

Wisconsin Chapter National Railway Historical Society

Volume 72 Number 07



October 2022

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



Montana Rail Link #261 SD40-2R, not Milwaukee Road #261, leads a ballast train on former Northern Pacific tracks just west of Willow Creek, MT. On the left side of the photo is the old Milwaukee Road right of way which would have been electrified. The BNSF is buying out the lease with Montana Rail Link by the end of the year so the Montana Rail Link will be a fallen flag. Photo taken August 24, 2022. Aerial Photo by Keith Schmidt

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Wisconsin Chapter Meeting Schedule



Upcoming chapter events

Saturday October 1, 2022 Chapter Annual Banquet
Friday October 7, 2022 7:30pm Regular Meeting - Auction
Tuesday October 18, 2022 Online Slide Show
Friday November 4, 2022 Program TBA

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.nrhiswis.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@nrhiswis.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@nrhiswis.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.nrhiswis.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@nrhiswis.org (or via USPS at PO Box 070758 Milwaukee, WI 53207).

Wisconsin Chapter officers are: Mike Yuhas, President (president@nrhiswis.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@nrhiswis.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 September 9, 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. Some initial technical difficulties (echo) were quickly resolved. He greeted everyone and started the meeting at 7:32 pm. There were then 29 devices connected to the Zoom virtual meeting room, and about 20-30 people in the physical meeting room in the church basement. Mike requested a more accurate count of in-person attendees for the record.

Announcements

Two guests were introduced and recognized. Our longest-distance member, Manfred Lorenz from Husum (a suburb of Hamburg), Germany, was in the meeting room in person tonight. Long-time Chapter member Harry Evans passed away on July 8. His large collection of slides will be going to the Lake Shore Railroad Historical Association in Baraboo. John Dziobko passed away on August 5. John was a long-time member of the North West Illinois Chapter, a 70-year member of the NRHS, and a prolific railroad photographer since the 1940's. His month-long nation-wide rail trip of 1957, including the NRHS National Convention in Roanoke, Virginia, was our presentation at our April 2022 meeting. It is available for viewing, along with other past meetings and presentations, on our You Tube site (accessed through our Chapter Web site at www.nrhiswis.org.) Full obituaries were published in the latest September 2022 issue of Sparks & Cinders. Mike Yuhas individually announced and welcomed three new members, since the last introduction at the meeting of June 3, 2022. They are not listed here. The first was in the September issue of S&C. The other two will be in the October issue. Our 2022 Annual Chapter Banquet (our first one since May 4, 2019) will be at Pallas Restaurant in West Allis on Saturday, October 1. We are charging \$40.00 per person. That is down from our initial plan to charge \$50.00 (our cost), thanks to a generous sponsorship from Wheel Rail Seminars (WRS). WRS are the presenters of the annual Wheel Rail Interaction (WRI) Conference. The room will open for cocktails at 5:00 pm. Dinner will be served at 6:00 pm. Entrée choice will be beef stroganoff or baked chicken. We

From the Prexy

will also have house salad, garlic mashed potatoes, veggie blend, ice cream and coffee. A cash bar will be available. Edward A. Burkhardt, the founder and first president of the Wisconsin Central, will speak on the evolution of Wisconsin railroading. Ralph McClure is in charge of the banquet. Dan Grudzielanek is here in person tonight accepting payments. You can also reserve and pay online, through our Chapter Web site at www.nrhwis.org. Reservations close at 6:00 pm on Friday, September 23.

Other upcoming events are:

Friday, October 7—October Meeting. Topic to be announced.

Tuesday, October 18—on line slide show.

Friday, November 4—November meeting. Topic to be announced.

Mike Yugas invited non-members to join our Chapter. Annual cost is \$20.00 (cash or check) or \$21.00 (if paid on line). The extra \$1.00 covers most of PayPal's processing fee. Those who join at or after this September meeting will be paid-up members through December 31, 2023. That is the best deal of the year.

Presentation

Our annual "Favorite Slide Night" began at 7:44 pm. The only change over the years is that all images now need to be digital, so they can be shared with on-line Zoom attendees. We were treated to short presentations from:

Jeff Wojciechowski—Kansas City; the ex-C&NW line from Winona, Minnesota to Rapid City, South Dakota; and Montana Rail Link.

