

## The McHenry Subdivision

What is known today as the McHenry Subdivision originally extended all the way to Williams Bay, Wisconsin and over a period of several years was cut back to McHenry, Illinois. Service to "The Bay" ended on December 31, 1965 when the line was cut back to Lake Geneva. With the coming of Metra and their unwillingness to subsidize service into Wisconsin, the Lake Geneva service ended on August 11, 1975 and then the trains ran no further than Richmond, Illinois. That was to last for almost another 5 years until Friday, August 1, 1980. From that date forward, the trains have ended their runs at McHenry. **Mark Llanuza** was there when the last train pulled into Richmond and we have him to thank for the photos on this page covering both the end of the Richmond service and several other McHenry Line events as well. Thanks, **Mark!**



(Left to right) Bartender Leland "Sugar" Cain, Conductor Joe Pedajas, 2 unidentified engineers – 1 from the Illinois Div. and the other from the Wisconsin Div., Fireman John Erickson, Charlie McLaughlin & John ("Waxy") Wilcox line up at the Richmond depot on 8/1/80.



Conductor Joe Pedajas, Charlie McLaughlin and "Waxy" Wilcox at the hind end of the last train into Richmond on 8/1/80 just before the equipment returned to McHenry.



Joe Pedajas and "Waxy" pose for a picture opposite the Richmond depot just before taking the equipment back to McHenry, 8/1/80. A Chicago Tribune photographer records the event for the newspaper.



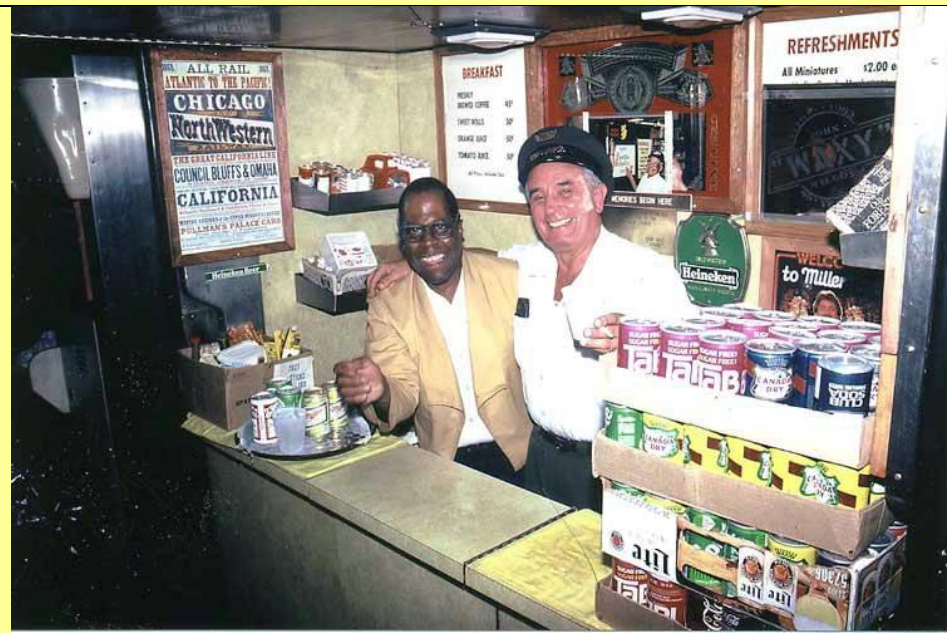
Conductor Joe Pedajas shakes hands with "Sugar" on Joe's last trip to McHenry just prior to retiring in September, 1982. Joe had 37 years of North Western service.



Conductor "Waxy" Wilcox & Engineer Orville Schultz enroute to Richmond on Orville's last day in July 1979. The signs about Orville were in every car of this 10 car job; inside, outside adjacent to the doors on the rear of the train and on the engine. The "Waxy - When?" business...well, that was just a subtle question; like: "Waxy" - when are **you** going to retire?" "Waxy" hung in there for another four years.



"Waxy" Wilcox & Bartender Al Jenkins. Al was filling in for "Sugar" who was taking some vacation. This photo was taken in June, 1983, just a couple of months before "Waxy" retired.



Bartender Leland “Sugar” Cain with Conductor “Waxy” Wilcox on “Waxy’s” retirement trip to McHenry in August, 1983.

There was a welcoming committee at McHenry when “Waxy” arrived on his last trip. Left to right - Mary Hart, C&NW Claim Agent; Engineer Don Hart; Barbara Wilcox; “Waxy;” Engineer Mike Malloy; “Sugar” Cain; Wisconsin Division Conductors Al Zdroik and Don Prybil.



More of “Waxy’s” welcoming committee at McHenry in August, 1983. (Left to right) Jack Rogers, C&NW Office Manager; Engineer Mike Malloy; commuter Bob Chovanec; Dawn Schoer; Barbara Wilcox; “Waxy;” unidentified; Wisconsin Division Conductor Al Zdroik; commuter Pat McKern and Engineer Don Hart in the cab.

Here’s Charlie McLaughlin on his last day in November 1998. Charlie worked a McHenry job that made a mid-day trip to Geneva and that’s where this picture was taken. Charlie retired with 42 years of service and at this time he was the last active conductor who’d worked passenger trains to Williams Bay.