

July 6-16

DAVE NAVECKY

Surface Transportation Board
Docket # FD 35952395 E STREET SW
WASHINGTON, DC - 20423-0001RE: GREAT LAKES BASIN RAIL
LINE DRAFT SCOPE OF STUDY

DEAR MR. NAVECKY =

We do not NEED ~~ANOTHER~~
TRAIN - We HAVE ONEWE KNOW what the TRAIN
CAN & CAN'T do for us.1. we can't get FIRE-
Emts or other emergency
responders to us - because
the train blocks ALL ROADS to
ALLOW them - ACCESS to us.The TRAIN USUALLY has up
to 100 CARS. It blocks Hwy
26 ALL the way to John PAULThe FIRE Dept is going
to build a new fire house on
the North side of MILTON - we
because of this

We SURE don't Need to have the SAME Thing happen Again. Not including the loss of how we TRAVEL to get somewhere or to our farm fields.

BECAUSE we have a TRAIN what good & purpose would ANOTHER one make ???

It would WRECK our economy - our whole AREAS camping grounds - fishing - hunting - farms - snow sports

We have TWO very important & needed commodities Rich FARM LAND & WATER.

Wisconsin has 84,000 miles of RIVERS flowing through 15,000 LAKES & millions of wetlands.

Therefore people of Wisconsin & Rock County ARE VERY AWARE of our WATER - WAYS & LAND - To know Wisconsin & Rock County water & land you have to farm it.

you learn early on what you can do & not with our LAND - The old saying take CARE of the LAND & it will TAKE CARE of you.

A couple of ~~at~~ good examples:

1. A neighbor built a house up off Hwy Kk & SIX CORNERS Rd. Another neighbor told him to build his house in a ~~different~~ different place - He didn't

The NEXT spring his new basement filled to the brim with spring water. To SAVE his house - he filled the whole house basement ~~with~~

cement. A ODED ANOTHE STORY

We ~~be~~ listen to the old Timers

2. We HAVE A lot of Blue gumbo clay - which we didn't know when we 1st moved HERE - We were digging our holding pond bigger - we left the

CATERPILLAR set over nite -
when we got up - we thought
someone stole it - but it
wasn't - It sunk down so
ALL THAT showed was the
smoke stack - A real mess
& Lot of work & repair
So please NO MORE
TRAINS

THANK YOU

Judy FLEMING
4933 N. TARRANT Rd
MILTON, WI
53563

\$ ONE ENCLOSURE

Wisconsin and Southern Railroad

From Wikipedia, the free encyclopedia

Docket #
FD 35952

The **Wisconsin and Southern Railroad** (reporting mark **WSOR**) is a Class II regional railroad in southern Wisconsin and northeastern Illinois. It operates former Chicago, Milwaukee, St. Paul and Pacific Railroad (Milwaukee Road) and Chicago and North Western Transportation Company (C&NW) trackage, mostly acquired by the state of Wisconsin in the 1980s.

Within Wisconsin, WSOR connects with four western Class I railroads: BNSF Railway, Canadian National Railway, Canadian Pacific Railway and Union Pacific Railroad. Through trackage rights over Metra, WSOR accesses Chicago to connect with the two eastern Class I railroads, CSX Transportation and the Norfolk Southern Railway. WSOR also has access to harbor facilities in Prairie du Chien, and transload facilities are located in Milwaukee, Janesville, Madison, and Oshkosh. 22 grain elevators have located rail load-out facilities on the WSOR system.

For train operation purposes, the WSOR system is divided into two divisions, the Northern Division and the Southern Division. The Northern Division is essentially the original WSOR trackage from 1980, with a few new lines that have been added around the Milwaukee area since the 1990s. It includes the line northwest from Milwaukee to Horicon, where it splits into branches to Cambria and Oshkosh, as well as a line from Milwaukee north to Kiel. The Southern Division includes the lines acquired from the Wisconsin and Calumet Railroad in 1992, centered on Madison and Janesville, as well as several lines acquired in the 1990s in the Madison area. The two divisions are not physically connected with WSOR owned trackage, but trackage rights over a short section of Wisconsin Central Ltd. from Waukesha to Slinger provide a link between the two divisions.^[1]

WSOR is headquartered in Madison, which is also a central hub terminal. The train dispatching office is located in Horicon. Locomotive maintenance is centered in Janesville, with secondary work also being performed at Horicon. WSOR's Horicon paint shops perform contract work on both rolling stock and locomotives.

Wisconsin & Southern Railroad



A Wisconsin & Southern train passes the Middleton, Wisconsin depot eastbound toward Madison.

