

Wisconsin Chapter National Railway Historical Society

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June 2021

SPARKS AND CINDERS

Our purpose as members of Wisconsin Chapter—National Railway Historical Society is to gather, preserve and disseminate information, both historic and current, pertaining to railroading in Wisconsin and the Upper Midwest.

Since 1950

Preserving Wisconsin Railroad History for 71 Years

Visit the Chapter Webpage www.nrhswis.org



Here KCS is leading the way. However CN wants to be the leader. The KCS announced that it had accepted the CN offer to purchase the railroad. Only time will tell if this will happen. KCS ET44AC #5023 leads a CN train southbound along Duplainville Road in Pewaukee, WI Photo by Ron Wischer

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Wisconsin Chapter Meeting Schedule



Friday June 4, 2021 - Communication and Signals - Then and Now by Brian Sykes

Tuesday June 15, 2021 - Online Slide Show

Friday September 10, 2021 - Favorite Slide/Digital Photo Night

Monthly meetings are usually held in the lower level of the North Shore Congregational Church in Fox Point, but for now, we are meeting virtually, via the Zoom platform, during the coronavirus pandemic. The virtual meeting room will open by 7:00 pm, and the meeting will be called to order at 7:30 pm. Zoom meeting connection details are shared with chapter members and other interested persons via email the day of the meeting, or before. To ensure you are made aware of this info, we must have a working email address on file - send yours to president@nrhswis.org. Appropriate notice will be given (in Sparks & Cinders, on the chapter's website, and through the chapter's email announcement list) when we resume in-person meetings. For the latest, check the chapter's webpage at www.nrhswis.org

If you have a program idea please contact Program Chair Dave Nelson at engine1385@aol.com

The Big Picture is your page!

We've changed the format of the Sparks & Cinders back page, giving us room to run a large photo. Member submissions are solicited. Please send one or two of your outstanding pictures to Keith Schmidt, editor@nrhswis.org.

Sparks & Cinders is published by and for the members of the Wisconsin Chapter, Inc., National Railway Historical Society monthly except for July and August. The Chapter meets at the North Shore Congregational Church, 7330 N Santa Monica Blvd, Fox Point, Wisconsin, on the first Friday of each month, except June, July and August, at 7:30 p.m. The Wisconsin Chapter is a not-for-profit corporation, affiliated with the National Railway Historical Society and the Wisconsin Historical Society, organized to preserve the history of railroading in Wisconsin and the surrounding area. Additional information is available on the chapter's website, www.nrhswis.org.

Membership in the Chapter is open to anyone having an interest in any aspect of railroading who is also a member of the NRHS. Paying \$20 annually to the Chapter will entitle you receive Sparks & Cinders. Paying the National dues of \$50 to the NRHS will entitle you to membership and subscriptions to the NRHS Bulletin and NRHS News. Full NRHS membership is required to participate in chapter business discussions and to vote in annual chapter elections. All address changes should be sent to Mike Yuhás president@nrhswis.org (or via USPS at PO Box 070758 Milwaukee, WI 53207).

Wisconsin Chapter officers are: Mike Yuhás, President (president@nrhswis.org); Keith Schmidt, Vice-President; Tom Marcussen, Secretary; Tara Grudzielanek, Treasurer. Directors: Dan Grudzielanek, Ralph McClure, Andrew Roach, Cathy Wegner and Neal Wegner.

Contributions to Sparks & Cinders should be sent to Editor Keith Schmidt at editor@nrhswis.org (or USPS at PO Box 070758 Milwaukee, WI 53207) by the 15th of the month to be considered for the following month's publication.

All original material published in Sparks & Cinders may be reprinted in other railfan publications provided credit is given to "Sparks & Cinders, Wisconsin Chapter, NRHS." If an author is indicated for the item or article, credit must also be given to the author. The views, opinions, and comments published in Sparks & Cinders are those of the authors and do not reflect the policies of the Wisconsin Chapter or the National Railway Historical Society. Copyright ©2021, Wisconsin Chapter, Inc., NRHS.

Virtual Meeting Summary May 8, 2021

This was a joint virtual meeting with the North West Illinois (NWI) Chapter, held on a Saturday evening.

