

Wisconsin Chapter National Railway Historical Society

Volume 71 Number 9



November 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



The westbound North Coast Limited near Ferryville passing a Q freight in the center siding. See more shots like this by joining in on Bryan Howell's presentation Where Nature Smiles 300 Miles—CB&Q Passenger Trains along the Upper Mississippi in the Dome Era on Friday November 5, 2021 at 7:30pm. More information is on Page 2. *Photo from Bryan Howell Collection*

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Wisconsin Chapter Meeting Schedule



Friday November 5, 2021 Where Nature Smiles 300 Miles—CB&Q Passenger Trains along the Upper Mississippi in the Dome Era—presented by Bryan Howell. (Zoom and in person)
Friday December 3, 2021 David P Morgan's Milwaukee with Kevin P Keefe (in Person and Zoom)
Tuesday December 21, 2021 Online slide show (Zoom only)

Monthly meetings are being held in the lower level of the North Shore Congregational Church in Fox Point 7330 N Santa Monica Dr. in Fox Point. The church is handicap accessible. For more up to date information on meetings and speakers, and also any weather cancellations, check the chapter's webpage at www.nrhwis.org. Doors open by 7:00 pm, so arrive early to socialize. The meeting will start at 7:30pm sharp with introductions and railroad-related news and announcements. We are also plan on offering livestream via the Zoom platform. 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@nrhwis.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@nrhwis.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.nrhwis.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 Yugas president@nrhwis.org (or via USPS at PO Box 070758 Milwaukee, WI 53207).

Wisconsin Chapter officers are: Mike Yugas, President (president@nrhwis.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@nrhwis.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.

Meeting Summary October 1, 2021

Gathering Time

This was our second hybrid (both in-person and virtual) chapter meeting. Wisconsin Chapter President Mike Yugas ran it from our usual pre-pandemic meeting site in the basement of the North Shore Congregational Church, at 7330 North Santa Monica Boulevard in Fox Point, Wisconsin. Members and guests started gathering, both in person at the above site, and in the Zoom meeting room, about 7:00 pm (the usual timing).

Introductions & Announcements

Wisconsin Chapter President Mike Yugas started recording on Zoom at 7:30 pm. He began the actual meeting at 7:32 pm. There were then 17 devices connected via Zoom, including the master station in the church basement. Mike Yugas counted 21 people there in person. Initial total attendance was therefore at least 37. Mike welcomed all of the attendees.

Our bi-monthly on-line slide shows will return on Tuesday, October 19, at 7:30 pm. Our scheduled presenters are Alan Baker, Rich Peters, Brian Hechel, Jim Rindt, and Mike Slater. Our next regular Chapter meeting will be on Friday, November 5. It will also be a hybrid (in person and virtual) meeting. The subject will be "Where Nature Smiles 300 Miles—CB&Q Passenger Trains along the Upper Mississippi in the Dome Era—presented by Bryan Howell.

On Saturday, November 13, members and spouses only will have the opportunity to tour the private Christopher Transportation Museum, north of Sheboygan. It is normally closed to the public. The main attraction is owner Jay Christopher's extensive collection of railroad dining car china. This tour was a well-received event at the NRHS National Convention in late August. We will collect \$10.00 from each attendee. The proceeds will be donated to Sheboygan Meals on Wheels.

On Friday, December 3, Kevin Keefe will present David P. Morgan's Milwaukee. This is a collection of photographs from the 1950's. That is the early part of David P. Morgan's long tenure

From the Prexy

-continued from Page 2

as editor of Trains magazine. It will be an expanded version of the presentation that Mr. Keefe gave at the NRHS National Convention in late August.

Tara Grudzielanek reported receiving an e-mail from member Harry Evans. The Oconomowoc Historical Society will be hosting an open house at their museum, located south of the Milwaukee Road Oconomowoc depot, on Saturday, November 6. Mike Yuhás reported that restoration has been completed at the Cedarburg Milwaukee Road depot. That depot was moved to the Ozaukee County Historical Society's "Pioneer Village" in Saukville in 1983. The restorers did a first-class highly accurate job.

