

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 76 Years

Visit the Chapter Webpage www.nrhwis.org



Some new ornaments on the front of the Big Boy for it's nationwide tour this summer. The Big Boy attracted 1,000's of people trackside as it ran east to Philadelphia for the first time ever. Photo by Keith Schmidt

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Wisconsin Chapter Meeting Schedule

Upcoming chapter events

September 11 2026 Favorite Slide Night - Show off your favorites from 2026, 2016 or whenever. NOTE DATE !!

October 2 2026 To Be Announced

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.

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@nrhswis.org.

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

The Big Picture is your page!

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

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

Membership in the Chapter is open to anyone having an interest in any aspect of railroading who is also a member of the NRHS. Paying \$20 annually to the Chapter will entitle you to 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 (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, Neal Wegner, Ralph McClure and Brian Hechel.

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

All original material published in Sparks & Cinders may be reprinted in other railfan publications provided credit is given to "Sparks & Cinders, Wisconsin Chapter, NRHS." If an author is indicated for the item or article, credit must also be given to the author. The views, opinions, and comments published in Sparks & Cinders are those of the authors and do not reflect the policies of the Wisconsin Chapter or the National Railway Historical Society. Copyright ©2025, Wisconsin Chapter, Inc., NRHS.

Meeting Summary for June 5 2026

President Keith Schmidt ran our June meeting from the upstairs first-floor Friendship Lounge at the North Shore Congregational Church in Fox Point. They had one air conditioner going on a warm humid evening. Keith welcomed all attendees, both in person (25) and via Zoom (24), at 7:32 pm. Recording started at 7:32 pm.

Announcements

Tonight is our last regular membership meeting before going into our summer break. We will have two special events over the summer.

The East Troy Electric Railroad confirmed our excursion to the Mukwonago fireworks, on Friday, July 3. East Troy Electric Railroad Operations Manager Jim Feyerherm was at the in-person meeting. Tickets are for sale, at \$15.00 per person, now on the Wisconsin Chapter Web Site. Participation will be limited to the first 50 to sign up. There is very limited space for chairs where the tracks run alongside Phantom Lake. We will be watching from inside two large-capacity cars—from the NW side only. This is a weather-dependent event. The rain date for the fireworks display is Friday, July 10. It is now unclear if we would reschedule the ride or refund the money. We will probably have an informal dinner, at LD's Barbecue, or some other place in East Troy, before the ride. Participants should plan on arriving at the East Troy depot no later than 8:00 pm, for an 8:15-8:30 pm departure. The fireworks start at 9:30 pm. We will arrive back at East Troy sometime around 11:00 to 11:30 pm.

Members should watch their e-mail for a possible charter run of 1913-built Soo Line 2-8-2 number 1003. Its boiler inspection is due in 2027. Whether there are enough funds available to take it apart and rebuild it is doubtful. Members may get an opportunity to get into one or both cabooses, or maybe even the engine cab. No other information is available yet.

Our next regular membership meeting will be on Friday, September 11, 2026. Our normal first-Friday date (September 4) would have impacted the Labor Day (Monday, September 7) weekend. We will be hosting our usual Favorite Slide (now digital image) Night.

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If you see value in what we are doing here, please consider joining us (or renew for 2026, if you have not already done so) as a Wisconsin Chapter member. There are three options to join (or renew) Chapter membership. The first way is to pay by cash or check in person. 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. Members and subscribers receive 10 issues of our monthly newsletter Sparks & Cinders, plus admission to members-only events, and member discounts on other events and merchandise. Dues payments support Chapter meetings like this one, other activities and publications. Your support is much appreciated. Presentation

Keith Schmidt introduced Drayton Blackgrove, the owner of Delay In Block (DIB) video productions, at 7:40 pm. Keith had first met Drayton when they were both chasing Pere Marquette 2-8-4 number 1225 in Michigan. Drayton was the first person that Keith saw use a drone to photograph trains. Drayton had since moved from Michigan to Eastern Tennessee. He therefore gave his presentation remotely via Zoom.

Drayton took over at 7:40 pm. The subject tonight was a video tour of the former Chesapeake & Ohio railroad car ferry SS Badger. It is now the last coal-fired passenger steamship operating in the United States. It is also the last (former) railroad car ferry still operating on the Great Lakes. Rumors of an upcoming fuel switch drove the urgency of filming tonight's video presentation.

The twin car ferries SS Spartan (1952) and SS Badger (1953) were built for the Chesapeake & Ohio Railroad car ferry service, based in Ludington, Michigan, and then operating to Milwaukee, Manitowoc, and Kewaunee, Wisconsin. They were designed to carry both railroad freight cars and automobiles year round. The business model was to bypass the chronic congestion and delays in Chicago on a shorter and more direct route. They served in those roles until November of 1990. Lake Michigan Carferry Service (LMCS) purchased the SS Badger, and began operating it to ferry only automobiles and people, from mid-May to mid-October, on the Ludington-Manitowoc route only, starting with the 1992 season. That operation continues today.

