

# NRHS

WISCONSIN CHAPTER

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## 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.*

Preserving Wisconsin Railroad History for 74 Years

Visit the Chapter Webpage [www.nrhswis.org](http://www.nrhswis.org)



North Shore Car #761 speeds along Highway ES at the East Troy Railroad. This was in 2021 for the Wisconsin Chapter charter on July 31. We're doing it again in the evening this time. Photo by Keith Schmidt

*in This Issue*

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# Wisconsin Chapter Meeting Schedule

## Upcoming chapter events

Friday September 6 2024 Members Favorite Photo Night

Saturday October 5 2024 Chapter Annual Banquet—Pallas Family Restaurant

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. For more up to date information on meetings and speakers, and also any weather cancellations, check the chapter's webpage at [www.nrhswis.org](http://www.nrhswis.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 [membership@nrhswis.org](mailto:membership@nrhswis.org).

If you have a program idea please contact Program Chair Dave Nelson at [engine1385@aol.com](mailto:engine1385@aol.com)

## The Big Picture is your page!

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

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

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

Wisconsin Chapter officers are: Keith Schmidt, President; Ward Wells, Vice-President; Tom Marcussen, Secretary; Tara Grudzielanek, Treasurer. Directors: Dan Grudzielanek, Mike Yuhas, Andrew Roach, Ralph McClure and Neal Wegner.

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

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## Meeting Summary for June 7 2024

### Introduction

President Keith Schmidt ran this meeting from our in-person meeting site in the basement of the North Shore Congregational Church in Fox Point. Recording started at 7:31 pm. Keith started the meeting at 7:32 pm. We then had 14 in the physical meeting room. There were 34 devices connected to the Zoom virtual meeting room. Keith welcomed all of these to the final meeting of the 2023-24 meeting year. Today was a beautiful day to watch and photograph trains. A beautiful evening is in progress.

### Announcements

Today is National Donut Day. These are known in law enforcement as "power rings." Keith had brought some with him tonight. They are at the back table, free to in-person attendees. There are also some smaller round "donut holes."

Canadian Pacific "Empress" 4-6-4 Hudson-type steam locomotive #2816 ran from the Twin Cities of Minnesota to Portage, Wisconsin, on Sunday, May 5, and from Portage to Bensenville, Illinois, on Monday, May 6. The Empress was last in our area in 2007—17 years ago. We had great weather for chasing and photography.

Amtrak's new Borealis, their second daily round trip between Chicago and St. Paul, supplementing the Empire Builder, made its first run on Tuesday, May 21. That first round trip was pulled by a P42 Diesel locomotive.

Keith displayed some "approval samples" of proposed 75th anniversary commemorative merchandise. He had physical samples of a polo shirt, sweatshirt, and baseball cap. He displayed computer-generated images of a coffee mug and an insulated cup. We will be using blue and black lines against a white background for contrast. We may offer some other light background colors. All of the clothing items will be embroidered and not just printed, for greater durability.

Our 2024 annual Chapter Banquet is confirmed / reserved for Saturday, October 5, with Pallas Family Restaurant on 108th Street in West Allis. More information, including costs, will appear in a future issue of Sparks & Cinders. RSVP's and payments will be on-line via our new usual Square platform. We are still working on securing a speaker.

Our East Troy dinner train, to be followed by a night photo session, is confirmed / set for Saturday, August 24. Members will have the option of doing either event or both of them. The dinner train service offers a choice of 5 or 6 entrees. Customers are limited to offering two entrees per train / date. We have not yet decided which two we will pick. Estimated cost is \$95.00 to \$140.00 per person. This for a complete 4-course dinner, with appetizers, salad and rolls, on a moving railroad train. There is a minimum participation of 30 guests. We are anticipating a 5:00 pm departure time from East Troy, with return about 7:00 to 7:30 pm.

# From the President

The night photo session will follow. We are thinking about using the rare -mileage Trent Tube spur, probably near to its junction with the main line. We will try to have the TMER&L steeple- cab freight motor L8 from the Port Washington Power Plant, a flat car, and a caboose. Maybe the North Shore Line merchandise car—if it is ready by then. Maybe some antique trucks and other vehicles. We will try to create some loading / unloading scenes. We are still looking for flood lights. Keith Schmidt has a truck that we put them on. We are still developing pricing for the night photo session. More details will be announced by e-mail and / or a special mailing.