Some members reported that Canadian Pacific trains have been blowing their horns a lot in quiet zones (on the former Milwaukee Road) in Elm Grove. The same is happening with Union Pacific trains (on the former Chicago & North Western) in Butler. Mike Yuhás speculated that the probable reason was to make sure that track maintenance workers were aware of approaching trains. This is peak track work season—get it done before winter.

The Union Pacific is replacing their bridge (on the former C&NW Belt Line) over I-41 at the curve SW of Mayfair, to support widening and re-construction of I-41, as part of the extended Zoo Interchange Project.

Al Lederman reported that the Union Pacific (former C&NW Lake Shore Division) bridge over I-43 just north of Bender Road (6200 North) will be replaced as part of widening I-43 from 2 to 3 lanes each way, in 2023.

Presentation

Chris Barney took over at about 7:45 pm. His presentation was on the tragic accident at the St. Francis Avenue crossing of the Chicago & North Western Old Line Subdivision on the night of Friday, February 8, 1924. A south-bound express passenger train struck a truck carrying 7 teen-age Milwaukee Journal carriers. Their driver / supervisor and 6 of the 7 boys were killed. The C&NW was found to be negligent / at fault for not having a crossing watchman on duty between 10:00 pm and 6:00 am (which had been their practice for many years). (This was before the age of automatic crossing flashers and gates.)

Dave Nelson followed with his presentation on a similar tragic accident at the Milwaukee Avenue crossing of the C&NW Old Line Subdivision in South Milwaukee on Wednesday, November 13, 1907. Six workers from the Bucyrus steam shovel factory died, and five others were injured, when they were struck by a south-bound express train.

In both of the above tragedies, there were two trains present on a double-track main line. The victims saw one and thought they were OK with it. They did not see the second train, which killed them. The take-aways for all of us are:

Situational awareness around active tracks.

Rule M—Expect a train at any time, on any track, in either direction. Many double-track lines are now signaled for trains to operate in either direction on both tracks.

Zoom attendance peaked at 25 devices (total attendance of at least 45) during the above presentations.

Auction

The last event was a second auction of selected railroad books and timetables, donated from the estate of local railroad enthusiast Leroy James Burlingame. More of those will be auctioned at further Chapter meetings.

The meeting ended at 8:59 pm. There was no informal discussion room on Zoom.

Respectfully Submitted

Thomas W. Marcussen

Wisconsin Chapter Secretary

As I write this in mid-October, the Surface Transportation Board has still not ruled on Canadian National's sale of light-density branchlines in Wisconsin and the upper peninsula of Michigan (See May 2021 Sparks & Cinders). Recently both CN and Watco submitted additional filings in an effort to bring closure to the deal before the snow flies. Watco has been amassing locomotives (and maintenance trucks) at its Horicon Wisconsin & Southern yard, so they appear ready to start their operations almost immediately upon approval.

Meanwhile, after some side-fumbling, it appears almost certain the Kansas City Southern will be merged into Canadian Pacific. You may recall this acquisition was announced back in March, but shortly thereafter Canadian National upped the ante with what was considered a superior offer, which left Canadian Pacific unrequited. However, the STB rejected CN's plan for placing KCS into a trust, effectively dooming that transaction. Bill Stephens at Trains magazine has been following the story (stories?), and I recommend you read his frequent dispatches to stay up-to-date on this evolving issue.

We are improving our "hybrid" in-person meetings with Zoom streaming, and we still need to acquire some equipment to make a better experience for live and remote audience members. Please bear with us as we work toward that end. A sincere thank you to Keith Schmidt, Dan Grudzielanek, and Ward Wells for your efforts.

I am looking forward to Brian Howell's CB&Q presentation on November 5; see details elsewhere in this issue. This meeting will be conducted via Zoom, with a live component for those who wish to be a part of the audience at the North Shore Congregational Church (and for those who just want to get out of the house). Thanks again to Keith and Dan for opening up the meeting space.

