

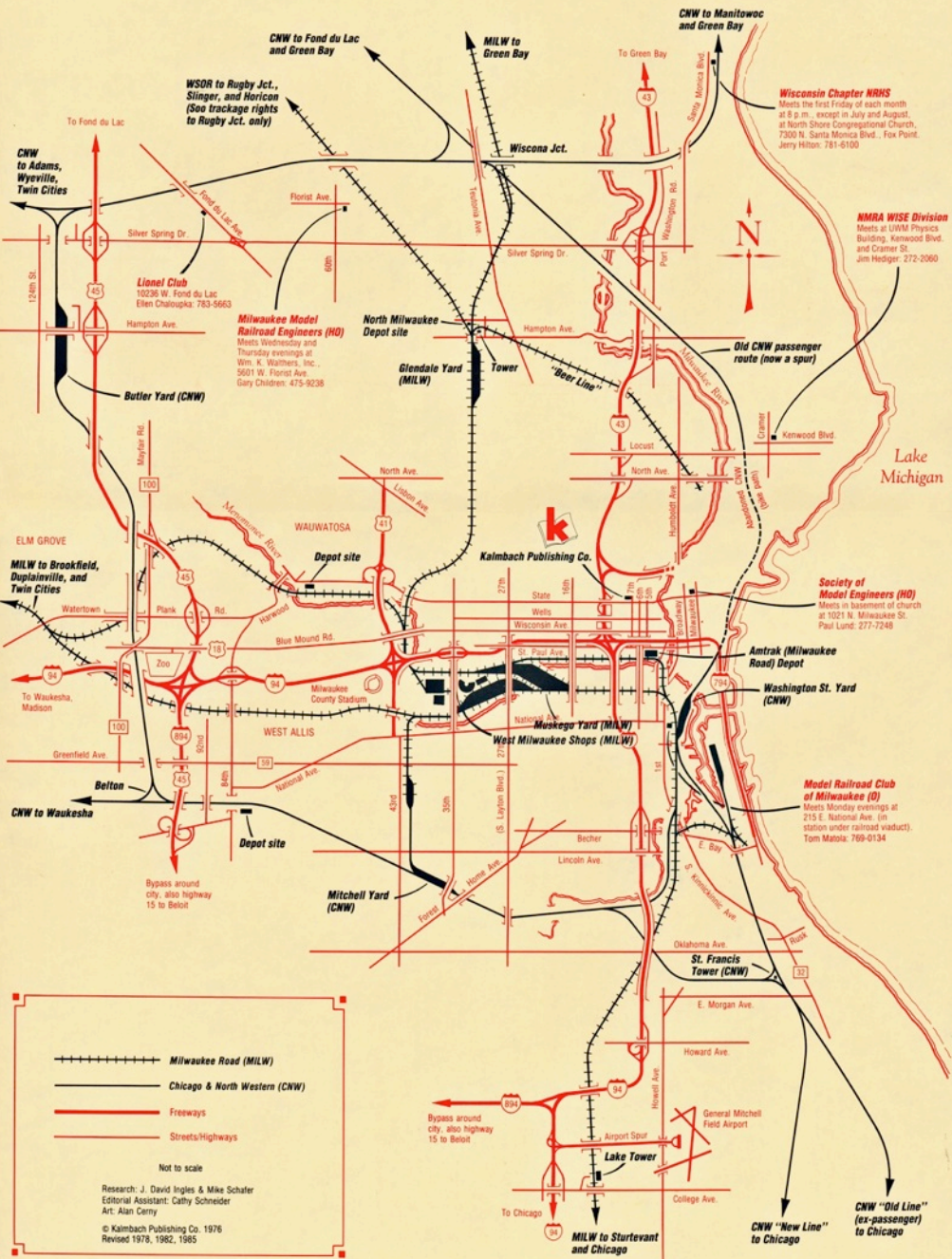


Trains of the East Side

Historic Water Tower Neighborhood

June 5, 2013

THE RAILFAN'S GUIDE TO MILWAUKEE



Milwaukee's railroads:
 Around, and through,
 a great industrial city



Milwaukee Road's sprawling West Milwaukee Shops in the Valley, circa 1965.



North Shore
Line station at
Sixth and
Michigan
streets,
abandoned and
razed after
1963.