We have two membership awards from NRHS National. Each consists of a certificate and a pin. Brian Cazal has been a member for 25 years. Joseph Hunter has been with us for 60 years.

If you like what you see here, please consider joining us as a Wisconsin Chapter member. There are three ways to join (or renew). The first way is very easy. Our treasurer Tara Grudzielanek is here tonight. Go to the back of the room, and pay the 20.00 in annual dues (by cash or check) tonight. The second way is on-line payment via our website at nrhswis.org. That second option includes an extra \$1.00 fee for credit card processing costs. The third way is to send a \$20.00 check to Wisconsin Chapter NRHS, P. O. Box 070758, Milwaukee, WI 53207. Dues payments support Chapter meetings like this one, other activities and publications. Your support is much appreciated. You will receive 10 issues of our monthly newsletter Sparks & Cinders, plus admission to members-only events, and member discounts on other events and merchandise.

Tom Hoffmann has some advertising posters, circa 1993 to 1995, from Model Railroader magazine, that he is offering free to a good home. They measure approximately 18 by 24 inches.

We have no regular meetings in July or August. Our first meeting of the next (2024-25) season is on Friday, September 6. This will be our traditional Favorite Image Night. It used to be Favorite Slide Night. All images must now be digitized so they can be shown remotely via Zoom. We are looking for a short 5-7 minute presentation from each participant. That format allows a number of people to participate. The October meeting will be replaced by the annual banquet on Saturday, October 5. Presentation

Keith introduced our presenter Bill Edwards at 7:43 pm. We then had 38 devices connected to the Zoom virtual meeting room. Bill is a member of the Railroad and Street Car Club of Chicago. They meet in the Amtrak Public Relations Room on the 3rd floor of Chicago Union Station. Members and guests can also attend via Zoom. Bill presented "Railfan Routes RailCars via Rondout to Resolve Receiver's Remorse." His presentation was divided into three main parts:

1. History and evolution of the junction at Rondout, Illinois, at milepost 32 on the Milwaukee Road main line from Chicago north to Milwaukee. It started out as the junction to a short subsidized branch to nearby Libertyville. This was later extended and incorporated into the secondary "J line" to Fox Lake, Walworth, Janesville and Madison. The Elgin, Joliet, & Eastern loop / belt line to Waukegan crossed the Milwaukee Road main line at grade just south of the above junction. The North Shore Line branch to Libertyville and Mundelein crossed over the main line just north of the EJ&E. The now-abandoned North Shore Line interchange with the Milwaukee Road was in the SE corner of the Milwaukee-EJ&E crossing. The connection track came off the south side of the North Shore branch east of its bridge over the EJ&E, and then ramped down to grade level along the SE side of the EJ&E. The still-active interchange between the Milwaukee Road (now CP) and the EJ&E (now CN) is SW of their level diamond crossing.

2. Other rail junctions and traffic patterns in the Chicago area that affected traffic through Rondout, and influenced the third part of the presentation (below).

3. The presenter's interesting 1993 experience in trying to reduce rail transit times from Chicago-area steel mills to his distribution center on the busy Soo Line (now CP) main line on the west side of Minneapolis. He was able to overcome some unusual and challenging obstacles to establish a rail service pattern that still operates essentially the same way today in 2024. There were 14 in-person attendees in the church basement. Your secretary saw a peak of 39 devices connected in the Zoom meeting room. Subtracting the one device in the church basement tonight yielded a total peak attendance of 52.

There was a short question and answer session starting at 8:43 pm. The recording stopped at 8:48 pm. There was no on-line discussion group tonight. The Zoom meeting room closed at 8:50 pm.

Respectfully Submitted  
Thomas W. Marcussen

The time has come for another season of Wisconsin Chapter gatherings. The summer went by very quickly. There were some big highlights. The beginning of the new Amtrak Borealis train from Chicago to Minneapolis. The CP #2816 "The Empress" running through the Milwaukee area. The Borealis train hosting some classic Amtrak locomotives on its runs and boasting some good ridership numbers. Now the UP has announced that the Big Boy will be in the Chicago area in September. Lots going on.