Jerry Pyfer—C&NW line from West Chicago through Elgin and Belvidere to Rockford, Illinois; and the Illinois Railroad Museum.

Ed Koehler—Pennsylvania (wide gauge) Trolley Museum in Washington, Pennsylvania.

Jerry Krug—Minnesota, NW Ontario, the Dakotas, and Montana.

Ed Pavlovic—3 shots of Soo Line 2-8-2 #1003 returning north from Chicago.

Al Baker—Local and travel shots from June-August 2022. He is now taking drone shots.

Brian Hechel—various trips all over.

Mike Yugas—various trips all over. Some cruise ship and Mississippi River boat shots.

Keith Schmidt—Powder River Basin coal trains 1997-2022.

Multi-media presentation with music.

Dan Grudzielanek—Local scenes, Illinois Railroad Museum, Minnesota, Dakotas, and Montana Rail Link.

Dave Nelson—C&NW Historical Society Convention in Southern Minnesota; Galesburg (Illinois) Railroad Days; our East Troy lunch trip on August 6.

Jim Rindt—Short lines operating ex-New York Central branch line trackage in Southern Lower Michigan, NE Indiana, and NW Ohio. These shots were in two groups: 2011-12 and 2022.

Your secretary saw Zoom attendance peak at 34 devices during the presentation. We had "about 30" attend in-person in the church basement. Three devices were at the church. Total peak attendance was therefore about 61. A total of 36 devices logged into Zoom. Total attendance was therefore about 63.

The presentations ended at 9:34 pm. No one was able to take over as remote host. Mike Yugas and the in-persons attendees were required to clear out of the church basement by 10:00 pm. Therefore there was no on-line post-meeting chat room.

Respectfully Submitted

Thomas W. Marcussen

Wisconsin Chapter Secretary

It was great to get back to the swing of things with our traditional September Members Favorite Slide Night. Thanks to all presenters for making MFSN a success!

We're looking forward to our annual banquet, which takes place October 1. I tip my hat to the banquet committee: Ralph McClure, Neal Wegner, and Cathy Wegner. Kudos also to Speaker Ed Burkhardt and sponsor Wheel Rail Seminars.

Several years ago, a large collection of books in the chapter's library were donated to the Butler Public Library, with the intent that they would find a wider audience once it became known that they were available with unfettered access. Among the gems in the collection are over fifty volumes of decisions & orders and reports generated by the Wisconsin Railroad Commission from 1881 until 1931; a series of 1903 volumes on railway science; and a couple volumes of ICC valuation reports from 1929. Alas, these items generally have not seen wide circulation, so the Butler Library deaccessioned them. Thanks to chapter secretary Tom Marcussen's wife Karen Challis, the Butler Library got in touch with the chapter and offered the collection back to us. We took it, under the condition that we would offer the books for sale to chapter members.

And we will do just that, at our October meeting. In addition to the Butler collection, we'll also offer books from other collections. 100% of the proceeds benefiting the chapter. Want to donate a few for the cause? Contact me right away at 414-698-6625.

Please join me in welcoming new members Conrad Wencka, of Gurnee, Illinois, and Gordon Bachinsky, of Indialantic, Florida.

I look forward to seeing you at our banquet and October meeting. Thank you for your membership in and support of the Wisconsin Chapter.



Mid-Continent Railway Museum Announces Gas Electric No. 31 Restoration

Mid-Continent Railway Museum will restore Montana Western gas-electric railcar No. 31 — built in 1925 by Electro-Motive Corp. — to operating condition, the museum has announced.

The car, one of the oldest surviving pieces of equipment built by Electro-Motive, which celebrated its 100th anniversary in August, was built for Great Northern Railway and sold to Montana Western in 1940. It was donated to Mid-Continent in 1965.

The car was named a National Historic Mechanical Engineering Landmark of the American Society of Mechanical Engineers in 2003. It last operated in 1987 and is in sound condition, but the museum says needs its Winton 6-cylinder gasoline engine rebuilt, radiators flushed, and roof repaired, along with some other work. The museum is well stocked with Winton parts, having acquired a stock of parts from Sperry Rail Service when Sperry retired its last Winton-powered equipment.

