



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 72 Years

Visit the Chapter Webpage www.nrhswis.org



Union Pacific #3985 4-6-6-4 Challenger seen here at Fountain, IL, on 10-07-2010, south of St Louis, MO has a new home about 250 miles north. The Union Pacific railroad donated the #3985, #6936 Centennial and a 2-10-2 steam locomotive to Railroading Heritage of Midwest America. The RRHMA also owns the Milwaukee Road #261. The group recently purchased the former Rock Island shop complex in Silvs, IL . Photo by Dan Grudzielanek

In This Issue

- ◆ *From the Prexy*
- ◆ *Do You Know*
- ◆ *Union Pacific Donation*

Wisconsin Chapter Meeting Schedule



Upcoming chapter events

Friday, June 3 – 50 Year Perspective – Mike Yuhas
Tuesday June 21 – Online slide show

Monthly meetings are held in the lower level of the North Shore Congregational Church at 7330 N Santa Monica Dr. in Fox Point. The church is handicap accessible. Refreshments are available for a donation. 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. Meetings start at 7:30pm sharp. Please bring a friend! Our meetings are live-streamed on the Zoom platform. 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 Yuhas president@nrhwis.org (or via USPS at PO Box 070758 Milwaukee, WI 53207).

Wisconsin Chapter officers are: Mike Yuhas, 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 ©2022, Wisconsin Chapter, Inc., NRHS.

Meeting Summary May 6, 2022

Introduction

Wisconsin Chapter President Mike Yuhas was working from our in-person meeting site at the North Shore Congregational Church in Fox Point tonight. He started recording on Zoom at 7:30 pm. He also started the meeting at 7:30 pm. There were then 36 devices connected to the Zoom virtual meeting room, and 20 people in the physical meeting room in the church basement.

Announcements

Mike Yuhas started with an opinion poll on a possible outing on the East Troy Electric Railroad. Prices for food service have gone up since the last time that we considered our options there. No specific numbers were provided. Eighteen attendees indicated they would sign up for a lunch or dinner train. Seven voted for a basic train ride.

Our 2022 Annual Chapter Banquet (our first one since May 4, 2019) will be at Pallas Restaurant in West Allis on Saturday, October 1. More details will follow. We expect that prices will be up due to the increase in food and catering costs.

We will have another informal Railroad Gab Fest on Friday, May 13.

Our next regular meeting is on Friday, June 3. Mike Yuhas will present his "Retrospective on 50 Years of Railroad Photography."

We will have an on-line slide show on Tuesday, June 21.

The first and last of the above events are on-line only. The regular Chapter meeting on June 3 will be a hybrid event (at the church basement and on-line).

Mike Yuhas individually announced and welcomed three new members, since the last introduction at the meeting of April 1, 2022. They are not listed here. They will be individually listed elsewhere in the June issue of Sparks & Cinders.

From the Prexy

Presentation

Mike Yuhas introduced our presenter, fairly new member Andrew Nelson, at 7:38 pm. Andrew is a son-to-be-retired public school administrator. He is the author of one 2002 book on the Green Bay & Western. He worked for Pacific Rail News in the 1990s. He then went back to teaching. Our first program was on the Green Bay & Western. The second was on the Wisconsin Central, with a Red Green side theme. Both featured pre-recorded sound with music. Echo problems returned at first, and then we lost the sound completely, on the GB&W program. We fixed those problems fairly quickly, and then restarted the program from the top so everybody could see and hear everything. We had some smaller audio problems with the WC presentation, which were fixed without a restart.

Your secretary saw Zoom attendance peak at 50 devices during the presentation. We had 20 attend in-person in the church basement. Three devices were at the church. Total peak attendance was therefore 67. A total of 57 devices logged into Zoom. Total attendance was therefore 74.

The presentation ended about 8:52 pm. Mike Yuhas stopped recording soon after that.

Virtual Post Meeting

Ward Wells took over as our remote host after Mike Yuhas stopped recording, at about 8:55pm. That way remote members could continue conversing, while allowing in-person attendees to clear out of the church basement at a reasonable hour. The on-line chat room stayed open until 11:10 pm.