Our September 6th meeting will be the Annual Favorite Slide Night. Members are welcome to share about a 5-7 presentation of digital media from the past summer or many summers ago. In October the Chapter's annual banquet will be held. We have setup a great speaker. Come and join in some good food and fellowship.

Get out and enjoy the weather while it lasts. "Get Busy Livin"

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## Amtrak Borealis Ridership Numbers in the First Month

Thousands of passengers rode the second daily Amtrak service between the Twin Cities and Chicago, via Milwaukee in the first full month of operation, according to new data released from the agency on Monday. The first full month of the Borealis trains between St. Paul and Chicago shows ridership of more than 18,500 passengers, according to preliminary figures. That's about 300 passengers boarding each of the eastbound and westbound trains daily. The second daily round-trip passenger train runs from Chicago to the Twin Cities— by way of Milwaukee, Wisconsin Dells and La Crosse, and has been in the works since 2015. The new train service starts from St. Paul at midday and from Chicago in the late morning.

"Borealis marks the first passenger rail service expansion in Wisconsin in 22 years and people are responding," said Craig Thompson, Secretary, Wisconsin Department of Transportation (WisDOT) in a statement. "The initial data is promising and reflects the hard work done by WisDOT, our partner states and Amtrak to bring this service to the people of Wisconsin, Minnesota and Illinois. We're hopeful the more people that ride Borealis and like it, the more successful it will be." Passengers started taking the second daily service in May 2024. The train makes the current Empire Builder stops. Before its launch, an estimated 232,000 people were projected to ride the new trains in the first year of full service, according to the Wisconsin Department of Transportation.

Coach fares start at \$41 each way between St. Paul and Chicago for adults, with discounts for children ages 2-12, students, seniors, veterans, military personnel and families, and groups. For more information, you can visit Amtrak's website at [www.amtrak.com/Borealis](http://www.amtrak.com/Borealis). between St. Paul and Milwaukee and the Hiawatha stops between Milwaukee and Chicago.

*By Alex Groth Milwaukee Journal Sentinel July 9 2024*

## Friday September 6 2024 Chapter Meeting Members Favorite Slide Night

Our Fall 2024 season gets underway with our end-of-summer meeting featuring railroad images by YOU! By longstanding tradition, our season of programs will begin with the annual Members Favorite Slide Night (MFSN) on Friday, September 6. We'll be back at our in-person meeting place, the North Shore Congregational Church, 7330 North Santa Monica, Fox Point. For those unable to travel to Fox Point, the meeting will also be streamed, via the Zoom platform.

We are actively soliciting presenters! The subject matter is up to you - what you did on your summer vacation, a few shots of a unique or out-of-the-way railroad operation, steam action from back in the day, railroads in transition in the 1980s, recent pics of trains or photos from deep in your vault. This is your chance to shine! Because we don't have the technology to transmit slides to our online audience, this program will be digital-only.

To sign up to show your favorites remotely watch for more information in an email. Additional meeting details, with instructions on how to connect, will be sent via email before the meeting.

In-person presenters may bring digital images on a USB flash drive. You may use presentation software (such as PowerPoint or Keynote) or show loose pictures. If using presentation software, avoid transitions such as dissolves, etc. (there are no issues for the in-person audience, but they don't work well when streamed due to limited Zoom bandwidth). Digital only. If you have some old gems ("legacy media") and need assistance digitizing them, contact membership@nrhswis.org. You may narrate in real-time or provide a soundtrack. The images you show should be predominately railroad related, any era. Please limit your presentation to approximately five minutes.

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## Chapter Annual Banquet

SAVE THE DATE !!

Saturday October 5 2024

Pallas Family Restaurant West Allis WI

Come and join fellow chapter members for some food and fellowship.

We have a speaker. More information to follow

Watch for more information about signing up

## UP #4014 Big Boy announces Fall "Heartland of America Tour"



The UP #4014 Big Boy will be out on the road again in Fall 2024. The Heartland of America Tour will begin Wednesday August 28th when the #4014 departs Cheyenne WY. It will return to Cheyenne on Wednesday October 23rd. Here are some local highlights of the tour.