Gathering Time

A number of members of both of the above Chapters, plus guests from other nearby Chapters, connected in for this meeting. Featured photographer John Dziobko attended from his care facility.

Introductions & Announcements

Wisconsin Chapter President Mike Yuhás started recording, marking the beginning of the actual meeting, at 7:32 pm. There were then 61 devices connected via Zoom. Mike welcomed all of the attendees to our first joint virtual meeting. NRHS National President Al Weber and Vice President Tony White offered an update on the National Convention in Milwaukee on August 23-28. The headquarters will be at the Double Tree by Hilton Hotel Milwaukee Downtown, at 611 West Wisconsin Avenue. Al Weber will be coming up from St. Louis to finalize other arrangements very shortly. He is expecting a brochure, with a full schedule of events, to be published on-line on or about May 15. National awarded a record \$75,000.00 of railway preservation grants this year. A full list will be available on our National web page very shortly. No dues money was used for these. All of the money came from donations and outside grants.

Wisconsin Chapter President Mike Yuhás presented the Wisconsin Chapter announcements. He showed a list of nine new members. A tenth new member just joined today. He will be recognized later. We have two upcoming Wisconsin Chapter virtual events, on:

Friday, June 4—Brian Sykes, retired from Norfolk Southern, will present Communications & Signaling (the focus of his career)—Then and Now.

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Tuesday, June 15—our bi-monthly slide show. The list of presenters is still being developed. Please contact Mike if interested in presenting.

NWI Chapter President Jerry Pyfer presented the NWI Chapter announcements. They are working on putting some virtual programs together. They are also going back to (limited at first) in-person meetings at St. Mark's Church in Rockford, Illinois.

A few more computers connected in. We were in the upper 70s through the presentation. There were two or more people on some of those devices. The NWI Chapter had about 20 people, at a limited in-person meeting in Rockford, Illinois, on one device.

Presentation

Our presentation team took over at 7:45 pm. Erik Rasmussen ran the presentation with the scanned images on his computer. Ray Peacock assisted our featured photographer John Dziobko, who offered comments on his photos as they appeared. Tonight's subject was the Rock Island, from its demise in 1980, going backwards in time to 1973, with a few earlier photos from 1967 shown at the end. Most of the photos were in Illinois and Iowa, centered about the Quad Cities of Rock Island and Moline, Illinois, and Davenport and Bettendorf, Iowa. There were some going east to Chicago, Illinois and west to Omaha, Nebraska, on the primary main line. There were some on the Peoria branch in Illinois and other secondary main lines and branches in Iowa.

The presentation ended at 9:13 pm. A question and answer session lasted until 9:20 pm.

Wisconsin Chapter President Mike Yugas turned off the recording a 9:21 pm. He left the meeting room open for an informal discussion group, covering a wide range of railroad topics, which continued until after 10:00 pm. Some highlights of that time were:

The interlocking tower that used to control the crossing of the Rock Island (east-west) with the Chicago & Alton / Gulf Mobile & Ohio and Santa Fe (both north-south) in Joliet, Illinois, is now open to the public as an observation tower.

The Milwaukee Road caboose museum in Sturtevant will be re-opening soon. It will only be open one day per month, on the first Saturday or Sunday, from noon to 3:00 pm. A schedule will be published on line.

The Iowa Chapter will offer a You Tube documentary presentation on the early days of the Iowa Interstate (which took over the Rock Island main line from Joliet, Illinois west to Council Bluffs, Iowa—across the Missouri River from Omaha, Nebraska) on Sunday, May 16 at 3:00 pm. They will also be offering a DVD of 8mm films of the Chicago & North Western.

Train Fest is moving ahead with lining up exhibitors. They plan to have wider aisles and be spread out over more space to reduce crowding.

Respectfully Submitted
Thomas W. Marcussen
Wisconsin Chapter Secretary

From the Prexy

First it was CP, now it's CN: Word comes that Kansas City Southern's board accepted Canadian National's better offer for KCS, leaving Canadian Pacific at the altar. Hard to keep up with the ping-pong game in what's billed as either the last Class I railroad merger, or the first of the last round of mergers. See the news item elsewhere in this issue.