Respectfully Submitted

Thomas W. Marcussen

Wisconsin Chapter Secretary

My normal deadline for this column would be around mid-May, or maybe the 17th or 18th if I send editor Keith Schmidt a nice gift. (I'm thinking donuts, because he is a retired law enforcement officer.) This month, though, I'm planning on being on a cruise at press time, so I am rushing to finish this chore while packing for the vacation. That means this installment of "From The Prexy" will be necessarily abbreviated. And for that, you breathe a sigh of relief.

Just a couple things to share. First, thanks to the tireless efforts of our banquet committee (Ralph McClure, Neal Wegner, and Cathy Wegner), we've locked in a date and place for our annual pandemic-delayed chapter traditional sit-down dinner. This year it'll be at the Pallas restaurant in West Allis, on Saturday evening, October 1. Please mark your calendar and plan to attend. As you're painfully aware, food prices have shot through the roof, and we're trying to hold the line while still ensuring you have plenty of great food to eat, but be prepared for an increase. More details will follow.

Other than that, we're always looking for program presenters, so if you have a great railroad story to tell, please be in touch with Dave Nelson or me.

Please extend a warm welcome to these new members:

Scott Kunz, Jackson
Jerry Amundsen, Cottage Grove
Kim Kafura, Appleton
Thomas Sponsler, San Francisco, Calif.
Matt Brozowski, Fond du Lac
Thomas Bullerman, Lannon
Erik Shicotte, Brookfield

This will be the last newsletter until early September. Enjoy your summer, and stay safe and healthy. Thank you for your membership in the Wisconsin Chapter.



Summer Outing at East Troy Railroad Museum

With the visit to the Christopher Transportation Museum being postponed this year it was decided to check on an outing to the East Troy Railroad Museum. In the past the chapter has had morning and evening charters. A rare mileage trip down the Trent Siding and great shop tours. This time the chapter is looking at a lunch train. The train would include a three course lunch served in one of the museum's nicely restored dinner cars. The chapter is looking at dates and cost for the excursion. We would need a minimum of 30 guests for the train. We are hoping to have a choice of two different entrees for the trip. Watch for a special mailing and emails regarding the trip soon.



Photo courtesy of East Troy Railroad Museum

UP #4014 Big Boy heads West in Summer 2022—POSTPONED

Union Pacific has postponed its planned tour this summer for Big Boy No. 4014, citing a need to "focus on efforts to ease supply chain congestion."

The trip to the Pacific Northwest via Northern California had been scheduled to begin June 26. The railroad said it would announce updated plans once service performance levels return to normal.

"We know many rail enthusiasts make travel plans and communities prepare to act as host, which is why we made this decision now," Scott Moore, senior vice president-corporate relations, and chief administrative officer, said in an email to members of Union Pacific's Steam Club. "We have a duty to continue our efforts to reduce supply chain congestion and provide customers the service they deserve; given the impact of a steam tour on our operations that focus must be our priority."

Courtesy TRAINS Newswire—Kalmbach Media

Mike Yuhas— A 50 Year Retrospective Friday June 3 2022

Mike Yuhas took his first railroad photograph as a youngster in 1972. Who'd a thunk that fifty years later, that image would be projected large at the Wisconsin Chapter NRHS June meeting. Hundreds of other railroad pics documenting some of Mike's five decades of railroad photography will also be shown.

This program will be presented live at our regular meeting place in Fox Point and streamed over the Zoom platform. **ADVANCE REGISTRATION IS REQUIRED** to access this event. The meeting access info will be available toward the end of May.



Carl A Swanson named Editor of TRAINS Magazine

Kalmbach Media Co. has named veteran railroad editor and journalist Carl A. Swanson as the new editor of TRAINS, the nation's largest-circulation magazine about the railroad industry.

Swanson succeeds the late Jim Wrinn, who died March 30, 2022, and served as editor for more than 17 years. Kalmbach has published TRAINS monthly since its founding in November 1940.

Swanson joins the TRAINS staff from MODEL RAILROADER, where he served as editor for the past three years. Before that he led Kalmbach's CLASSIC TOY TRAINS for 13 years. He relishes the opportunity now to lead what is known as the magazine of railroading.