Sunday September 1 2024

Depart North Platte Nebraska to Grand Island NE

Monday September 2 2024

Depart Grand Island to Omaha NE

Wednesday September 4 2024

Depart Omaha NE to Boone IA

Thursday September 5 2024

Depart Boone IA to Cedar Rapids IA

Friday September 6 2024

Depart Cedar Rapids to Rochelle IL

Sunday September 8 2024

PUBLIC EVENT Rochelle IL

Global 3 Intermodal Yard

The #4014 will be on display. FREE to the public.

Monday September 9 2024

Depart Rochelle IL to Villa Grove IL

Tuesday September 10 2024

Depart Villa Grove IL to St Louis MO

For more specific information regarding the schedule for the #4014 including departure times check out <https://www.up.com/heritage/steam/schedule/index.htm>

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## Trainfest 2024 is right around the corner !

Do you enjoy talking trains with people? If so, the Chapter is looking for you. The Wisconsin Chapter NRHS will be hosting a table at Trainfest 2024 Saturday November 23rd and Sunday November 24th at the Baird Center in downtown Milwaukee. The show's hours are 9am to 5pm both days. We would be grateful if you could help us staff the table at any time during the show. There are no specific shifts or minimum time required. More details will be available as we get closer to the show. If you are interested in helping out please contact Ward Wells at [wwardw@hotmail.com](mailto:wwardw@hotmail.com).

# Do You Know ?

By Dave Nelson

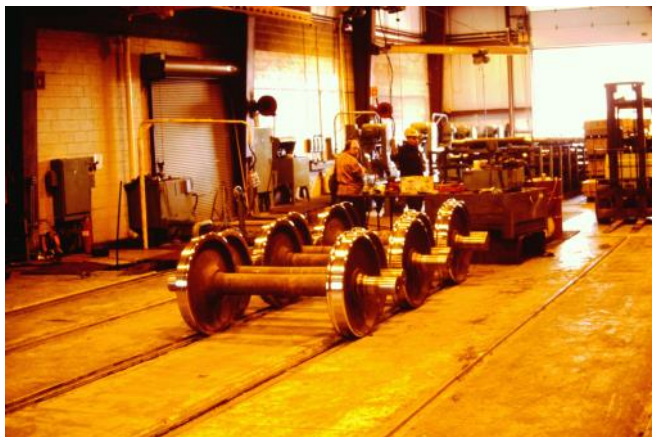
Railroads are not only major carriers of steel and steel products but are also major purchasers of some of the highest quality and most specialized (and most expensive) types of steel for their rails, axles, wheels, and even ties. It is rare to see "railroad steel" included in mixed shipments of scrap steel and indeed, so specialized is railroad steel that when railroad wheels reach the end of their useful lives, they are sent for re-melting at steel mills as a load consisting only of wheels, not mixed even with other railroad steel such as axles or rails.



The photo taken at Ackerville WI shows a gondola entirely filled with railroad wheels, presumably old wheels from the WSOR shops in Horicon.

Note that all the wheels have been taken off their axles, because the axles are a different kind of steel. This is a carload of high value scrap metal.

A single-wear (IW) wheel has to be discarded and replaced when they get too worn; this usually happens after around 700,000 miles (this can take several years) although emergency braking can cause flat wheels which often means premature wheel retirement. A double-wear (2W) wheel with its thicker rim can be machined for a longer service life, at greater initial cost of course. Re-machined wheels have very shiny treads -- the photo was taken at the old Northern Rail Car in Cudahy WI in 1989, and these were likely passenger car wheels.



Because of the quality and expense of railroad wheel steel, new railroad wheels are shipped on specialized flatcars which use the weight of the wheels and their axles to hold them in



place. The wheels are heavy enough that a second layer can be added without risk of shifting. Note that the car is marked to haul freight car wheels only. The photos were taken in Galesburg IL on the BNSF during this year's Railroad Days. A photo taken from the bridge over the BNSF yard during Railroad Days shows an empty car the BNSF uses to ship wheels, and you can see the alternating slots in the elevated deck of this specialized car which are how the wheels are held in place.

The final photos show how railroad wheels were stored outdoors at two different repair shops. At Northern Rail Car in Cudahy in 1988 the wheels were stored on rough gravel, but at the WSOR shops in Horicon, all wheels were stored on lengths of old rail to protect the expensive wheels from abrasion and corrosion.