In late August 2021, a couple hundred of your fellow NRHS members will descend on Milwaukee for the annual NRHS convention. At press time, the full itinerary has not been posted, but it's a good bet that many Wisconsin Chapter members are familiar with the planned events. That makes our members ideal volunteers for helping out at the convention. A complete list of opportunities will be distributed via email and/or letter to all full members shortly, along with details on reduced volunteer registration rates. This will be a great chance to show some Wisconsin hospitality to like-minded fans of railroad history... and experience some of the region's best railroad attractions yourself.

Please plan to attend our June 4 meeting for a thorough discussion of communications and signaling then and now presented by Wisconsin Chapter member (and retired Norfolk Southern signal engineer) Brian Sykes, and our June 15 slide show online. At press time the entire five-presenter slide show lineup hadn't been confirmed; please check www.nrhwis.org for details.

Sparks & Cinders will be taking its annual summer hiatus after this issue, and will return in advance of our September meeting. By tradition, the September program is "members favorite slide night," where we turn to you to share a short, 5-10 minute sequence of recent (or older) favorite railroad photographs. With the ever-changing pandemic guidance, we're not positive we'll meet in person, but it is our goal. And when we again meet in the North Shore Congregational Church fellowship hall, our intent is to stream the festivities to our far-flung audience.

Please join me welcoming our new members:

Kevin Madsen, Superior
Sayre C. Kos, Middle River, Maryland
Maurice King, Morris, Illinois
Mike Sosalla, South Milwaukee
Barry Johnson, Deer Park, New York
Rell Barrett, Kenosha
Mark Westerfield, Wauwatosa
Dave Kroeger, Urbandale, Iowa
Michael Roth, Florissant, Missouri
Glen Holmberg, St Paul, Minnesota

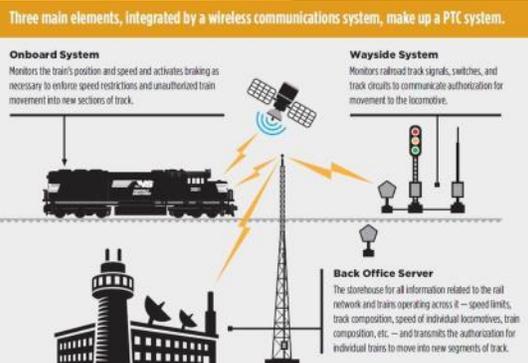
Thanks to all members for your support of the Wisconsin Chapter NRHS. See you in September - and until then, enjoy a safe and healthy summer!



Friday June 4th Brian Sykes Communication and Signals Then and Now

C&S Then and Now looks at the history and future of railroad communications and signaling, as told by retired signal engineer (and Wisconsin Chapter member) Brian Sykes.

Communications and signal systems have been part of railroading going back well over 100 years. From the beginning these systems targeted improved safety of operations while at the same time delivering an enhanced level of service to railroad customers whether it be passenger or freight. This presentation will review the role technology has played over the years in ensuring that trains operate safely and on time. Examples will be presented on how these systems have evolved over the years in an attempt to improve both safety and operational efficiency, sometimes illustrating how technology has replaced functions and processes that in the beginning were totally human factor in nature. Other examples are provided where the railroads initially employed technology that was in its infancy at the time it was first utilized, with the railroad later employing newer versions to take advantage of features and functionality brought about by evolution of the technology itself. Railroads use of technology to enhance safety occurred in all areas of operations, including protecting against train accidents and derailments, warning of the public at grade crossings, and deployment of new and better tools to enhance safety of personnel in performance of their duties. Similarly, railroads use of technology to enhance service has been all encompassing, targeting improved dock-to-dock timeliness of shipments, reduced damage to lading, and improved quality and timeliness of shipment information provided to customers. While the railroad has a long history of employing technology to better attain its safety and service objectives, this process continues today and will no doubt continue in the future as long as railroads are used to move people, materials and products.



June 15th Informal Slide Night

Join the Wisconsin Chapter NRHS for its Virtual Informal Slide Night. Tuesday June 15th at 7:30pm. The event will be held using Zoom platform. At press time the slate of 5 presenters hasn't been confirmed. Please watch the chapter website www.nrhwis.org for more information as it becomes available.