"No industry has a richer history or a more dynamic future than railroading, and no one covers it better than Trains," says Swanson. "As a lifelong railfan and avid reader of the magazine, I am excited and humbled by this opportunity to continue TRAINS' tradition of excellence in informing, delighting, and serving our customers."

A Nebraska native, Swanson was a reporter for the Norfolk (Neb.) Daily News before embarking on his railroad journalism career. Swanson was editor of Pentrex Publishing's Passenger Train Journal and Rail News magazines prior to joining Kalmbach in 1997 as associate editor of CLASSIC TOY TRAINS. He moved over to TRAINS magazine as an associate editor in 1999 and then promoted to senior editor of MODEL RAILROADER in 2002.

Someone who knows Swanson's work from his previous tenure at TRAINS is the current acting editor, Kevin P. Keefe, who served as the magazine's editor in the 1990s and went on to serve as its publisher before his retirement as Kalmbach's vice president-editorial in 2016.

"Carl has wide-ranging interests when it comes to railroading," says Keefe. "In his earlier stint at TRAINS, he did an excellent job of recognizing what readers want, and now he'll do the same in the top job. Couple that with his superb skills as a writer and you have someone who will more than live up to the traditions of the position."

Swanson is also author of "Faces of Railroading," a deluxe pictorial tribute to the people of railroading, published by Kalmbach Books in 2004. He also edited the second edition of Kalmbach's "Command Control for Toy Trains."

A graduate of the University of Nebraska-Lincoln and the Woodland School of Photography, Swanson enjoys exploring and writing about local history and has authored two books for The History Press, "Lost Milwaukee" in 2018 and the recently published "Historic Crimes of Milwaukee." He blogs regularly at www.milwaukeeebook.com.

Swanson lives in Milwaukee with his wife, Judith. The couple has three adult children. *Courtesy TRAINS Newswire Kalmbach Media*

Wisconsin Great Northern Railroad back in operation

Wisconsin Great Northern Railroad opened its scenic bed and breakfast and dinner trains May 10, 2022, after being closed to passenger operations for 784 days due to the COVID-19 pandemic.

The popular scenic train operates over two former Chicago & North Western Railway lines in Northwest Wisconsin, based out of Trego, just north of the former division headquarters in Spooner.

"This is exciting," says Robert Tabern, director of passenger development at WGN. "During the closure it reminded me of how passenger depots that once served passengers became a work area, our depot reminded me of that during improvements to the line. Saws and tools have been moved out in anticipation of passengers being served again."

The tourist railroad took on numerous projects to keep its workforce employed during the pandemic, according to Tabern. Work on equipment and a major track rehabilitation covering nearly two miles of line were among the projects. Additionally, Wednesday night's train featured the first run of a former Canadian National Railway 48-seat dining car. The car, Cascade Falls, underwent a 2-month restoration and is now a part of the dinner train.

"To be able to share what we have done with our infrastructure in the last two years is beyond exciting," says Mardell Vreeland, office manager and co-owner with her spouse, Greg Vreeland.

Retirees Dave and Anita Kiral of Dodge, Wis., celebrated their 22-year wedding anniversary with the ride. "The last time I rode a passenger train was on the Chicago & North Western 400 out of Winona to St. Charles, Minn.," says Dave. "It was a Boy Scout trip, and I can still see that ticket, 41 cents!"

Courtesy Kalmbach Media—TRAINS Newswire

TRAINFEST is back in 2022

We are excited to confirm that Kalmbach and Great American Train Shows are partnering to produce Trainfest 2022. The event is scheduled for November 12 & 13 at Wisconsin State Fair Park.

Trainfest is America's largest operating model railroad show with up to 200,000 sq. ft. of exhibit space and has featured up to 70 operating model railroads. It is a great event for families and hobby enthusiasts alike, and Kalmbach is excited to bring this event back to the Milwaukee area after a two-year hiatus.

Great American Train Shows produces over 40 model train shows annually of various varieties including Greenberg's Great Train & Toy Show, Great Train Show, Great Midwest Train Show, and World's Greatest Hobby on Tour. Combined, Kalmbach and Great American Train Shows have a wide-reaching audience and vast experience in producing and executing train events.