Museum members and donors raised over \$10,000 in a matching-fund challenge in August to launch the plans to restore the railcar to operating condition, the museum said in a Facebook post. Those funds should cover most or all of the engine repair, but further donations are needed for other aspects of the work. Those interested in donating or otherwise participating in the project should visit this page on the museum website.

The car will be featured as part of the museum's Vintage Rail Car Tours, to be offered Oct. 1-2. More information on that event is available on the museum webpage.

Courtesy Kalmbach Media - TRAINS Newswire

Meeting Auction Friday October 7th

Join us for our railroad book auction on Friday, October 7, at our regular meeting place (lower level of the North Shore Congregational Church, 7330 North Santa Monica, Fox Point) and online, via Zoom. The meeting will begin at 7:30 pm. All proceeds will benefit the Wisconsin Chapter, NRHS.

The program this month consists solely of a railroad book auction, primarily of the Butler Public Library railroad collection, plus other book donations to the chapter. The Butler collection, given by the chapter to the library some time ago, was withdrawn from circulation earlier this year.

Check the chapter website at www.nrhswis.org for an up-to-date catalog of all lots. Please note, this document will be updated as new items are received - so check early and often. Items will be available for in-person inspection beginning no later than 7:00 pm, October 7.

Successful in-person bidders are expected to pay for their books in full and remove from the meeting premises at the conclusion of the auction. There will be no buyer's premium or any additional charges for in-person transactions.

Those who cannot attend are welcome to participate virtually, via zoom. Successful remote bidders will be invoiced via PayPal within a day or two of the auction. The invoice will cover all lots won, plus a 5% surcharge (to help defray our transaction costs) and estimated shipping and handling charges.

Happy bidding!

Model Train Show and Swap Meet Kettle Moraine Ballast Scorchers

When - Sunday October 9 2022 9am to 3pm

Where - Washington County Fairgrounds Hwy 45 and Hwy PV

Cost - \$4.00 Donation Kids 12 and Under FREE

Military with ID FREE

See operating model train layouts in N and HO Scale plus other scales.

Buy model trains to expand the collection or get started in the hobby.

For more information <http://www.kmbsrrclub.org/index.html>



Canadian Pacific donates former Milwaukee Road turntable to RRHMA in Silvis, IL

Canadian Pacific has donated the former Milwaukee Road twin-span turntable from Bensenville, Ill., to Railroading Heritage of Midwest America (RRHMA) for use at its Silvis shop complex. On Sept. 8, the turntable, constructed in 1937, was successfully split in two and loaded onto trucks for the move across Illinois to Silvis. Project managers Erik Hoffnagle and Dennis Daugherty coordinated the move for RRHMA.

While Silvis once had a turntable that served the Rock Island shop complex, it was removed and the turntable pit filled in decades ago. RRHMA plans to install the turntable in the footprint of the original, but the pit will have to be enlarged since the Rock Island turntable was 90 feet while the Milwaukee Road table is 110 feet.

RRHMA's Erik Hoofnagle says the organization plans to repair any steel that needs replacement, sandblast and paint the table before installation. CP also donated the turntable ring and clips, which will be installed after a new concrete pit is poured. A set of plans for the pit was preserved and copies made available to RRHMA. The turntable will allow the organization to easily turn locomotives and other equipment at Silvis.

RRHMA President and Chief Operating Officer Steve Sandberg thanked Canadian Pacific for the donation, and donors who came forward at the last minute when plans came together to acquire and move the turntable. Also participating in the move was TN Track Services of Peoria, Ill.; Smith Specialized Heavy Haul, which provided truck transportation; and Cranemasters, which provided the cranes to lift the table.

With the donation, it will be possible to see a Milwaukee Road steam locomotive on its "home road" turntable again. RRHMA owns and operates Milwaukee Road 4-8-4 No. 261, based in Minneapolis, which often rode the table when it pulled trains between Bensenville and Omaha and the Twin Cities in its days of regular service between 1944 and 1954. Sandberg has said that the Northern will visit Silvis at some point, although Minneapolis will remain its home base.