Milwaukee Road depot, overlooking today's Zeidler Park (then known as Fourth Ward Park), Fourth and Michigan Streets. Razed in 1966.



Trainshed of Milwaukee Road depot, from Clybourn Street, on Sept. 21, 1938, during press tour of the “Hiawatha of 1939.”
Milwaukee Road photo



Public Service Building, Third and Michigan, the main terminal of the Milwaukee Electric interurban system. *W.A. Akin photo*



The lakefront today, from a classic vantage point in Juneau Park.



North Western station in 1900, with Solomon Juneau statue at right. *C&NW photo*



O'Donnell Park today, former site of North Western station.



In a view from the Mason Street overpass, the *Twin Cities 400*, is ready to depart Milwaukee at 4:20 p.m., in 1950.

Wallace W. Abbey photo



In a view from Erie Street today, the C&NW's defunct swing bridge and tower.



During a blizzard, probably in the 1940s, a steam switcher moves cars across the swing bridge at Erie Street.



The coachyards in July 1949, coaling tower at right, team tracks for perishables traffic for “commission row” at far left. *A.C. Kalmbach photo*



A fast Pacific-type locomotive hustles a troop train through the coachyards, heading south in September 1951. The Wisconsin Gas Company building is at left.

*A.C. Kalmbach
photo*



North Western's depot, at the east end of Wisconsin Avenue, in a May 1947 photo. The Romanesque landmark was designed by Charles S. Frost, built in 1889, and razed in 1968.

Joe O'Hearn photo



Inside the C&NW station, looking down from the main entrance on Wisconsin Avenue.



In steam days, likely in the late 1930s, a Pacific-type steam locomotive leads the 400 westbound from the lakefront. *Earl Ruhland photo*



June 24, 1950, 3:45 p.m.: A diesel switcher approaches the photographer while shunting cars below Prospect Avenue. *Bruce H. Dunker photo*



July 23, 1962: The last *Twin Cities 400* departs Milwaukee for Chicago, ending all C&NW Chicago-Minneapolis service.

Jim Scribbins photo



Cozy interior of the *Twin Cities 400's* observation car.
Jim Scribbins photo



June 1950: As he chats with the fireman, Randy Luedke of Milwaukee waters the lead diesel on the westbound *Twin Cities 400*. The clock says 4:20 p.m. *Bruce H. Dunker photo*



The bike trail as seen today from the Brady Street footpath to the lakefront.



On October 6, 1954, a pair of yellow-and-green General Motors E-unit diesels eases the Chicago-bound *Peninsula 400* downgrade toward the Brady Street footbridge.

Jim Scribbins photo



A view from
the Lafayette
Street bridge,
late 1950s.

Jim Scribbins photo



A train heads north in a view from Prospect Avenue, with the Farwell Avenue bridge in the background.

Jim Scribbins photo



Looking south along the C&NW mainline from the Locust Street bridge, on May 5, 1950. Riverside Park is on the left. *Bruce H. Dunker photo*



The “Beer Line” today, looking down on the condos and apartments along Commerce Street from the Holton Avenue bridge.



The Milwaukee Road's Beer Line in the mid-1970s, with Schlitz and Mayer Boot & Shoe Company in the distance, and the Trostel Tannery on the left. *Mike Schafer photo*



Near the end of the Beer Line at Juneau Avenue, June 1973. A pair of old Fairbanks-Morse diesels delivers newsprint to the *Journal* warehouse.