# Spring 2024 NRHS Conference

By Ward Wells

The 2024 NRHS Conference was held the weekend of May 4–6 in Cedar Rapids, IA.

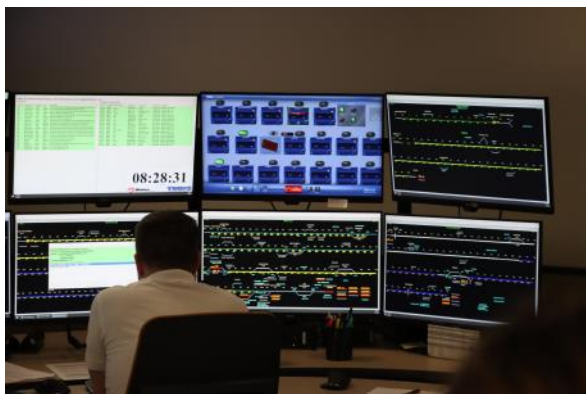
The conference kicked off Saturday night with NRHS Film Preservation Committee Chair Mitch Dakelman presenting programs from the NRHS film library using vintage 16mm film reels and an actual old school projector!

Sunday's organizational meetings – with some streamlined format changes – were informative, interactive, and not as long as in the past. As a break between the meetings, Mike Yuhas hosted a panel discussion on chapter best practices for membership development and retention which highlighted several of our chapter's successes.

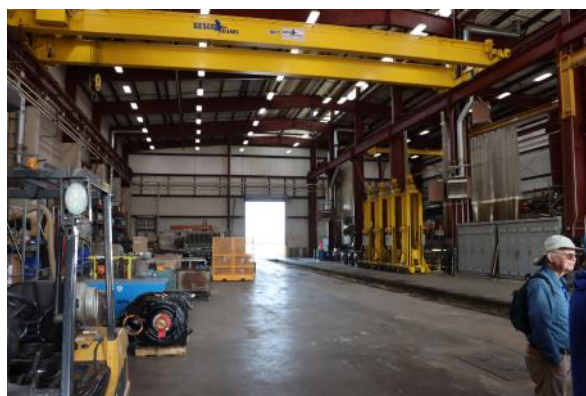
On Monday, attendees were treated to a rare milage trip on former Rock Island trackage by Railroad Development Corp. Chairman Henry Posner III and the staff of the Iowa Interstate Railroad (IAIS). The day started with a visit to the new IAIS headquarters in downtown Cedar Rapids where we were treated to a tour that included the dispatcher's center. After a quick bus ride to South Amana, IA we were given an exclusive tour of the Dennis H. Miller Locomotive Works (diesel shop) where a \$10,000 check was presented to Operation Lifesaver. The two and a half hour, 62 mile train ride included lunch and a photo op in downtown Iowa City with a passing IAIS freight with IAIS 513 in Rock Island heritage colors pushing at the end. The ride showcased IAIS' overall solid roadway and operating condition, featured a Mississippi River bridge crossing at Rock Island, and ended with a tour of the IAIS car shop at the Pietrandrea Yard in Silvis, IL.

To top off the day, the group was treated to a visit to the Railroad Heritage of Midwest America shops complex in Silvis, with Steve Sandberg, Cate Kratville-Wrinn, and Alex Beams acting as our hosts. This group thinks BIG, and we got to see it all, including Union Pacific Challenger 3985, UP Santa Fe 5511, UP Centennial DDA40X 6936, and other cars and locomotives undergoing restoration within the massive building. A donation was made by the NRHS toward 3985's restoration.

The annual NRHS Convention is scheduled for August 26–31 in Harrisburg, PA followed by a fall event in Wilmington, DE.