RRHMA is seeking donations for the upgrading and installation of the turntable at the RRHMA website, at 261.com, and the RRHMA membership and donation page.

*Courtesy Kalmbach Media TRAINS Newswire
Photo by RRHMA*



Looking Back almost 100 Years at a Railroaders Life

by Keith Schmidt

Below are some clips from a Milwaukee Road brakeman's daybook. This book kept track of each day. I believe it showed what train he was one. It also contains some extra notes about anything special that happened on a certain day. I am not sure how to read everything shown here. So if anyone out there might have some insight into what this might all mean that would be great. This daybook happens to be from William Schmidt, my grandfather he worked for the Milwaukee Road from 1917 to 1951. He typed the book on his own after he suffered a stroke in 1950. The stroke would end his railroad career in 1951. He died a few years later. I never met him so I couldn't ask what it all meant. So I figured I would share it. If you have any insight let me know at kschmidt626@gmail.com

Mar-1923		Miles
1	of Gordes	
2	of	
3	47-48 2-B-up - 337	
4	47-27-48 " " "	
5	of	
6	of	
7	47-48 2-B-up -	
8	47-48 X	300
9	of	
10	of	
11	47-27-48	
12	47-48	
13	of	
14	of	
15	47-48 -	
Rec. 64.83		2213 M
16	47-48	300
17	of	
18	of	
19	47-48 did not run - 150 (Snow Bound)	
20	47-48 2-r 45-M 352	
21	of	
22	of	
23	47-48 -	300
24	47-48-2445 Barwell-	
25	of (Freight rate 117	



Must have been a rough March 1923 to be snow-bound.

Dec-1920		GM Miles
1	48 w Gordes	150
2	47 w	
3	48 w	
4	47 w	
5	48	
6	47	
7	48 w	
8	47 w	
9	48	
10	47	
11	48w	
12	47 w	
13	48	
14	47	
15	48 w	
Rec. 74.92		2250 M
16	47 w	
17	48	
18	47	
19	48 w	
20	47 w	
21	48	
22	47	
23	48 w	
24	47 w	
25	48 Eagle and back @ 9.50	
26	47	
27	48 w	
28	47 w	



Christmas Day 1920 Grandpa made a run from Elkhorn to Eagle. Looks like he made great money that day.

15		
Rec. 69.25		2363 M
16	47-48 1 "	
17	48-27	
18	48	
19		
20	47 1 "	
21	48-47 1 "	
22	48	
23		
24	27	
25	48-47 Start to work on Milk-Can special	
26	48 between Chicago	
27	and Sturtevant	
28	47	



April 25 1926 Grandpa started work on a special Milk Train between Sturtevant and Chicago.

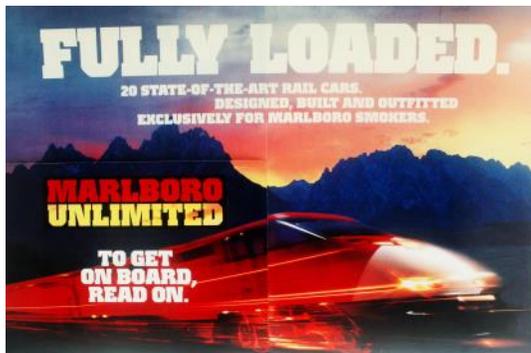
Jul-1926		Miles
1	47	Mc-Carty
2	48-47	
3	48 2204	G. Dobbert to Eagle
4		
5	47	
6	48-47	
7	48	
8		
9	47	Last Day on milk Special
10	48-47	
11	48 Ex-2094	Dobbert to Sturtevant
12		

Looks like July 1926 was a busy month. Ran extra to Eagle on July 3rd. The Milk Special ended on July 9th. Ran extra from Elkhorn to Sturtevant on July 11th

Do You Know ?

by Dave Nelson

It was to be a train and train ride like no other. No tickets would be sold; you had to win a sweepstakes to ride this \$50 million train. The advertising promotional campaign alone was thought to cost around \$500 million. 2000 lucky winners, in addition to five-day/five-night trips through rugged and spectacular parts of the American West, with many off-train activities, would each receive \$1000 in spending money, and each could invite a guest. Total value: \$6000 each. Two locomotives were acquired new from EMD for \$4 million; the 21 passenger cars (many of them extra-height with glass roofs) were built by Rader Railcar of Colorado. Thousands of dollars were spent on track and depot improvements. To provide images for ads and promote the



sweepstakes at concerts, a 35 foot long, 3/4" scale model of the entire train was built. Luxury motor coaches needed for the off-train sightseeing, special entertainment, and activities (hot air bal-

looning, rodeos, hiking, river rafting, and horseback riding) were acquired new.