NRHS National Convention in Milwaukee

The NRHS National Convention comes to Milwaukee August 23 to 28. Headquarters hotel is the DoubleTree by Hilton, 611 W Wisconsin Ave. At press time, the convention itinerary had not been posted, but by the time you read this, details should be available at www.nrhwis.com/convention. Members of the Wisconsin Chapter will likely be familiar with many of venues that will be visited, and it is hoped that chapter members will be willing to volunteer to make the convention a success. Bus captains, tour guides and the like will be needed. When the time gets closer we will put out a call for volunteers.

Steam Trains are Running Again in 2021

With mask mandates being lifted. Many people getting vaccinated things are returning to whatever normal will be post Covid. With these developments some mainline steam will be out again. It might not be on mainlines but it's BIG STEAM.

Norfolk and Western #611 is heading back to Strasburg Railroad Museum in Pennsylvania to pull excursion trains from June until September/October. At press time #611 is still in Spencer, NC due to an issue with the stoker. Hopefully #611 will be headed to Pennsylvania within a day or two. More information www.strasburgrailroad.com

In a message sent out to Union Pacific Steam Club members the Big Boy UP #4014 will be out and running again in 2021. As of right now no schedule is available. It was mentioned that trips would likely start at the end of August.

Western Maryland #1309 2-6-6-2 locomotive is back under steam. The former C&O locomotive is at the Western Maryland Museum in Cumberland, MD. Plans are for the #1309 to pull some excursions this summer. For More information www.wmsr.com

Milwaukee Road #261 just released photos of the newly painted E9 locomotive that it acquired. Quite a stunning paint scheme. Also #261 is planning to be steamed up and running on the Twin Cities and Western in early Fall. More information www.261.com

Also the 2-10-2 QJ's will be running in Iowa pulling some Fire Department fundraising trains. One was already announced for the Oxford IA Fire Dept on Saturday August 21st.

Watch for more announcements as things come up

Chapter Member Survey - Return to In Person Meetings

Please Respond with Thoughts and Opinions

The Wisconsin Chapter is looking at returning to in-person meetings, perhaps as early as September. If necessary, appropriate guidelines would be followed.

Chapter meeting guidelines under consideration:

- A designated sanitizing crew would clean environmental surfaces before and after the meeting.
- Provide hand sanitizer at the meeting.
- Possibly remove the tables, just have chairs.
- Face masks may be required.
- Social distancing may be required, except for those in the same family.

To help the chapter board know where the membership stands on the resumption of in-person meetings, a short survey has been developed. Kindly answer the short questions below and share your answers with us. The board will make the final decision regarding in-person meetings.

Would you attend an in person-meeting of the chapter if the above steps were taken?

Would you attend an in-person meeting if the presenter wasn't in the room but was presenting remotely?

Would you like to see in-person meetings every month as was past practice or would you be willing to meet virtually some of the time?

Any other comments about the chapter's meetings and how we proceed.

Thank you for participating. You can email your answers to tellus@nrhswis.org, or mail them to Wisconsin Chapter NRHS, PO Box 070758 Milwaukee, WI 53207. Please respond by July 15, 2021.

KCS Accepts CN \$33.6 Million Bid

KCS on Thursday accepted Canadian National's \$33.6 billion bid to create the first railroad linking Canada, the U.S., and Mexico. KCS said it would break the \$29 billion merger agreement it reached in March with Canadian Pacific in favor of CN's "superior offer."

CN offered KCS investors \$325 per share, which includes \$200 in cash and 1.129 shares of CN common stock for each share of KCS. KCS shareholders would own 12.6% of the combined company. CN also agreed to pick up the tab for the \$700 million KCS must pay CP as a breakup fee.

Canadian Pacific, which has five days to respond to CN's offer, said Thursday evening it would do so in the allotted time. At the same time, CP reiterated earlier comments by CEO Keith Creel that the railway would not engage in a bidding war, as well as its oft-stated contention that a CN-KCS union faces significant regulatory hurdles.