Iowa Interstate Dispatch



IAIS South Amana Shops



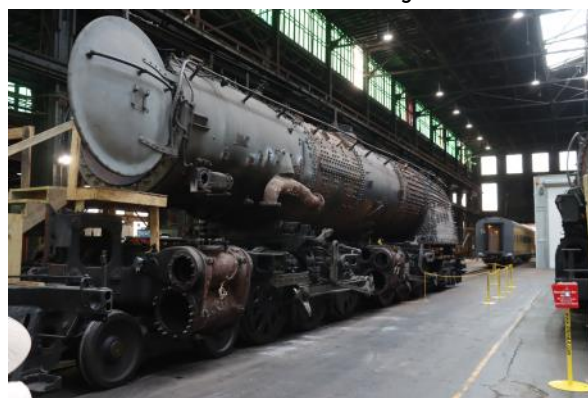
IAIS #502 Run By



IAIS #513 Rock Island Heritage Unit



UP #3985 Challenger Cab Silvis IL



UP #3985 under restoration Silvis IL

# From the Archives

## September 1954—70 Years Ago

Streetcar Route 27, 27th St. line, will be converted to buses this fall, according to Transport Company officials. New buses are on order, and it will not be long before this cross-town line is no more. Abandonment of Route 27 will leave only three streetcar lines operating in Milwaukee: Route 10 - Wells (with two branch-es; to Wauwatosa and West Allis); Route 11 - Howell; and Route 18 - National-Vliet.

## September 1959 - 65 Years Ago

On May 22, 1959 Russ Porter and another fan, Don Reuss, drove all night, Milwaukee-Proctor, arriving 7:00 a.m. - misty rain - prospects poor. (Rumor had it that Missabe would dieselize in June.) "We slung our cameras over our shoulders and walked out onto the bridge which runs alongside the roundhouse. One the ready track No. 226, a 2-8-8-4 sat waiting for a train to be made up. Two tracks away No. 506, a 2-10-2 was receiving water in her thirsty tank after coming in from the weighing scales with a load of ore. Another articulated was passing under the bridge, bound with a load of empties for the mines. We raced back to our car and beat the train to a highway bridge about a mile northwest of the round-house - a few minutes later No. 228 sped by in a swirling cloud of white smoke. We decided to follow him but he lost us, but good. Now and then a patch of blue sky started to appear and our hopes for good weather materialized

## September 1964 - 60 Years Ago

On August 4 ground was broken for the first major passenger station to be built on the Milwaukee Road in 35 years, one which will replace the present Milwaukee station which was built in 1886. The new station will be accompanied by a new Post Office, Much negotiation between the Milwaukee Road, the City of Milwaukee, the State of Wisconsin, and the federal government preceded the final OK; now the only question is whether the CNW will abandon its plans for passenger facilities on the outskirts of the Milwaukee metropolitan area rather than to use the new Milwaukee depot as a Union Depot....With the help of Messrs. H. Warnahnek and Jorgensen of the Electric Co., Rick Murphy was able to arrange an inspection trip to the Lakeside Power Plant for Chapter members and friends on September 12. As the Electric Co. is rather frugal with its passes, this may be the only chance we'll have in a long time to inspect and photograph the rolling stock and yards.

## September 1969 - 55 Years Ago

Remingford, Nebraska - When the Burlington's No. 41, bound from Lincoln, Nebraska, to Billings, Montana, jerked to a stop here one morning last week, 33 passengers rubbed their eyes and resigned themselves to a short stop. It wasn't so short. The railroad had won federal authority to discontinue the train and decided to move swiftly before the U.S. Supreme Court could reverse the decision. But Justice Hugo Black reversed it anyway and the train ran again the next day. Final decision will be made late this month....If the Milwaukee Road is successful in taking off the After-noon Hiawatha this will apparently mean the end of the Skytop lounges. The Morning Hi's have been using square end parlor cars lately....CNW's new timetable lists only train numbers, no names.

## September 1974—50 Years Ago

Plans are proceeding for MidRail '74 which will be hosted by the Wisconsin Chapter on October 4th and 5th. A tour of the Milwaukee Road shops and Milwaukee Solvay Coke's electric operations are scheduled as well as a special trip on the Kettle Moraine Scenic Railway. NRHS President Lewis Pardee will be the speaker at the banquet at the Wisconsin Club on Saturday evening

## September 1979—45 Years Ago

The recently released proposal to operate a 3400-mile railroad called "Milwaukee II" extending as far west as Miles City, Montana, was given a boost this summer when an agreement was reached between the Milwaukee Road and the State of South Dakota, and approved by the reorganization court, which will permit the railroad to begin initial rehabilitation of the line from Jonathan, Minnesota, to Miles City, Montana, using a \$2.3 million grant from the State of South Dakota

## September 1984 - 40 Years Ago

Butler Railroad Days '84 was a success, with a total ridership of approximately 4000....Ex-NKP No. 765 will visit our area in September with trips scheduled from Chicago to Sterling, Illinois, on the 15th, Chicago to Janesville on the 16th, and Chicago to St. Francis on the 22nd.