Money was no object, yet this train never turned a wheel. The sweepstakes winners never ate the promised gourmet meals in the diners, enjoyed a drink or three in the night club cars, took in a first-run movie in the cinema car or read a book in the library, frolicked under the sun and stars in the glass-roofed spa car with its massage rooms and huge hot tubs, danced the night away in the dance club car, relaxed on the open platform obser-

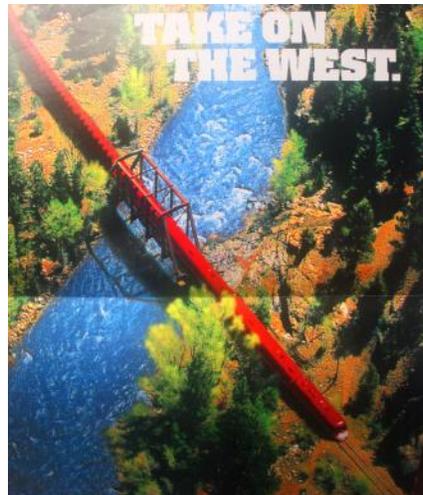


vation, slept (or whatever) under the stars in the eight glass-roofed sleepers with individual wood paneled staterooms and private bathrooms, and never had the chance to be pampered

by the 75 train staff and customer service representatives. After multiple delays, the locomotives and busses were sold off; the winners were paid off with \$6000 in cash or Amtrak vouchers, and the unique and expensively furnished passenger cars, with features never before attempted in passenger railroading, were ordered to be scrapped, as if to erase the embarrassment off the face of the earth.

This was the "Marlboro Unlimited" train, one of the greatest debacles in the history of American marketing, the 1974 brain-child of Philip Morris to further link its Marlboro brand with the mystique of the West. While multiple "Marlboro Country" routes were planned, the final route would have been BN from Denver to Chugwater WY, back to Cheyenne WY, then west on UP to Idaho, north to Butte MT, and east on MRL to Billings. Philip Morris's

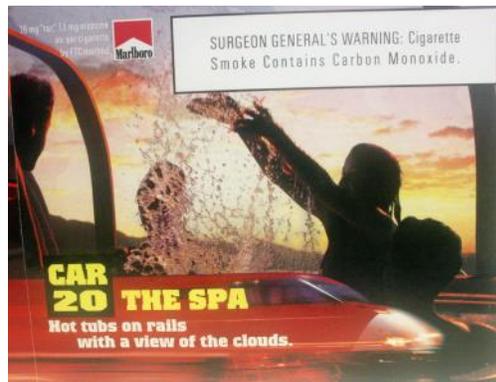
money turned every no to a yes for host railroads normally un-receptive to hosting special or excursion trains. It is still hard to grasp the level of luxury that was going to be involved with this



train, and the attention to planning that Philip Morris devoted to promoting the train and its brand. No detail was overlooked.

Except ... how to actually build the train that Marlboro's advertising had promised. "Minor" challenges were overcome: the advertisements showed a long nosed locomotive that was not available in diesel form, so they settled on the rounded-nosed EMD F59PHI. The car height Marlboro specified ruled out some routes (their promotional flyer hinted at what looks a bit like Royal Gorge), but other good routes were found. The train turned out longer and heavier than planned, but Philip Morris could easily have afforded a third F59. Rader developed a heavy-duty system of exhaust fans for each car knowing that nearly every rider was going to be constantly smoking on board.