Please join us on November 13 for our trip to the Christopher Transportation Museum - see details on next page.

We appreciate your membership in and support of the Wisconsin Chapter, which helps preserve railroad history. Thank you, and tell a friend about our group!

Stay healthy and remain safe,

Mike

Milwaukee Road 261 returns to action

Milwaukee Road locomotive no. 261 is back on the road after a two year absence from mainline operation.

The S-3 Class Northern 4-8-4, built in 1944 by the American Locomotive Co. at Schenectady, N.Y., was in action Saturday and Sunday, Oct. 2-3, on the Twin Cities & Western Railroad between Chanhassen and Bongards, Minn., a portion of the former route of the Milwaukee's *Olympian Hiawatha* streamliner. The "Gourmet Express" excursions saw passengers treated to a meal while enjoying wine or cocktails and viewing fall colors.

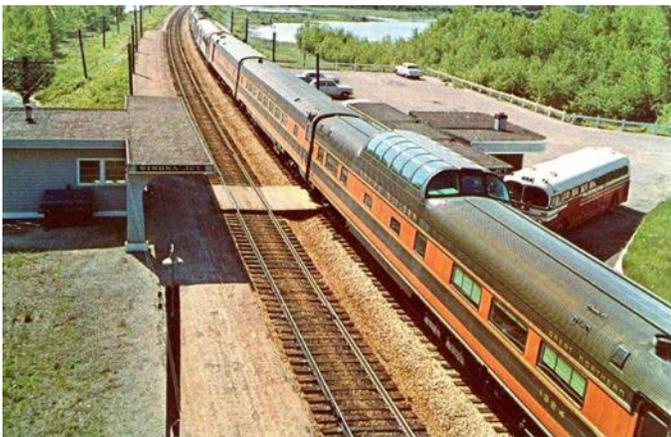
The trip also featured former Wisconsin & Southern E9 No. 32A, built for the Milwaukee and now wearing a paint scheme based on the railroad's earlier maroon-and-orange schemes. Originally, the locomotive wore Union Pacific yellow.

Saturday's trip ran in a heavy rain, while Sunday's was on a clear fall day.

Courtesy - Kalmbach Media TRAINS Newswire

Where Nature Smiles 300 Miles—CB&Q Passenger Trains along the Upper Missis- sippi in the Dome Era

Join the Wisconsin Chapter on Friday November 5, 2021 as Bryan Howell presents - "Beginning in the early 1900s, the Q advertised its Chicago-Twin Cities Passenger Service as "Where Nature Smiles 300 Miles," describing the scenic run on the eastern bank of the Mississippi River from Savannah, Illinois, to St. Paul, Minnesota. This presentation is a look at the passenger trains that traversed this line including the Q's own Twin Cities Zephyr, along with the Great Northern's Empire Builder and the Northern Pacific's North Coast Limited, primarily during the dome years starting in 1947 and continuing to the BN merger in 1970. Numerous photos of the trains will be included along with typical consists and period timetables. Additionally, we'll step aboard the trains for some inside views as well. A must see for passenger train aficionados! This will be a Zoom and in-person meeting.



Consider running for chapter leadership

The next chapter leadership election takes place February 4, 2022. If you would like to help chart the future of this organization, please consider running for an officer or board position. Contact chapter president Mike Yugas (president@nrhswis.org or 414-698-6625) to discuss. All member input is solicited!

Looking for Photos

I received this message on the Chapters Facebook page. An architectural firm is looking for interior photos of the Baraboo Depot. If you have any photos or possible information on where to get some let me know at kschmidt626@gmail.com. They have already contacted the CNW Historical Society, Circus World and Wisconsin Historical Society.

"Hello, We are a historic preservation architecture firm working with the Sauk County Historical Society to rehabilitate the historic Chicago & North Western Depot and Division Office in Baraboo, Wisconsin. We would like to accurately restore the first floor of the depot and I have been searching through archival repositories for historic interior photographs of the building and unfortunately have been coming up empty - we only have three photos from the second floor."