Our video tonight was a very thorough tour of the ship, with emphasis on the mechanical / engineering spaces. These are normally closed to the public because of maritime and insurance company regulations. Chief Engineer Andy Ver Velde was our very capable tour leader and narrator. We got to see just about everything, in actual operation, during an actual voyage. The first highlight / feature was one of the steeplecap compound (which expand steam twice, in two connected cylinders) engines. These were some of the last reciprocating piston steam engines built for marine service. Steam turbines, gas turbines, and large diesel engines have since taken over that market. Marine engines can be much larger than steam locomotives, which normally exhaust to the atmosphere due to space and weight limitations. The SS Badger's marine engines exhaust to a water-cooled condenser down to 28 inches of vacuum, greatly improving their efficiency. We got to see the output shafts, gear boxes, thrust bearings, and shaft seals going out to the propellers. We got to see the coal-fired boilers, including the live cleaning and re-lighting of the grates, and the fuel supply and preparation systems. We got to see numerous auxiliary systems—including (but not limited to) the electric power supply, compressed air, and controls and communications systems.

From the President

I am writing this on a beautiful late Summer evening. Temperature around 70 with very little humidity. The windows are opening and the breeze and sounds of summer are coming in.

It's time to begin the 76th season of the Wisconsin Chapter NRHS monthly meetings. I'm not sure where the time goes. It was an interesting summer so far. It got hot pretty early. There were several Tornado warnings including during a chapter board meeting but hopefully everyone is doing fine.

I had the chance to head west to catch the Big Boy. I headed to North Platte NE and went west and followed into North Platte. Then followed it to Grand Island NE. It was a good time. Weather cooperated for the most part and lots of video and photos were taken.

The Chapter celebrated the 250th anniversary of the US with the fireworks charter on the East Troy Railroad Museum. About 35 members rode the train to Phantom Lake and watched the fireworks. It started to rain but the fireworks went on and we stayed dry while others got wet.

The chapter is once again sponsoring a charter with the Soo #1003 2-8-2 Mikado steam locomotive. The trip is Saturday September 26th from Hartford WI to Horicon then Burnett and back to Hartford. There's lots more information inside this issue of Sparks and Cinders. Get Busy Livin' like Jim Wrinn would say. Don't let time pass by.

KJ

A shortened version of this presentation, with more emphasis on history, will be shown / available to car ferry passengers starting in June or July of this year. They will not get all of the detailed access to the mechanical and engineering systems that we got tonight. LMCS has exclusive rights to all versions for three years, as part of the agreement with Delay In Block to grant access to what we saw tonight. Delay In Block hopes to put it out on YouTube after that. We therefore got a rare opportunity that will not be available again until at least 2029.

Keith Schmidt reminded everybody to check their e-mail for the two upcoming special events this summer (above). He also reminded us that our next meeting in September will be one week later than usual, on Friday, September 11, 2026. Recording stopped at 8:57 pm. There was no informal on-line discussion group. The Zoom meeting room closed at 8:58 pm.

Respectfully Submitted
Thomas W. Marcussen
Wisconsin Chapter Secretary



Friday September 11 2026 Chapter Meeting Members Favorite Slide Night

Our Fall 2026 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 11th. 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 (legacy media) to our online audience, this program will be digital-only. To sign up to show your favorites, just reply to this message and let us know whether you anticipate you'll be in-person or remote. Additional meeting details, with instructions on how to connect, will be sent via this email channel before the meeting. Guidelines for presenters

Ideally, local members who expect to attend in-person should submit their images beforehand - contact president@nrhswis.org to discuss. Alternately, in-person presenters may bring digital images on a USB flash drive.

You may use presentation software (such as PowerPoint or Key-note) 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. The chapter doesn't have the ability to share "legacy" media (slides or movies) online.

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.

Traveling with Big Boy #4014

by Stephen Borleske

This year has been a special year for the Union Pacific 4014. It completed a nearly half a year trip from Cheyenne to Sacramento to Philadelphia and back to Cheyenne. The locomotive and accompanying train travelled over 7,000 miles on this grand coast to coast tour as part of the America 250 celebration. Millions of people from all over the world came out to see this incredible sight. The trip covered fourteen states and was the first time an operating Big Boy has been east of Chicago.

Equipment history:

Number Name Builder Date History

809 Jim Adams Alco 1937 tender for FEF-1 4-8-4 class, now can-teen

Jim Adams - former Cheyenne shop member

814 Joe Jordan Alco 1937 tender for FEF-1 4-8-4 class, now can-teen

Joe Jordan - former Cheyenne shop member

6334 Art Lockman StLCar 1962 baggage car

Art Lockman - last UP steam employee in Cheyenne, long time shop foreman

209 Howard Fogg ACF 1949 baggage-dorm 6006

Howard Fogg - famous railroad artist

Loss of a Chapter Member and a Thank You

A few things to cover here regarding the chapter.