CN CEO JJ Ruest said in a statement that "We are delighted that KCS has deemed CN's binding proposal superior, recognizing the many compelling benefits of our combination and expressing confidence in CN's ability to obtain the necessary approvals and successfully close the transaction."

CN is still awaiting Surface Transportation Board approval for its request to place KCS into a voting trust while the merger is under regulatory review. CP last week received STB approval to put KCS in a trust should its merger deal go forward.

After KCS is placed in trust, KCS investors would receive their payment from CN. The STB will judge the CN-KCS deal under its tougher 2001 merger rules, which require the combining railroads to show that the merger enhances competition, is in the public interest, and to consider how it could prompt other Class I railroads to seek merger partners.

CP has said that a CN-KCS combination would eventually force it to seek a merger partner because it would be the smallest Class I system and would be dwarfed by the combined CN-KCS.

The new STB merger rules are untested. The CN-KCS deal would be the first to be reviewed under the rules that have stymied Class I consolidation for two decades.

CN expects to gain STB approval for its voting trust proposal and, in the second half of 2022, approval for the merger itself. Analysts expect regulators to approve the deal.

CN has said KCS would retain its corporate identity, with the U.S. headquarters of the combined railroad based in Kansas City, Mo.

Canadian Pacific's statement said the increased CN offer "only highlights CN's recognition of the significant regulatory risk/challenges associated with its anti-competitive bid. ... this doesn't make it any more likely that the CN proposal can close into a voting trust." CP also said its offer "is the only true end-to-end Class I combination that is in the best interests of North American shipper and communities. ... Our mutually negotiated agreement with KCS represents compelling short-term and long-term value for shareholders that is actually achievable." *Courtesy - TRAINS Newswire Kalmbach Media*

Do You Know

by Dave Nelson

Remember The Milwaukee Electric Railway and Light Company's old West Allis "car barn" (more properly called the West Allis Station) at 84th and Lapham? It was a majestic example of industrial architecture, and an ornate specimen of the bricklayer's art. I took these photographs in 1981. When constructed in 1904 for the TM it was an electric substation to the north end, a



trainman's room and, evidently, passenger waiting areas at the corner of 84th and Lapham, with a car barn east of the train-



man's room (with the large overhead door). In addition, there was an 8-track yard where streetcars could be stored or parked between runs, a signal department building, and other features. An excellent map of the property can be found on page 428 in Joseph M. Canfield's classic book, "TM," published in 1972 by the Central Electric Railfan's Association. In addition to the unusual bay window at the corner, a distinctive feature was a cast concrete sign embedded in the brick facing, with the words "Milwaukee Light Heat & Traction Company" -- a subsidiary of



The Milwaukee Electric Railway and Light Company used for the acquisition of property outside the Milwaukee city limits.

The history of TM's West Allis Station goes back to 1897 when

a rival and opponent of the growing TM system organized a Waukesha & North Greenfield Electric Railway and acquired property around 84th and Lapham for an eastern terminus. TM soon forced that rival out of business and acquired the property. Between 1904 and May of 1955 the West Allis Station saw electric streetcar activity for its portion of the extensive TM



system, a use which ended when the National Avenue streetcar line was cut back. Even in 1981, streetcar rails embedded in the sidewalk outside the car barn could still be seen. From April 1956 until April of 1960, the structure then served as a car barn for a trackless

trolley line. In 1981 there was still a reminder of the two-wire system for the trackless trolleys in a guide for the wires and trolley pole leading into the car barn. The structure also served as a stop and storage for regular buses into the 1960s but eventually was abandoned and stood empty for nearly 20 years.



In 1984 the State DOT proposed widening 84th Street between National Avenue and Greenfield, and slated the old artifact for demolition, maintaining that it had no historical or architectural significance. This aroused the vigorous opposition of the late Jim Roever, President and Founder of the TMER&T Historical Society and Executive Director of its newsletter "Transit Milwaukee" (many will recall Jim as master of ceremonies for All Star Program Night after the death of Chuck Zehner). While Jim's preservation efforts did cause the State Department of Transportation and the State Historical Society to re-review the status of the property, eventually it was decided that a thorough documentation of the West Allis Station would be sufficient, and it was demolished -- but not before Jim Roever gave it one last try by dramatically laying down in front of a moving bulldozer! (Given Jim's diminutive size this was an act of genuine courage and danger.) Both the state Historical Society and Library of Congress websites do contain information and photos of the property, almost certainly solely as a consequence of Jim Roever's advocacy. We do not have the building but we do have the memories - and some photographs.