Again if you can help with this or have any ideas of where photos might be available let me know at kschmidt626@gmail.com Thank You !!

November 13 chapter visit to Christopher Transportation Museum

It's time for a field trip! On Saturday morning, November 13, we will hold an informal, members-only visit to the Christopher Transportation Museum, on the grounds of the Christopher Farm and Gardens, just north of Sheboygan (please check their site, www.christopherfarmandgardens.org). The gardens and museum are generally not open to the public, so our visit is a special treat. The museum houses Jay Christopher's private collection, claimed to be the world's largest assemblage of dining car china and other transportation-related (and non-transportation-related) items. The world-class private museum includes dozens of display cases containing all manner of dinnerware, including plates, cups and bowls, and also celery dishes and butter pats, all uniquely emblazoned with colorful railroad heralds representing the pinnacle of onboard service. This was a stop for the NRHS annual convention, and was well received by all who went. In November the gardens and their 16-inch railroad will be somewhat dormant, but they may take us on a quick walking tour of the grounds, and through some of their greenhouses, weather permitting.

Participation is open to paid-up members of the Wisconsin Chapter, who may bring a family member. The farm/museum does not charge admission, but does request a donation. We're asking for \$10 per person, which will be sent to Mr. Christopher's preferred charity, Sheboygan Meals on Wheels.

Arrival time is approximately 10am. Parking on the grounds is limited, so carpooling is encouraged. Members driving from the Milwaukee area will meet at a park and ride and consolidate into fewer cars, if possible.

Please register with chapter president Mike Yugas at president@nrhswis.org or by phone at 414-698-6625, on or before Wednesday, November 10. Details will be distributed shortly before the event. Contact Mike with any queries about this once-in-a-lifetime opportunity!

Do You Know ?

by Dave Nelson

The Milwaukee Electric Railway & Light Company (TM) built Lakeside Power Plant in St. Francis in 1919-20. Among the first anywhere to burn pulverized coal, Lakeside's original 40,000 kilowatt output was soon expanded and reached its final 310,000



kilowatt capacity in 1930. The coal to power it was deposited along the Kinnickinnic River by lake freighters and at night TM freight motors would pull trains of coal cars down streetcar tracks on Kinnickinnic Avenue to a private rail right of way that went east to the power plant. Coal ash was hauled away using

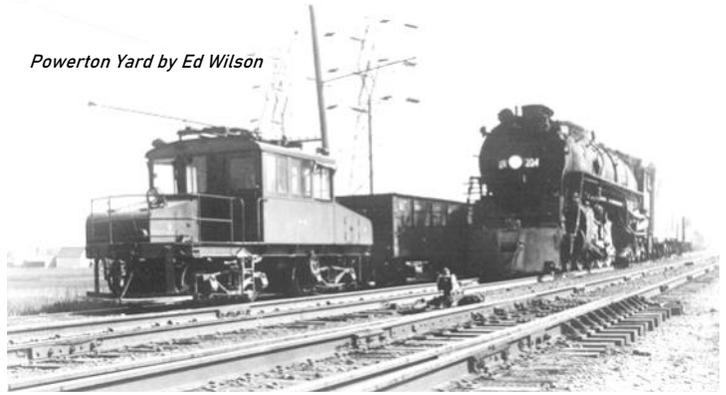


Lake Shore Drive—collection of Dave Nelson

streetcar tracks. Because the Chicago & North Western's "old line" paralleled Kinnickinnic Ave. there, an interchange for coal loads was soon created, and coal trains on city streetcar tracks came to an end.

In 1930, TM planned an ambitious 200 foot-wide "belt line" all around Milwaukee for its rapid transit/interurban and freight purposes as well as its electric power lines. The goal was avoid grade crossings by using bridges over other railroads and most streets. The Lakeside Belt Line was completed in 1932, running west from the power plant to Greenwood Junction at S. 100th St., near the rapid transit's spur to East Troy. TM elected not to have an interchange where it crossed the North Shore, but did establish a four track yard and interchange with the Milwaukee Road near 13th and Waterford Ave., known as "Powerton." The Great Depression was just one factor that curtailed most of the Belt Line/rapid transit project; as author John Gurda put it, "no paying customers ever boarded a car on the Lakeside

Powerton Yard by Ed Wilson



line" (although Milwaukee-Racine-Kenosha cars briefly used the Lakeside Belt Line during a city streetcar strike, and the Central Electric Railway Association ran a fan trip on the line in 1947).