TRAINS Newswire Kalmbach Media

Union Pacific Donates 4-6-6-4 Challenger #3985 and #6936 Centennial Diesel plus other equipment to Railroading Heritage of Midwest America

Union Pacific Railroad and the non-profit Railroading Heritage of Midwest America today announced an agreement that will see Challenger No. 3985, 2-10-2 No. 5511, DDA40X No. 6936, and other equipment from UP's Heritage Fleet donated to RRHMA, which plans to restore both steam locomotives to operating condition.

Also being donated are an unrestored former E9B locomotive, four coaches, a diner-lounge car, ex-Western Pacific business car Selma, former Southern Pacific business car Stanford, a baggage car, and a caboose. The equipment will be moved by UP to RRHMA's recently acquired shop complex in Silvis, Ill. later this year. RRHMA plans to return the steam locomotives to service in a multi-year, multi-million-dollar restoration project at Silvis, which has the space for the work and the large overhead cranes needed to lift the locomotive boilers off their frames for restoration. No. 3985 will be restored first to UP's specifications, similar to how the company rebuilt Big Boy steam locomotive No. 4014. No. 5511, which last ran in the mid-1950s, will be restored after 3985 is complete. With Iowa Interstate's two Chinese-built QJ 2-10-2s now out of service, No. 5511 will be the only the only operating 2-10-2 in the United States when completed.

Union Pacific determined the equipment was surplus, but sought a way to preserve it as part of the railroad's history. UP emphasized in a press release that is not ending heritage steam operations and will continue to operate Big Boy No. 4014 and 4-8-4 No. 844. With RRHMA's long experience as owners and operators of Milwaukee Road steam locomotive No. 261 and a fleet of historic passenger cars, transferring them to the non-profit is a win-win for UP and RRHMA.

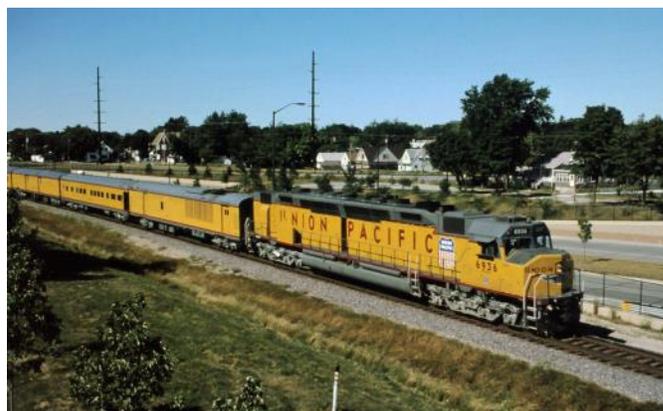
"UP was seeking the best way possible to preserve this equipment so it could still be enjoyed by the public, and find a way to return No. 3985 to operation. Working with RRHMA allows us to restore and preserve these locomotives, have them available for the public, and recognize the long history of Union Pacific," Steve Sandberg, RRHMA president and chief operating officer, told Trains News Wire.

Scott Moore, UP senior vice president, corporate relations, and chief administrative officer, emphasized that the railroad will continue its own heritage operations.

"Union Pacific is proud to be the only Class I railroad with steam locomotives on its roster, part of the finest heritage fleet in the world," Moore said in an email to the UP Steam Club. "We are pleased with RRHMA's plans to restore the donated equipment for the public to enjoy. Union Pacific remains dedicated to the maintenance and operation of our remaining heritage fleet, including hosting future tours and sharing UP 4014 and UP 844 with the rail community." *Courtesy Kalmbach Media—TRAINS Newswire*



UP #3985 Crossing Gasconde River Gasconde MO 10-09-2010 Photo by Dan Grudzielanek



UP #6936 southbound at St Francis Ave, St Francis WI 07-23-2002 Photo by Dan Grudzielanek



UP #3985 northbound at Kenosha WI in June 2002 Photo by Keith Schmidt



UP #3985 shows off articulation at Dupu IL in June 2001. Photo by Keith Schmidt

Do You Know

by Dave Nelson

May 11th's Milwaukee Journal Sentinel noted it was the anniversary of the arrival of the first "CARE" (Cooperative for American Remittances to Europe) packages at the port of Le Havre, France, in 1946. Millions of Europeans were facing serious hunger, even starvation, as a result of the privations brought on by World War II. The initial CARE packages contained the millions of US Army rations that had been set aside for the invasion of Japan, which, of course, never had to take place. CARE then evolved into a charity where for \$10 Americans could arrange for a CARE package of food to be sent to a specific friend or relative in Europe. Eventually the packages were sent to any needy area and person, and included clothing and other supplies in addition to food.