Stanley H. Mailer photo



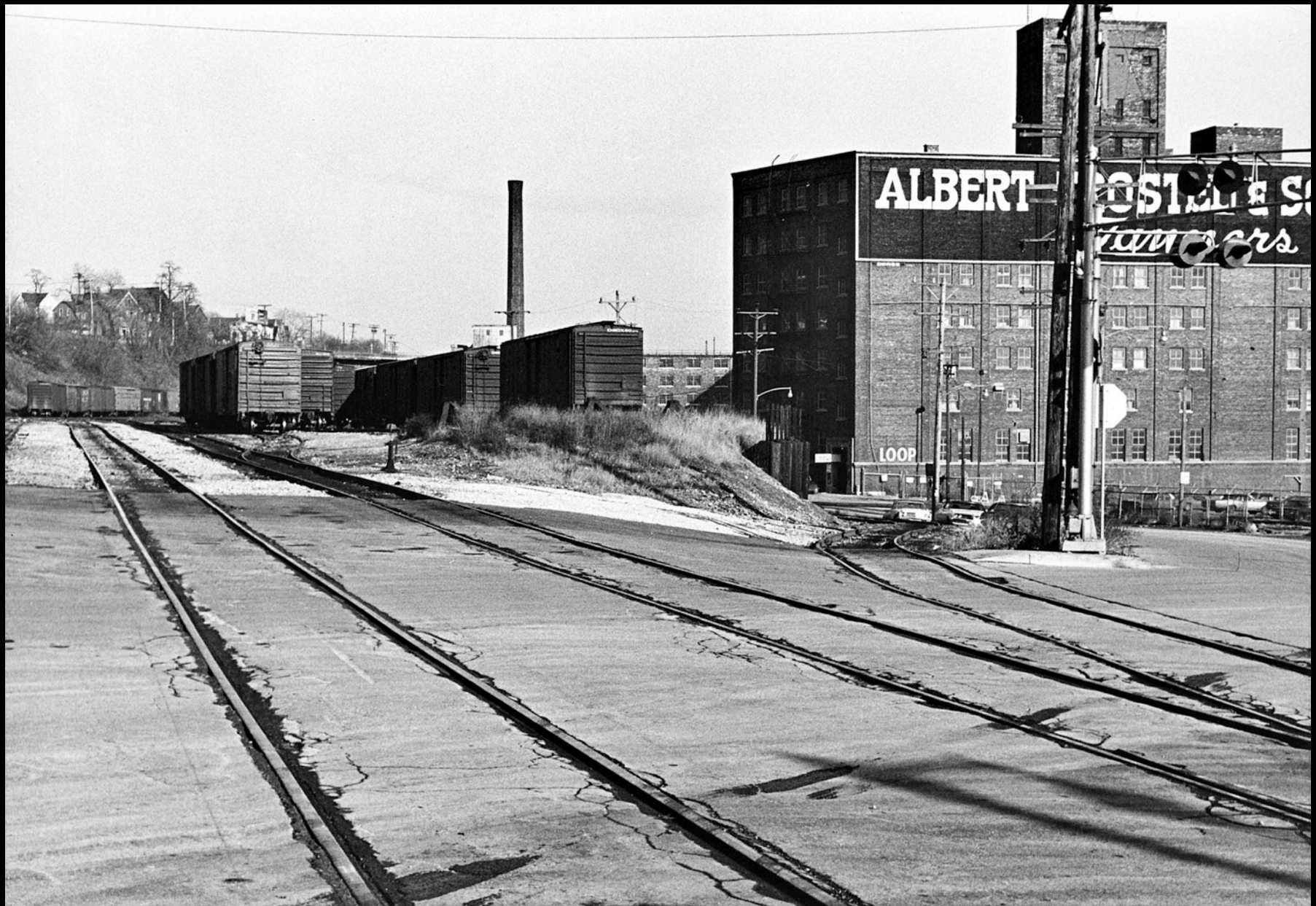
In the heart of today's Schlitz Park, asphalt instead of railroad tracks.



Around 1950, a Milwaukee Road FM diesel switches at Schlitz. At right is the old Wisconsin Electric power plant, now Time-Warner. *Wallace W. Abbey photo*



Sometime around 1950: "Ramp track" leading up to the Beer Line near Holton Street. Many of the cars at left are refrigerated "reefers," for delivery of Schlitz and Pabst products. *Wallace W. Abbey photo*



The Beer Line at Walnut Street in December 1974. The yard in the center contains empty boxcars to be delivered to the Schlitz bottling plant.

George H. Drury photo



Under the Holton Bridge today, at the north end of the “marsupial bridge.”



Under Holton Avenue in about 1950. An FM diesel is posed on the ramp track leading up to the Beer Line. *Wallace W. Abbey photo*



Milwaukee Road's Humboldt Yards in December 1974, not long before they were abandoned. North Avenue bridge in the distance. *George H. Drury photo*



Milwaukee Road's Humboldt Yard office, December 1974.

George H. Drury photo



Sometime in the
late 1960s, the
eastbound
Peninsula 400
crosses over
Port Washington
Road / U.S. 41.

Jim Scribbins photo



On a winter day in 1940, a family waves to the 400, south of Brady. *C.P. Fox photo*



www.Trains.com

©2013 Trains Magazine