## September 1989 - 35 Years Ago

Things look different at Shops Yard on the Wisconsin Central. Parts of the original round-house have come down. The pigeons are circling in vain looking for their former home. Work is still going on to pull down the walls....Two ex-LS&I 2-8-0s passed through North Fond du Lac on their way to the Grand Canyon Railroad in Arizona

## September 1994 - 30 Years Ago

The Soo Line Technical & Historical Society Convention is scheduled for September 23-25 in Milwaukee. Activities will include a drive-through tour of the CP Rail (ex Milwaukee Road) facilities and a tour of Northern Rail-car....Ex-MILW No. 261 was scheduled to power fantrips on June 11 and 12 on the FV&W Fox River Sub. Everything went fine on June 11 but on June 12, while the train was backing out of the depot, the rails spread and the engine de-railed. An SD-45 was substituted. It took five hours to re-rail the steam engine....Two fan-trips by ex-MILW No. 261 on the CP were canceled because the UTU strike against CP was not settled by August 15..CP announced that it would retire its "dual flag" livery. Apparently opposition to the logo, which depicts a combined US and Canadian flag was vocal on both sides of the border. CP said the high cost of the decals was a consideration

## September 1999— 25 Years Ago

Wisconsin Chapter members were looking forward to the Chapter excursion on Wisconsin Southern from North Milwaukee to Oshkosh and return on Saturday, September 25....Wisconsin Central founder, chairman, president, and CEO Ed Burkhardt resigned effective August 31 after a stockholder battle....Rochelle Railroad Park celebrated its first anniversary on August 31....Fort Wayne Railroad Historical Society received a \$348,000 historic preservation grant from the Transportation Equity Act for overhaul of ex-NKP 2-8-4 No. 765.

## September 2004 - 15 Years

The first spades of earth were turned on June 28 at a groundbreaking ceremony signaling the start of construction work on the long-anticipated Amtrak passenger rail station near Mitchell International Airport....Passengers and crew members aboard Amtrak train No. 8, the eastbound Empire Builder, were evacuated for more than six hours July 6 in Portage after bomb threats were telephoned to Wisconsin authorities. No bomb was found. Eastman Kodak Co. announced the closing of its last company owned Kodachrome processing lab.

## September 2009 — 15 Years Ago

Kodak announced that on June 11 it would end production the iconic Kodachrome color slide film. The slide film was first produced in 1934. Sales of Kodachrome has slipped to less than 1% of Kodak's overall sales. The State of Wisconsin will buy two Talgo trainsets for use on the Chicago to Milwaukee Hiawatha corridor trains.

## September 2014 — 10 Years Ago

Several derailments happened in Jan a UP coal train derailed in Caledonia, WI due to extreme cold weather and its effect on the rails. In June several cars of a Union Pacific train derailed at Clement Ave on the southside of Milwaukee. The cars were rerailed and crossing repaired in several hours. In July a Canadian National train ran into a WSOR train in Slinger, WI. The WSOR train had backed up to pick up a crew member and underestimated train length and was on the CN mainline when the CN train approached. CN crew members were injured but not seriously. Norfolk Southern suspended its 21st Century Steam program for the fall of 2014. It was anticipated to be running again in 2015. 2015 should see the return of NW #611 to the rails.

## September 2019— 5 Years Ago

July 2019 saw the UP #4014 visit Wisconsin. The Big Boy ran from Altoona, WI to Butler Yard and then on to Chicago. This is likely the first time a 4-8-8-4 Big Boy ran in Wisconsin. The crowds of railfans and onlookers were excited to see the #4014. One highlight was to the steam locomotive pass under the coaling tower at Clyman Junction. The coaling tower still stands as a reminder of the days of steam on the Chicago and Northwestern

# The Big Picture



Nevada Northern 2-8-0 eastbound exiting Tunnel #1 at Ely Nevada August 16 2024 Photo by Keith Schmidt