That was not the only significant relief effort for Europe. At the suggestion of newspaper columnist Drew Pearson, in November of 1947 a special freight train ran from Los Angeles to New York City stopping at major cities en route to pick up food donations for Europe. (The train got no closer to Milwaukee than Chicago.) The original hope was to fill 80 specially marked freight cars. Some smaller railroads such as the Monon ran their own local Friendship Trains to add their cars to the total consist. Eventually several sections of the train had over 700 cars of food, fuel, clothing, and other supplies, filling an entire ship, which sailed to Le Havre with its precious cargo. Although some derided it as a token gesture, this represented some \$40 million worth of donated food and supplies. All train crews involved donated their time; the train ran on orders giving it rights over all others. Locomotives used were freshly painted and were sometimes pulled from priority assignments.

These gifts and expressions of concern were reciprocated. In 1949 a ship arrived in New York harbor with 49 small, four-wheeled French boxcars. There was one car for each state, with one shared by the territory of Hawaii and the District of Columbia. This was the "Merci" or Gratitude Train, and the cars held over 52,000 art objects, sculptures, crafts, historical objects, military items, seedling trees, mirrors, toys, old photographs, wedding dresses, and gifts of all descriptions. The Merci Train was the idea of a French war veteran and railroad worker, Andre Picard.

Each of these aged wood cars (built between 1885 and 1910) was covered by 40 colorful shields symbolic in some way to France, its regions, and its history. Their placement on each car followed a very precise order and design (not always preserved or mounted correctly on the 43 cars which have been found to still exist, particularly a medallion which has been misinterpreted to be the American bald eagle). During their World War I service these cars were known as 40 & 8 cars -- they could hold forty (tightly packed) men or eight horses, and many American WWI veterans vividly remembered riding in just such cars. In many states, "40 & 8 Societies" of such veterans were formed to care for and maintain the Merci Train cars after the gifts were unloaded and distributed.

And what of Wisconsin's car? It is in better condition than most and on display, under cover, at the National Railroad Museum in Green Bay, with information about the Merci Train. A few of the gifts are preserved at the State Historical Society in Madison, but most of the gifts cannot be traced. Not so happy was the fate of Illinois' car which was put on display at the 1950 railroad fair on Chicago's lakefront, but reportedly forgotten and abandoned at the conclusion of the Fair and reportedly burned by workmen making way for a building project. Also lost are the Colorado, Connecticut, Massachusetts, Nebraska, and New Jersey cars.



Sources for this article include mercitrain.org, a fascinating website originated by the late Earl Bennett, who took it upon himself to track down, as much as possible, the surviving artifacts and information about the fate of the 49 cars and their contents. Not the least of his researches was the surprising information that these French boxcars had been built in Middletown, PA. The site contains detailed information on how to accurately restore a car, particularly the color and placement of the shields. Also used was a brief article in the January 1948 issue of Trains magazine, "Friendship Train completes trip."

Railroading in Wisconsin Exhibit

Starting Sunday June 5, 2022 the Elmbrook Historical Society will be hosting a "Railroading in Wisconsin" exhibit. The exhibit will be at the Dousman Stagecoach Inn 1075 Pilgrim Parkway Brookfield, Wisconsin. The exhibit will be open on the first and third of each month. The exhibit features some local items including a conductors uniform, signal lamp and crossbuck. For more information check out www.elmbrookhistoricalsociety.org

Donations to Restore UP #3985 will be Double Matched

Railroading Heritage of Midwest America (RRHMA) has announced a Double Matching Grant program to aid in the restoration of its two recently acquired Union Pacific steam locomotives, Challenger No. 3985 and 2-10-2 No. 5511.

