! LOOK!

Sneak Preview OF A BIG, NEW, OUTSTANDING TECHNICOLOR ATTRACTION THURSDAY NIGHT, 9 P. M. REGULAR PRICES

Leather you look into—not at, in B549

THE BEST KNOWN NUMBER IN OUR STORE Beautiful sailing dyed leather and long wearing triple black soles make Babine's B549 the most added for shoe in our store. Rarely does a shoe stock number become so well known among our customers. Try them once and you'll join the crowd that says, "Another pair of B549 please!" \$16.95

MONROE "Niagara"

Color by TECHNICOLOR Co-starring JOSEPH COTTEN "World News" JEAN PETERS

BADGER NOW!

Try and get me! Plus Romantic Shockers "STRANGE FASCINATION" Starring Cleo MOORE and Hugo HAAS

TRANSPORTATION

657

MOTOR VEHICLE REGISTRATIONS IN WISCONSIN
1905-66

Calendar Year	Autos	Trucks	Trailers	Busses	Motor-cycles	Municipals	Total
1905	1,492						1,492
1906	1,174						1,174
1907	1,481						1,481
1908	2,045						2,045
1909	3,040						3,040
1910	5,979						5,979
1911	6,152						6,152
1912	24,578				4,060		28,638
1913	34,646				6,120		40,766
1914	53,160				7,881		61,041
1915	79,790				8,600		88,390
1916	115,645				8,958		124,603
1917	164,531				8,479		173,010
1918	189,983	6,861			7,246		204,090
1919	226,093	10,888			7,223		244,204
1920	277,093	16,205			8,002		301,300
1921	319,502	21,241			6,463		347,206
1922	361,060	26,788			6,037		393,885
1923	422,718	34,553			5,615		462,886
1924	475,413	50,413			3,962	2,886	533,662
1925	529,851	66,226			3,443	635	600,155
1926	581,441	80,288		553	3,107	560	665,949
1927	609,950	88,494		550	2,963	745	702,702
1928	646,200	95,800		547	2,746	1,388	746,681
1929	688,893	104,552		554	2,723	1,071	797,793
1930	676,909	105,110	715	531	2,666	5,561	791,492
1931	638,944	113,773	988	514	2,316	5,891	763,426
1932	587,454	106,746	1,066	452	2,204	6,132	704,054
1933	555,546	112,101	2,841	422	2,261	5,891	679,062
1934	588,733	120,180	8,466	446	2,476	6,672	726,973
1935	623,352	130,144	7,610	541	2,554	7,298	771,499
1936	690,041	141,653	4,736	484	2,852	7,914	850,680
1937	712,510	141,208	5,411	656	3,240	8,567	871,592
1938	703,227	136,484	5,047	580	3,346	9,110	857,794
1939	705,135	142,907	5,783	616	3,419	8,122	865,982
1940	750,953	149,251	7,019	711	3,531	9,684	921,149
1941	807,810	159,786	8,921	916	3,590	10,747	991,770
1942	888,437	144,684	8,100	947	3,704	9,605	855,477
1943	694,493	136,371	6,653	1,603	3,339	9,308	851,767
1944	687,717	139,635	6,597	2,268	3,656	9,995	849,868
1945	693,666	142,718	7,447	1,886	4,008	10,306	860,031
1946	1,012,845	160,940	9,717	1,998	6,105	10,904	1,202,509*
1947	792,891	181,443	11,371	2,603	8,677	12,935	1,009,902
1948	829,100	196,503	12,664	2,547	11,171	13,638	1,065,623
1949	897,596	210,736	13,337	2,491	10,777	13,468	1,148,405
1950	961,122	222,361	15,640	2,618	10,152	14,790	1,226,683
1951	1,000,066	228,277	17,414	2,737	9,388	14,745	1,272,627
1952	1,003,152	227,245	18,623	2,661	8,990	15,757	1,276,428
1953	1,059,994	232,573	32,429	3,039	9,147	15,955	1,353,137
1954	1,092,466	255,003	21,190	3,331	8,914	18,093	1,398,997
1955	1,135,781	225,072	23,019	3,666	9,631	19,256	1,416,425
1956	1,190,300	235,846	24,513	3,839	9,309	19,668	1,483,475
1957	1,221,599	244,016	26,348	4,366	9,972	18,444	1,524,745
1958	1,249,438	243,470	27,993	4,490	10,552	21,748	1,557,691
1959	1,281,498	243,706	31,618	4,791	11,639	20,813	1,594,065
1960	1,328,947	255,229	33,106	5,624	12,451	23,163	1,658,520
1961	1,350,586	233,706	34,435	5,553	12,547	22,447	1,659,274
1962	1,355,811	228,635	41,221	7,107	12,055	22,024	1,666,853
1963	1,433,959	266,098	37,894	7,039	15,530	24,629	1,785,149
1964	1,489,191	243,750	41,641	6,554	20,556	26,794	1,828,486
1965	1,530,106	289,431	44,816	7,345	32,587	28,981	1,933,266
1966	1,578,952	300,391	40,559	6,085	48,649	13,848**	1,988,484

Source: Motor Vehicle Department, *Motor Vehicle Registrations* (annual).

*Includes change-over to staggered system. Some vehicles registered twice; 744,911 different passenger cars and a total of 934,575 vehicles were registered.

**Pronounced decrease is due to municipal block registration for 1966 in December 1965.

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