The little used track west of Powerton was abandoned in 1950; in 1952 Wisconsin Electric Power Co. sold its city transportation system to outside interests, which left the remaining Lakeside Belt Line as the last operating line that still used the name The Milwaukee Electric Railway & Transportation Company. It was still under wire, and still hauled coal from the Milwaukee Road and the C&NW to the power plant. And there were other freight customers along the Lakeside Belt Line. In the early years the Valley Steel Co. and its narrow gauge railroad were located a bit north of the power plant's rail yard, scale track, and staged coal piles west of the power plant and east of Kinnickinnic Ave. A few rock quarries were between Pine and Howell; at one time power plant ash was dumped in a quarry east of S. Kansas Ave. Reportedly the Town of Lake water treatment plant at 6th and Howard received chemicals by rail via the Belt Line now and then. E-Z Paint Corp. was probably the largest on-line customer for freight service other than the power plant itself.

Lakeside Power Plant was deliberately located in an underpopulated area of the county when it was built, so for years the TM provided a "free" streetcar for its workers from Kinnickinnic Ave. to the power plant. Old streetcars were modified and dedicated to this service; the last one was No. 882, known for its snowplow on the end that faced west. The power plant's security guard doubled as motorman, and sometimes lucky railfans convinced him to let them ride along, since the car itself stopped short of entering the gated portion at Lakeside. So, well after the "official" last Milwaukee streetcar run ended early in the morning of Sunday, March 2, 1958, No. 882 soldiered on until its own last run on May 8, 1961. For a time, No. 882 remained in plain view, parked along S. Lake Dr. near the intersection with S. Packard Ave.



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Once the Transport Company's sporadic use of TM units D-15 and D-16 to move heavy equipment at their Cold Spring shops ended in the mid-1960s, the Lakeside Belt Line was the last electric railroad operation in Milwaukee County. By 1963 WEPCO sold the track from the track scale west to E-Z Paintr to the C&NW, presumably thus ending the Milwaukee Road interchange at Powerton. In 1969, Lakeside was converted to natural gas and railroad operations ceased, although equipment remained on the site. A natural gas shortage in 1970 very briefly revived rail operations so that tank cars of fuel oil could be brought in. Lakeside Power Plant was decommissioned in 1983, and soon torn down. While streetcar 882 was scrapped in the 1960s, many pieces of TM freight and work train equipment used and stored at Lakeside found homes at rail museums, including East Troy and Union, IL.

And thus electric locomotives were seen no more in Milwaukee -- well, wait a minute, that's not exactly correct. You had to know where to look: Milwaukee Solvay Coke Company, 311 East Greenfield, was a dark and foreboding plant that made coke by heating coal in an oxygen-free environment, a process that releases gasses and various chemicals and converts what remains into pure carbon, which is valued as fuel by steel mills. Originally the gasses were captured and used for heat and light but by the 1960s the gasses not needed to power the plant furnaces were burned off, an eerie and rather menacing open flame that lit up the night sky. Until it closed in 1983, Solvay Coke had unusual steeple cab electric locomotives that moved a special wide gauge hopper under the tipple so coal could be dropped into the furnaces. The odd tall cabs on these locomotives gave them a vaguely Eu-



ropean appearance. The photo here is by courtesy of Don Ross, whose "donsdepot.donrossgroup.net" website has a good description and great photos of the Solvay factory and its process. Don by the way was one of the founders of our Chapter. You can spend hours on his huge and wonderful website of rail photos and information.