Reporting mark	WSOR
Locale	Southern Wisconsin, Northern Illinois
Dates of operation	1980–Present
Track gauge	4 ft 8½ in (1,435 mm) standard gauge
Length	700 mi (1,100 km)
Headquarters	Madison, Wisconsin
Website	www.watcocompanies.com (http://www.watcocompanies.com/our-services/rail-services/wsor/)

In December 2012, the state of Wisconsin issued \$17.1 million in financial aid to WSOR to rehabilitate an 11 miles (18 km) line between Plymouth and Kohler, connecting with existing WSOR tracks at Plymouth, with service on the rebuilt trackage planned to begin in late 2014.^[8]

Routes

South Division

- **Prairie Line** -Runs from Prairie Du Chien, WI to Madison, WI, main commodities are mostly grain but also include lumber, chemicals, plastics, and steel
- **Sauk Branch** -Runs from a connection with the Prairie Line at Mazomanie, WI to Sauk City, WI, only part is used but only for car storage, the rest to Sauk is heavily out of service.
- **Reedsburg Sub** -Runs from Madison, WI to Reedsburg, WI. Commodities range from ballast to lumber and scrap but also include plastics, sand, grain, and chemicals.
- **Oregon Branch** -Runs from Madison, WI to Oregon, WI serving a Lycon, LLC mixing plant. Only commodity is mixing products.
- **Madison to Waukesha** -One of their main lines, most has been converted to welded rail. Connects with other lines in Madison, WI with the Milton Junction line at Milton Junction, WI, and Canadian National at Waukesha, WI. Commodities include anything from grain to chemicals and Lumber but also many others.
- **Watertown Sub** -Runs from Madison, WI to Watertown, WI where it interchanges with Canadian Pacific and Rail & Transload. Main commodities are Grain, Plastics, Scrap, Ballast, Chemicals, and Lumber.
- **Cottage Grove Branch** -Runs from Madison, WI to Cottage Grove, WI and serves an ethanol processing plant there.
- **Milton Connector** -Runs from Milton, WI to Janesville, WI where it connects with Union Pacific and Canadian Pacific (through the subsidiary of the Iowa, Chicago, & Eastern Railroad). Main customers on the line are mostly Grain but also a few lumber and ballast facilities.
- **Monroe Line** -Runs from Janesville, WI to Monroe, WI on former Milwaukee Road tracks. Main commodities are mostly Grain, Corn, and Liquefied Ethanol.
- **Fox Lake Sub** -Connects Janesville, WI with Fox Lake, IL with trackage rights into Chicago, IL. Commodities can be pretty much anything.
- **Elkhorn Branch** -Runs from Bardwell, WI to Elkhorn, WI. Main commodities are Grain, Lumber, Cold Storage Products, and Aggregates.

North Division

- **Cambria Line** -Main North Division line that runs from the North side of Milwaukee, WI to Cambria, WI passing the paint shops at Horicon, WI. Commodities can range from Grain and chemicals to lumber and ballast.
- **Fox Lake Branch** -Used for car storage for about a mile from Fox Lake Junction, WI.
- **Oshkosh Line** -Runs from Horicon, WI to Oshkosh, WI. Commodities are mostly Grain and Chemicals.
- **Markesan Branch** -Runs from Brandon, WI to Markesan, WI. Commodities are mostly grain.
- **Mayville Branch** -Runs from Iron Ridge, WI to Mayville, WI. Commodities are Limestone and Packaged Products.

- **Plymouth Line** -Runs from a connection with the Canadian National Railroad in Saukville, WI to another connection at Kiel, WI. The Line through Kiel, WI is out of service and used for car storage. Main commodities are Transload products and Chemicals.
- **Kohler Branch** -recently reopened in 2015. Runs from Plymouth, WI to Kohler, WI. Commodities are Grain, Aggregates, Chemicals, and Lumber.

See also

- List of United States railroads
- List of Wisconsin railroads

References

1. Steve Glischinski, Wisconsin & Southern at 25, *Trains*, October 2005, pp. 38-45
2. STB Finance Docket No. 34285 (<http://www.stb.dot.gov/decisions/readingroom.nsf/WEBUNID/A4E53ECC1E7729E985256CAD00662FC7?OpenDocument>), January 17, 2003
3. STB Docket No. AB-303 (Sub-No. 27) (<http://www.stb.dot.gov/decisions/readingroom.nsf/WEBUNID/F7D67DDF5D7D9C7985256F5F006AB55E?OpenDocument>), December 3, 2004
4. STB Finance Docket No. 34633 (<http://www.stb.dot.gov/decisions/readingroom.nsf/WEBUNID/56BFC68C81A3534885256F8E005F4534?OpenDocument>), January 19, 2005
5. "Wisconsin & Southern Named Regional Railroad of the Year by Railway Age Magazine" (Press release). Wisconsin & Southern Railroad. March 10, 2009.
6. <http://www.jsonline.com/news/statepolitics/119595644.html>
7. "Watco to buy control of Wisconsin & Southern". *Trains Magazine*. 29 November 2011. Retrieved 23 December 2011.
8. "Wisconsin & Southern receives \$17.1 million in state aid". *Trains Magazine*. December 20, 2012. Retrieved December 22, 2012.

External links

- Wisconsin & Southern Railroad Co. (<https://watcocompanies.com/our-services/rail-services/wsor/>) – Official Site
- RailPictures.Net (<http://www.railpictures.net/showphotos.php?railroad=Wisconsin%20%26%20Southern>) – Photographs of the Wisconsin & Southern Railroad



Wikimedia Commons has media related to ***Wisconsin and Southern Railroad***.

Preceded by
Bessemer and Lake Erie Railroad

Regional Railroad of the Year
2001

Succeeded by
Reading Blue Mountain and Northern Railroad

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