Sources for this article include Joseph Canfield's 1972 book "TM," Russell Schultz's 1980 book "The Trackless Trolley Years,"

From the Archives

June 1951 - 70 Years Ago

"This week the trustee for the Milwaukee Rapid Transit & Speedrail Co. asked that the Waukesha-Hales Corners rapid transit lines be abandoned in order to pay off creditors...Local transit is a losing proposition, financially speaking. It is no longer a business but merely a public service. Therefore, it should be publicly owned...Let's just hope something can be done before this fine steel expressway is turned into scrap. If the government can spend \$3.5 million for a new airport terminal, they can spend \$250,000 for this line."— from an editorial by Don Ross

June 1956 - 65 Years Ago

Steam is still in operation on the Omaha where Mikes 417 and 420 head the daily except Sunday way freights between Elroy and Altoona. Operation is expected to continue most of the summer....The Riverside & Great Northern 15 inch gauge steam line at Wisconsin Dells will have an additional half-mile in operation (total of 2 miles) by July 1. The line uses two 4-4-2s

June 1961 - 60 Years Ago

"Most unpleasant news was the demise of the Olympian Hiawatha as a separate entity. We hate to see the end of an institution such as the Olympian Hiawatha, yet progress and advance not being practical, the Milwaukee's only choice was a strategic retreat. To replace the Olympian, Train 15, lv. Minneapolis 8:40 p.m., ar. Deer Lodge 5:00 p.m. MST, and Train 16, lv. Deer Lodge 8:15 a.m. (MST), ar. Minneapolis 6:35 a.m. will be run. This schedule is effective 23 May. Consist will include Touralux sleepers (coach tickets honored), café car, and coaches (unreserved) plus the head end cars. So long Olympian – you went down fighting." – Carl Solheim, editor.... Editor Solheim also reported on a field trip on the North Shore Line to Waukegan and return with his class from 38th St. School.

June 1966 - 55 Years Ago

The Combined Depot: With a modest amount of publicity and a minimum of confusion, C&NW passenger trains began using the new Milwaukee Road Station Monday, May 16. First arrival was Train 147X from Chicago at 7:30 a.m. CDT with E7 5019A, coaches 823, 839, and deadhead diner-lounge 7900. First departure: Train 152 at 7:40 a.m. CDT with E7 5012B, coaches 803 and 809, diner-lounge 7804, coaches 800 and 840. The connection to the C&NW is at Washington Street, handled by the Milwaukee Road "C&M" dispatcher via CTC. The north side connection is at the new "station" of Canco where the Milwaukee Road passes beneath the C&NW Wisconsin complex. It is handled by the Milwaukee Road operator at North Milwaukee tower.

June 1971 - 50 Years Ago

There were a number of articles detailing the last days of passenger service before Amtrak took over roughly one month ago. The consists of the last BN and the last "City" trains on the Milwaukee Road were listed....The Schlitz Circus Parade Limited is scheduled to leave Baraboo for Milwaukee at 6:15 a.m. June 30 and move on the C&NW via Madison, Waukesha, and West Allis.

June 1976 - 45 Years Ago

Amtrak's SDP40F locos are the source of bitter complaint by the enginemen who operate them. The locos are said to bottom out, sway, and are subject to violent lateral motion. A number of derailments have occurred and tests are being conducted to improve the stability of the locos....The Wisconsin Chapter hosted the Metropolitan Regional Convention of the Wisconsin Council for Local History on May 8th. Fifty-five persons attended and toured the Milwaukee Road shops and the Wisconsin Club, former residence of Alexander Mitchell.

June 1981 - 40 Years Ago

News of the continuing bankruptcy woes of the Milwaukee Road occupied several pages in this month's S&C.