Sources for this article include John Gurda's "Path of a Pioneer: A Centennial History of the Wisconsin Electric Power Company (1996); Joseph M. Canfield's "TM: The Milwaukee Electric Railway & Light Company (CERA Bulletin 112, 1972); and an uncredited article on the Lakeside Power Plant and Belt Line from one of the local traction newsletters.

Foxy Rail System in Truck Form



Here is a Fox Valley & Lake Superior Rail System (FOXY) MOW hi rail truck sitting in Horicon, WI at the WSOR/WATCO yard. Motive power and now vehicles are on stand by in Horicon, to begin working once acquisition approval is given by the Surface Transportation Board.

Photos by FoxyHunter



From the Archives

November 1956 - 65 Years Ago

(a combined issue) Sunday, October 14, marked the last CB&Q steam passenger train in the state of Iowa. No. 637, a diamond stack loco built in 1892, powered a train of three 1890s coaches from Ottumwa to Indianola.

November 1961 - 60 Years Ago

Two men have joined the ranks of WC-NRHS. Welcome to Jerrold F. Hilton (still a member today) and Peter J. Wagner. We are sure that you will enjoy your association with us....The 32nd Infantry Division, called up recently, was transported to Fort Lewis, Washington, via 17 different passenger trains. They originated in such places as Wausau (MILW), Marinette (CNW), Appleton (Soo Line), Baraboo (CNW), Oshkosh (MILW), and Rhinelander (Soo Line)....Judging from "The Official Register of Passenger Train Equipment," Dan Platz has determined that the numbers of the 32 passenger-only Milwaukee Road bi-level cars are 300-331; the eight cab control cars are 380-387....National and Chapter dues for 1962 are \$6.00.

November 1966 - 55 Years Ago

Milwaukee Road locomotive acquisitions 1963-1966: EMD GP30 (Alco trucks) Nos. 340-355; EMD GP35 Nos. 360-371; EMD GP40 Nos. 174-179 (2nd order); Nos. 180-191 (1st order), Nos. 192-199 (2nd order); GE U25B Nos. 380-391; GE U28B Nos. 392-398 (1st order), Nos. 130-135 (2nd order). Passenger B-units converted to freight service in the past year: Nos. 98B, 101B, 105B

November 1971 - 50 Years Ago

November 14 will mark a major revision and expansion in Amtrak service. Locally, the number of Chicago-Milwaukee round trips increased from four to seven daily, service between Chicago and Minneapolis will be doubled, and through Milwaukee-St. Louis service will be inaugurated....The Kettle Moraine Scenic Railway is scheduled to begin operations in the Spring of 1972, according to owner, and Chapter member, Dick Hinebaugh....A new organization called "The Milwaukee Road Railfans Association" has been organized and is seeking new members....The Grand Trunk car ferries operating between Milwaukee and Muskegon will cease carrying passengers by the end of November, according to local rail officials. The Milwaukee Clipper operating between those two ports made its last voyage in 1970

November 1976 - 45 Years Ago

With the change back to Standard Time on October 31, Amtrak has announced a number of schedule changes - not all of which are beneficial to Milwaukee travelers. An apparent lack of coordination between the schedule makers has the first morning train from Milwaukee arriving in Chicago at 8:32 a.m., and the Floridian departing at 8:30 a.m. If the Milwaukee train is on time, you will be able to see the Floridian's markers just disappearing in the distance.

November 1981 - 40 Years Ago

The latest rumor on the Milwaukee Road bankruptcy says that the Canadian National, through Grand Trunk Western, is negotiating for inclusion of the Milwaukee Road in the CN/GTW system....Al Kalmbach, founder of Trains and Model Railroader magazines, and one of the founders of the National Model Railroad Association, passed away on October 14 after a long illness

November 1986 - 35 Years Ago

The new Duplainville connection between the former Milwaukee Road and Soo Line has been completed and is now in service....Sales of "The Railfan's Guide to Wisconsin and the UP of Michigan" have been very good and fewer than 300 copies remain to be sold

November 1991 - 30 Years Ago

WICT has inaugurated an experimental weekend passenger service between Milton Jct. and Madison. The round trips are made on Saturdays only. On UW-Madison football game days, the first train operates all the way to Camp Randall. The service began on Labor Day weekend with 200 passengers and a record 1,000 passengers rode on October 12....Amtrak reported that ridership in the Chicago-Milwaukee corridor increased 10.9% in the first three quarters of 1991 compared to the same time period in 1990. Ridership in the first three quarters surpassed the total for all of fiscal 1989 by approximately 40,000 passengers....The Soo Line Grand Crossing Tower in La Crosse, constructed in 1928 to replace one built in 1892, has been saved and moved to Copeland Park.