But Rader was a small volume maker that had never before had to finish more than four railcars a year. Some features Philip Morris demanded were so heavy that some completed cars were dismantled so welded supports could be added. Rader was attempting to engineer stability in cars which were going to feature not just dancing, but hot tubs, in mountain curves. The curved glass roofs were something Rader Railcar (later Colorado Railcar) had built for the Florida "Fun Train," and would later build for



Canada's "Rocky Mountaineer," and Alaska's "Wilderness Express," using its supply of retired SP double deck commuter cars for frames and trucks. But while Rader knew how to build very tall glass domed passenger cars, Marlboro

wanted the hot tubs to be close to the glass roofs, and it was likely those huge containers of hot water well above the center of gravity that ultimately doomed the train. Rader just could not design and construct a car that did not run a risk of tipping over, or drowning the revelers, or (worst of all) extinguishing their Marlboro cigarettes.

Simply put, Rader had been asked to construct practical, safe, and comfortable railcars that had features dictated not by rail engineering experts, but by marketers and advertising artists. Philip Morris looked for a different builder; none stepped forward. After multiple delays, in late 1997 Philip Morris pulled the plug, ordered Rader to scrap those cars that were completed, paid off the sweepstakes winners, and quietly sold the locomotives and busses. Only a few scavenged items from the lavish interior decor appear to have survived the death of the Marlboro Unlimited.

In addition to the themetrains.com website, this article used information or photos in Trains Magazine for January 1996, April 1996, January 1997, February 1997, June 1997, and December 1997.

From the Archives

October 1957 - 65 Years Ago

West Coast News by Richard B. Willis – With the September 29th schedule changes, the Southern Pacific Argonaut has been combined with the Imperial to run on the Imperial's schedule. There remain just 25 passenger, mail, and express trains arriving and leaving Los Angeles daily. Santa Fe is still running six daily San Diegos, on a much-improved schedule. The unpopular early morning and late night trains have been replaced with more frequent and evenly-spaced mid-day service.

October 1962 - 60 Years Ago

The Milwaukee Road will operate football specials to Camp Randall on Oct. 6, 13, and 20; Nov. 10 and 24. Lv. Milwaukee 10:15 a.m., Wauwatosa 10:23 a.m., Oconomowoc 10:55 a.m., Ar. Madison 12:30 p.m., Camp Randall 12:40 p.m. Lv. Madison 4:05 p.m. or 30 minutes after game (whichever is later). Fare:\$4.45 plus tax for coach. For tickets contact: Milwaukee Road Ticket Office, 3rd and Everett, phone BR 1-6150 or BR 1-6120

October 1967 - 55 Years Ago

Many well-known passenger trains are facing discontinuance. Among them are Milwaukee Road Nos. 55 and 58 between Chicago and the Twin Cities, Northern Pacific's Mainstreeter west of Fargo, Burlington's Denver to Dallas train, Monon's Thoroughbred between Chicago and Louisville, Rock Island/Southern Pacific's Golden State, between Chicago and Los Angeles, and Norfolk & Western's (ex-Wabash) Banner Blue between Chicago and St. Louis....The sixty railroads that own REA Express have put the express business up for sale....Wisconsin Electric announced plans to convert its St. Francis plant from coal to natural gas. This will mean the end of electric rail service to haul coal from the C&NW connection

October 1972 - 50 Years Ago

Wisconsin Chapter is scheduled to tour the Milwaukee Road shops on October 14. This promises to be one of the highlights of the year for Chapter members....A number of Chapter members took advantage of the EMD Open House at La Grange on September 9

October 1977 - 45 Years Ago

Local railfans discovered three elderly Baldwin DRS44 1500s being operated by Rail To Water Transfer Corp. in Chicago. The units were originally built in 1947-48....The Milwaukee Road is busily working on the mainline between Milwaukee and the Twin Cities, resulting in many trains running "wrong main" with many westbound trains crossing over to the eastbound Main at DuPlainville. Amtrak announced that the James Whitcomb Riley will be re-named the Cardinal effective October 30.