Under the program announced this week, all donations to RRHMA's Steam Restoration Fund will be matched with \$2 for every dollar donated, through matching funds provided by two longtime donors. Matching grants will be made up to \$500,000, potentially bringing \$1.5 million into the fund. RRHMA says it expects to spend up to \$7 million for the restoration of the two locomotives.

Challenger 4-6-6-4 No. 3985 last ran in 2010 and was officially retired from service by Union Pacific in 2020. RRHMA said it will restore the famous locomotive first, then begin work on No. 5511. The 2-10-2 has been out of service since the mid-1950s but is in excellent condition, thanks to being stored indoors in the roundhouse in Cheyenne, Wyo. No. 5511 is one of the few remaining examples of a steam locomotive with innovative Young valve gear.

To donate, go to https://rrhma.com/double_match/.
Courtesy Kalmbach Media—TRAINS Newswire

From the Archives

June 1957 - 65 Years Ago

Sunday, June 16, marked the last run of C&NW's Madison trains Nos. 601 and 620. Train 601 left Milwaukee at 10:20 a.m. with 45 passengers aboard and arrived in Madison at 12:30p.m. At times the train carried up to 60 passengers as "last riders" rode between stations. The consist was EMD E7 5028A, Baggage 8716, and ex-CStPM&O coach 833. Returning, No.620 left Madison with 50 passengers at 5:20 p.m. and arrived in Milwaukee at 7:45 p.m.... July 3rd marked the last day of passenger operation for the CA&E. East of the Aurora's freight interchange in Bellwood, Illinois, the tracks are yellow with rust.

June 1962 - 60 Years Ago

Atlanta, the site of this year's National Convention, is in the Southeastern territory where almost anything in the way of a diverse, circular route may be worked up at little or no more than the regular fare. Those wishing to make a vacation trip out of it will do well to check the Official Guide and the local ticket offices in advance, for the possibilities are numerous. The direct route is C&EI-L&N, with PRR-Southern offering a reasonable alternative to avoid retracing one's steps, the alternate route at regular fare. A routing via the Rat Hole Division was also detailed, going via MILW 58 to Chicago, PRR 74, The Buckeye, to Cincinnati, and SR 3, The Royal Palm, to Atlanta. Round trip coach fare is \$51.87, tax included....Ralbar Productions has released a 7-inch LP recording "Burlington 5632" recorded at the 1961 NRHS National Convention in Chicago (hosted by Wisconsin Chapter). S&C Editor Carl Solheim pronounced the recording "quite faithful." The cost of the record is \$1.25.

June 1967 - 55 Years Ago

The Schlitz Circus Parade Limited on June 30 will be powered once again by ex-GTW 5629. Ex-CB&Q 4960 could not pass an ICC inspection without new flues and so 5629 was called upon....The passing of Wm. K. Walthers, Chapter member and pioneer model railroader was noted..Milwaukee County is seeking federal funds for a transportation study of the metropolitan area. Although rail may be considered, the emphasis will be on a "Metro mode" busway plan.

June 1972 - 50 Years Ago

The C&O car ferry schedule for the summer calls for departures from Milwaukee at 4:00 p.m. and 11:30 p.m., and departures from Ludington for Milwaukee at 8:30 a.m. and 4:00 p.m. Departures from Manitowoc are at 1:00 a.m. and 1:00 p.m. and from Ludington for Manitowoc at 7:00 a.m. and 7:00 p.m....The Wisconsin Electric Railway Museum at East Troy began operations on May 27. The opening was not without incident as an Erie Stillwell coach derailed at a spring switch in East Troy. After much back-breaking labor and help from a 50-ton crane, the car was rerailed.

June 1977 - 35 Years Ago

The Kettle Moraine Scenic Railway resumed operations for the summer on May 28..Amtrak is inaugurating The Pioneer, running between Salt Lake City, Portland, and Seattle, on June 7.

June 1982 - 40 Years Ago

Ex-C&NW 1385 and the Prosperity Special have an ambitious schedule lined up for Transportation Week, May 15 through 25. It includes considerable time at Butler and Milwaukee. On May 25, 1385 is scheduled to meet the Circus Train in Madison....Amtrak's Boston-Washington corridor contains only 2% of the total Amtrak mileage but accounts for 60% of the trips and 30% of the passenger miles.