November 1996 - 25 Years Ago

Almost all traces of the former WC Oshkosh street running have disappeared under new paving after removal of the tracks....Wisconsin and Illinois have agreed to provide subsidies for the Amtrak Hiawatha service for another year....CSX Corp. has agreed to purchase Conrail for \$8.4 billion in cash and stock. NS is expected to vigorously oppose the deal....Famed railroad artist Howard Fogg passed away on October 1....CSX took delivery on the first of 53 new 6,000 hp AC6000W locomotives on September 13.

November 2001 - 20 Years Ago

Trainfest® Director John Tews expressed concern for the future of Trainfest® because of several obstacles, including an increase in rental fees after construction of a new exhibit hall at State Fair Park, parking problems, and the lack of a viable alternative site....CN officially took over WC on October 10 when it became the Wisconsin Central Division of CN. CN acquired WC for \$1.2 billion....UP announced plan to construct an intermodal terminal at Rochelle, Illinois. The new \$200 million terminal will be able to handle 1,000 containers per day.

November 2006 - 15 Years Ago

After four years of renovation, the 1902 C&NW passenger station in Racine opened to the public on October 14....The interlocking tower at 21st Street in Chicago, 1.7 miles south of Union Station, was razed in October, shortly after operations were shifted to the control center at Union Station. The tower, just south of the Chicago River bridge, controlled the crossing of the former Pennsylvania, Alton (GM&O), Santa Fe, IC Iowa Division, and C&WI. All trains from seven railroads using Dearborn Station plus Pennsylvania, Alton, and IC Iowa Division trains passed through the crossing. The former Soo Line ore dock in Ashland may become a maritime museum if a Duluth-based organization gets its way even though the dock is deteriorating. The 1,800-foot concrete dock was built in 1916 and at the time of its construction was the largest concrete ore dock in the world. It was last used in 1965....The F9 era has ended at Erie Mining in Minnesota. The units operated from 1957 to 2006 and have been put up for sale. F9A No. 4211 was donated to the Lake Superior Railroad Museum

November 2011- 10 Years Ago

October 15-16 the 40th Anniversary Amtrak Display train visited Milwaukee. The train powered by a repainted F40PH and Heritage painted P42 Genesis unit was open at the Milwaukee Amtrak Station. The passenger car in the train were filled with historic items from passenger service of the past. Also past Amtrak time tables, uniforms, dinnerware and photographs. A popular display was the working horn display. A visitor could blow the horns and hear the differences in tone and pitch.

November 2016 - 5 Years Ago

The "Ghost Train" light and sound recreation of the CNW's Twin Cities 400 on the bridge of Capitol Drive in Shorewood is set to debut on Monday October 31st. The "Ghost Train" is the work of artist Marty Peck. On September 22nd BNSF locomotive derailed in a washout along the Mississippi River. Several washouts were reported south of La Crosse, WI. As much as 9 to 14 inches of rain fell in certain parts of Minnesota and Wisconsin in recent days saturating the ground and making conditions right for flash floods and mudslides. Talgo is returning to Milwaukee's Century City Industrial park. Talgo will remanufacture heavy rail cars from the Los Angeles County Metropolitan Transportation Authority. Talgo may move as many as 30 jobs to Wisconsin as part of the remanufacturing deal.

The Big Picture



Staying with Domes on the Burlington. Here is a Russ Porter shot. I believe this is on the CB&Q triple track main line west of Chicago. I don't have a year for the shot. From the Collection of Keith Schmidt