October 1982 - 40 Years Ago

On September 14 the U.S. District Court in Chicago approved the transfer of the bankrupt Milwaukee Road's commuter operations in Chicago to the RTA. Included were track-age rights, lease of depots and other facilities, transfer of equipment, facilities, and employees, and an escrow agreement to protect the Milwaukee Road against failure by the RTA to fulfill the agreements....Amtrak's North Star made its last run to Duluth over the Labor Day weekend....A study is being conducted by the Budd Co. on the feasibility of a high speed train between downtown Milwaukee and O'Hare Airport.

October 1987 - 35 Years Ago

The Milwaukee Road has sold two commuter lines – to Elgin and to Fox Lake to the RTA and Metra....Wisconsin Central's startup has been delayed because the sale/transfer of property from the Soo Line to Wisconsin Central, Ltd. still has several unresolved labor-management issues.

October 1992 - 30 Years Ago

The Wisconsin & Southern subsidiary Railroad Acquisition Corp. purchased the Wisconsin & Calumet (WICT) effective August 22. WSOR has 90 employees and 150 miles of track, WICT has 35 employees and 400 miles of track. All WICT employees have been retained and the UTU contract continues in force. WICT moved out of the Janesville roundhouse to temporary facilities at several locations in Janesville.

October 1997 - 25 Years Ago

The Wisconsin & Calumet Railroad (WICT) ceased to exist on August 31 after final transfer of all stock to WSOR was accomplished. WICT was acquired and operated by WSOR in 1992 (see October, 1992 above), but the corporate entity remained until all financial arrangements were complete. CP unveiled its new logo on September 13. The new logo features a burnished gold color scheme and includes the historic beaver and maple leaf shield elements.

October 2002 - 20 Years Ago

Mid-Continent Railway Museum will operate seven special passenger excursion trains from North Freedom to Devil's Lake State Park on October 16 and 27. The Devil's Lake Limited will operate over the former C&NW main line....Railroad Artist Gil Reid received the 2002 Chuck Zehner Award.

October 2007 - 15 Years Ago

Canadian Pacific reaches agreement to merge with DME/ICE in attempt to reach the Powder River Coal Basin. DME has regulatory approval to build a line into the coal rich Powder River Basin. The 2007 NRHS Convention was held in Chattanooga, Tennessee. Highlights included a trip on the Blue Ridge Scenic Railway's "Hook and Eye" line. Also the Tennessee Valley Railway Museum hosted several trips. One included the use of RDCs and vintage diesels. Another TVRM trip was powered by the TVRM 2-8-0 steam locomotive #610 on former Central of Georgia trackage.