June 1986 - 35 Years Ago

The current liability insurance crisis has forced cancellation of all fantrips, including trips with C&NW No. 1385 scheduled for this summer. To compound the situation, on May 18, an employee special powered by N&W No. 611 derailed in the Great Dismal Swamp....Jerry Hilton reported on steam operations in England, which are flourishing in contrast to the situation in the colonies

June 1991 - 30 Years Ago

Amtrak has signed a contract with Bombardier Corp. for the purchase of 140 new Superliner cars, the first new longdistance cars to be purchased since 1982. The new cars will be used to convert the City of New Orleans, the Capitol Limited, and the Auto Train from Heritage to Superliner cars....Trancisco Tours' Sierra '49er Express, the San Jose/Bay Area - Truckee/Reno luxury train lost \$2.5 million since January and service was suspended on April 28.

June 1996 - 25 Years Ago

The Great Circus Train will run on a new route this year via the UP from Baraboo to Madison, then WSOR via Milton Jct. to Waukesha, then WC to Rugby Jct., then WSOR to Horicon, then back to DBR Jct., then UP to Wiscona, Butler, St. Francis, and the lakefront. The two-day trip will be on July 8 and 9.... BNSF has closed railfan access to Cajon Pass after a February 1st derailment there....Several street crossings on the WC line through Oshkosh have been paved over and crossing gates removed.

June 2001 - 20 Years Ago

Health and Human Services Secretary Tommy Thompson resigned as chairman of Amtrak, bowing to White House pressure.... Rail service is returning to normal after major flooding on the Upper Mississippi River during April and May....The STB agreed to put the CN/WC merger on fast-track review. The STB agreed that the merger was a "minor" acquisition and therefore exempt from the current moratorium on "major" rail mergers....At a panel discussion former Milwaukee County Executive Dave Schultz said high-speed rail is the answer to crowded airports since airport expansion faces heavy opposition.

June 2006 - 15 Years Ago

Ex-Milwaukee Road Super Dome No. 53 returned to its roots when it was acquired by the Friends of the 261 in 2005 after a series of owners including CN, VIA Rail, C&NW/UP, and North Carolina DOT. It has now been re-painted in its original orange and maroon color scheme....The next UP Heritage paint scheme locomotive will feature D&RGW. A C&NW Heritage unit will debut in mid-July and an SP unit will complete the series which began with MP and WP units in 2005....Railroad Development Corp. of Pittsburgh has acquired two Chinese Q2 class 2-10-2 steam locomotives which will be brought to the Iowa Interstate Railroad. RDC is hoping to sell the locomotives to tourist railroads

June 2011- 10 Years Ago

On May 7th Maurice King Manager of Operating Practices for the Union Pacific was the guest speaker for the Chapter's annual banquet at South Woods in Cudahy. Maurice's presentation demonstrated the role that the Union Pacific plays not only in Wisconsin but nationally. It also showed the daily emphasis on safety used by the UP. After the presentation Maurice answered questions from those in attendance. The banquet was well attended and a big Thank You was given to Don and Debbie Goerke for the door prizes

June 2016 - 5 Years Ago

On June 25th we will be going to Green Bay to the National Railway Museum, where for the price of \$13.50 each we will not only have regular admission to the Museum as a whole, but will be given special "Behind the Scenes" tours of items not on display, the engine shops, and areas where exhibits are prepared for display. About 40 members of the Wisconsin Chapter NRHS gathered at Pallas Family Restaurant in West Allis, WI to enjoy some good food, fellowship and learn about freight car management. Rick Grossman was the speaker for the evening. Rick works for Wells Fargo Rail former FURX First Union Rail. Rick discussed the travels of a freight car and the challenges of managing a fleet of close to 185,000 cars and 1,800 locomotives.

The BIG Picture



Several boys watch as a Milwaukee Road F7 4-6-4 streamlined locomotive sits in La Crosse, WI on September 3, 1938. This is possibly a test train due to the heavyweight car behind the locomotive, which could be a dynamometer car. This photo was taken by Ray Haber, Father of chapter member Jeff Haber. Thanks Jeff for sharing. There will be more photos from Jeff's Dad pm this page in the future.