June 1987 - 35 Years Ago

Ex-C&NW 1385 is set to power the Strong Funds Great Circus Train on July 7 and 8. The route is via Madison, Janesville, Harvard, Crystal Lake, Arlington Heights, Highland Park, Kenosha, Racine, and the Milwaukee Lakefront.

June 1992 - 30 Years Ago

Soo Line (ex-Milwaukee Road, now CP) has converted the double track at Lewiston, Wisconsin, to a 16,000 ft. passing track, known as Lewiston East and Lewiston West. The westbound track has been removed at Wisconsin Dells. Just north of the I-90/94 bridge is Kilbourn East and the passing track extends 9400 ft. west to Kilbourn West....WICT announced that they will discontinue their dinner train at the end of May. The trains were well patronized but high operating costs reduced profits.

June 1997 - 25 Years Ago

The 1997 edition of The Great Circus Train will operate on July 7 and 8 from Baraboo to Milwaukee with stops at Lodi, Waunakee, Madison, Whitewater, Waukesha, Horicon, Hartford, Granville, Butler and terminating at the Italian Community Center. Total mileage: 223.9....The proposed Soo Line Technical & Historical Society museum in Oshkosh appears to have died. The City Planning Commission sided with the neighbors in rejecting the museum and the City Council approved the Planning Commission decision....Amtrak service between Chicago and Milwaukee is guaranteed until 2000 by a \$13.4 million deal signed by Gov. Tommy Thompson and Amtrak President Thomas Downs....Negotiations continue with CP for the extension of four Hiawatha service round trips daily to Watertown with stops at Wauwatosa, Brookfield, Pewaukee, and Oconomowoc

June 2002 - 20 Years Ago

Rebuilding of the Lake Street interlocking on the north side of Chicago Union Station has commenced. The \$75 million project will replace track, switches, and signals essentially unchanged since 1923....Wisconsin Chapter and NRHS National co-sponsored a Trains magazine photo clinic at Rochelle Railroad Park....The Great Circus Train is scheduled to operate from Baraboo to Milwaukee via Madison, Whitewater, Waukesha, Horicon, Hartford, and Germantown on July 6 and 7.

June 2007 - 15 Years Ago

CN has discontinued use of the Main St./Whiterock Yard in Waukesha. The switches at the south end of the yard were never restored following the recent WSOR derailment in that area....Mike Meyer, Special Agent for the Union Pacific Railroad in Wisconsin, spoke about the history and present day activities of railroad police officers, known as "special agents" at the Chapter banquet on May 5. He presented a detailed history of the service beginning with Allan Pinkerton, whose detective agency contracted with railroads before the Civil War to provide police services. These contract services later developed into the railroads' own police departments....A fire on April 20 in the old Chicago & North Western roundhouse on Commercial Avenue in Madison caused an estimated \$500,000 damage to the structure. The former 24-stall roundhouse was built by the C&NW in 1916. With the advent of diesel locomotives, operations were moved to the Milwaukee Road diesel house on West Washington Avenue.

June 2012 - 10 Years Ago

Talgo Inc President and CEO and Nora Friend VP Public Affairs were the speakers at the annual chapter banquet. The banquet was held at South Woods in Cudahy, WI. The SOO #1003 2-8-2 steam locomotive was test fired during the first week of May. The locomotive is being rebuilt by 1003 Operations LLP with help from WSOR President Bill Gardner at a cost of \$400,000. The Alco Mikado was built in March 1913.

June 2017 - 5 Years Ago

Peter Wolff and John Woodcock from TTX Corporation were the guest speakers at the chapters annual banquet on May 6th. The banquet was held at Pallas restaurant in West Allis, WI. The Nickel Plate #765 2-8-4 Berkshire will be pulling excursions from LaSalle Street station to Joliet, IL on June 17-18. The chapter will be riding the streetcars at the East Troy Railroad Museum on July 29th. A pizza buffet will be served before the trip. Then a nice evening ride on a streetcar. The evening will end with ice cream at Laubers Ice Cream Shop in East Troy.

The Big Picture



Then and Now - Amtrak Empire Builder Westbound from the Hwy 164 bridge. The black and white shot is from 1986 or 1987 and the color shot is from March 2020 Photos by Glenn Schaefer