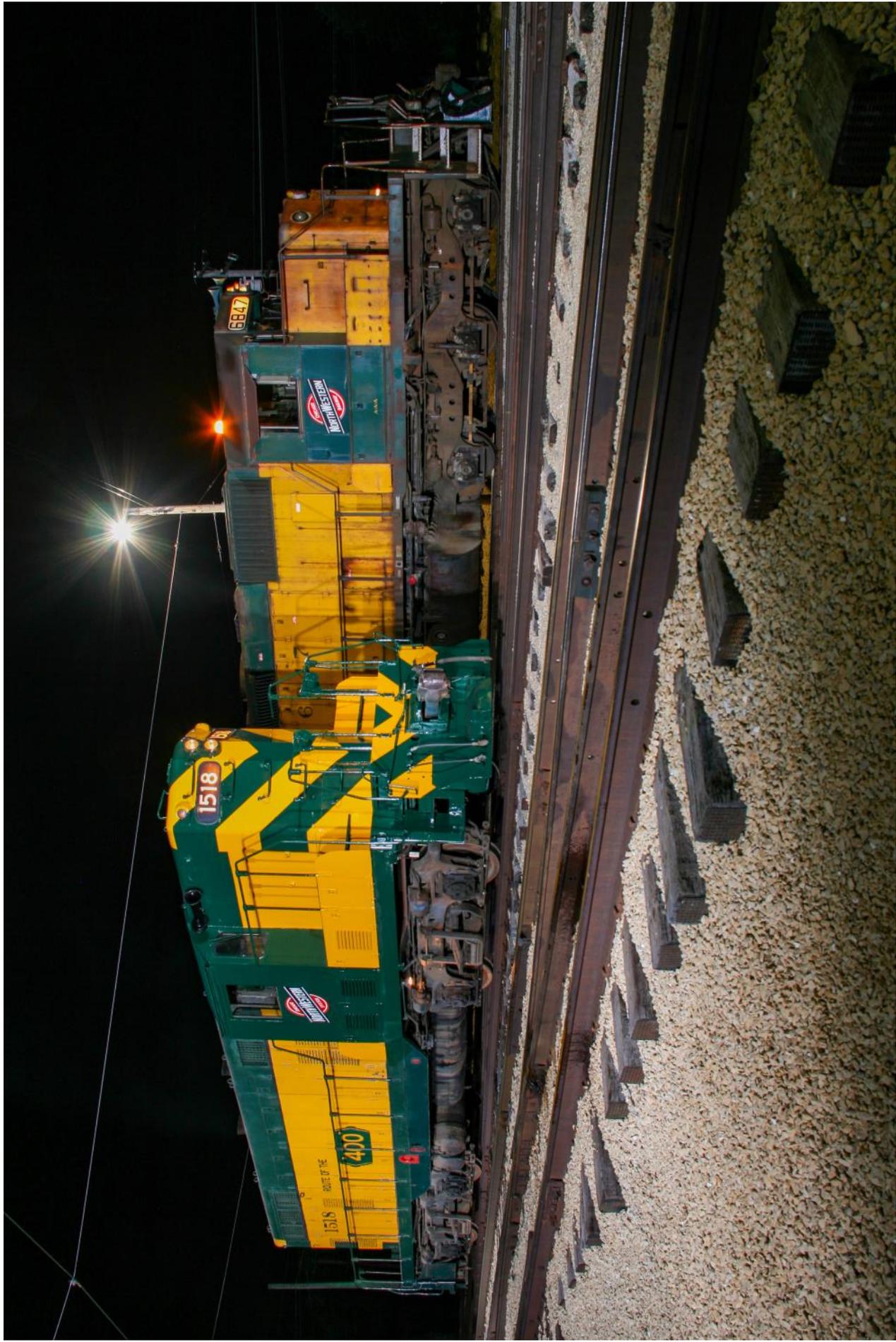
October 2012 - 10 Years Ago

Wisconsin & Southern Railroad President and Chief Executive Officer Bill Gardner has stepped down from the company, according to an internal company memo posted in the railroad's Madison terminal. The memo names Superintendent of Transportation Steve Beske as Gardner's interim replacement. Reassembly work on Milwaukee Road 4-8-4 No. 261 is nearing completion, with a test fire-up scheduled before the end of September. The non-profit organization Friends of the 261 is rebuilding the locomotive at its Minneapolis shop. Soo Line 2-8-2 No. 1003 passed its FRA certification test on Sept. 13 according to Burt Mall, one of the locomotive's owners. The locomotive is owned in a private partnership that has also operated it in the past, but now operations will be handled by a new 501(c)3 non-profit organization known as the Steam Locomotive Heritage Association. The locomotive was built in March 1913 by the American Locomotive Co. It was donated to the city of Superior, Wis., for display in 1959 and returned to service in 1996. "Pleased is an understatement to see 1003 fired up again," he said. Mall added that the people associated with the locomotive are looking forward to working with Watco, the new owners of the Wisconsin & Southern, on future moves.

October 2017 - 5 Years Ago

New SC-44 Chargers now power the Amtrak Hiawatha train. In August the first solo run of the Chargers #4620 led the Hiawatha train #329 from Chicago to Milwaukee. Illinois Railway Museum was going to celebrate Milwaukee Transit Day on October 7th. Milwaukee Suburban Transit #972 will be in operation. Also scheduled to operate were North Shore #714, #749 and combine #251. Wisconsin Electric Power Steeplecab L7 will be pulling a freight train. The North Shore Electroliner will be on static display along with line car #604, caboose 1003 and freight motor M15 from the Milwaukee Electric.

The Big Picture



On August 12th, 2022, the Illinois Railway Museum hosted a night photo session featuring freshly painted Chicago & North Western GP7 No. 1518. The 1518 is notable as being the first GP7 built by EMD. The Geep is posed next to C&NW SD40-2 No. 6847. Photo by Dan Grudzielanek