First, I had a chance to talk with Randy Christopher-son the young man the chapter sponsored for Railcamp 2026. Randy and his family rode the fireworks charter on July 3rd. Randy talked about the great time he had at Railcamp. He had some great experiences and has great memories. He also made friends that have similar interests. He was very thankful that the chapter was able to sponsor him. I was glad he had a good time. Randy keep up the great work. Randy will be giving a presentation as part of "Favorite Slide Night" on September 11th.

A few days after our June meeting the Chapter lost a familiar face at monthly meetings. Don Goerke passed away on June 8th. Don, along with Debbie were fixtures at Chapter monthly meetings. Don would setup his video camera and record the meetings. I have been told his video collection is quite large. Don was also active in other groups and a US Army veteran. Don was 91 years old. Don's passing will be remembered at the September meeting also.

Lastly, Are you interested in becoming more involved with the Wisconsin Chapter NRHS. Do you have some background in finance or just a desire to help out? If you do the chapter is looking for one or possibly two people to help with the Grant Committee. It was decided that the Chapter would establish some guidelines to distribute grants to organizations working on railroad or railroad related projects. If this sounds interesting please let me know. Email me at president@nrhswis.org.

8Br sleeper - named for UP headquarters city

9005 Walter Dean ACF 1955 dome-lounge-observation

Walter Dean - past dining car waiter/bartender

5011 City of Denver StLCar 1959 lunch counter cafe lounge

named for overnight Chicago-Denver passenger train

101 Lincoln P-S 1950 coach 5447 to business car in 1957

Lincoln - President Abraham Lincoln

The 2055 through the 101 are housed at Heritage Park in Council Bluffs when not on the road. All the passenger cars had "America 250" decals applied on one end of the car.

The Challenger remains a dome coach and was the car that carried the passengers on the Union Pacific Museum excursion between Nesquehoning and Pittston, PA on the Reading & Northern on June 14th. (The Union Pacific Museum has been the only approved provider of passenger excursions on the Union Pacific Railroad for nearly ten years. The museum excursions have also been a leg of the 4014 tours since 2019.). The Challenger also serves as the entrance vestibule for the 5752 Promontory, the display car put together by the Union Pacific Museum. The car was refurbished to be the display car in 2019 for the 150th anniversary of the driving of the Golden Spike and has accompanied the 4014 on its travels since. *continued on Page 5*

Traveling with Big Boy #4014 Part #1

by Stephen Borleske

Four Norfolk Southern passenger cars accompanied the train on the east coast leg of the Coast to Coast Tour east of Chicago. Car 1 Virginia built by Pullman in 1928 for the Southern Railway was one half of a pair of cars built for use by the railroad president. NS 14 Missouri was built as a coach for the Union Pacific. Intermediate owners converted the car to a 4 bedroom sleeper. NS/CR 24 Delaware was built by Budd in 1955 for the Santa Fe as a full dome lounge dormitory car. NS 30 Marco Polo was built by Pullman in 1927 as a business car. The car gained fame after use by Governor, and later President, Franklin Roosevelt. The car was recently rebuilt by the NS's Altoona passenger car shops and is the only car in the NS fleet to wear Pullman green paint and Pullman lettering.

Several diesel locomotives accompanied the train over the course of the travels. UP 1616 was painted to commemorate Abraham Lincoln and is in a paint scheme similar to that worn by the UP 119 at Promontory, Utah. The 1616 was built by EMD in 2000 as the 4015, and it has accompanied the 4014 on many of its travels. UP 1776 is an SD70M built by EMD in 2000 as the 4164. The locomotive has the large American flag on the side of the hood and "America 250" emblems on the side of the nose. NS 1776 "The Bell" was the first of the NS's semiquincentennial locomotives released from the Juniata shops. This locomotive was placed between the 1616 and the UP 1776 for the eastern leg of the tour. This was built by EMD as an SD70ACe 1192 in 2019. Joining the eastern tour after the Altoona stop was NS 2026 "The Lady Liberty" (formerly NS 1195) and NS 250 "The Freedom" (formerly NS 1184). These two NS locomotives were placed between the 1616 and the NS 1776 for the trip to Chicago.



Soo Line #1003 Celebrates 250 Years of the USA

Once again the Wisconsin Chapter NRHS has the honor of sponsoring a public charter with the Soo #1003 2-8-2 Mikado steam locomotive on Saturday September 26 2026. This year the chapter is joined by the Soo Line Historical Society and Connor Siemers as additional sponsors. The trip will be similar to the charter in 2025. This is a FREE charter and is being run to celebrate the 250th birthday of the United States and to display railroading history in the US. Below is the official press release announcing the trip. As chapter members you will be given special access to the train in the morning and in the afternoon in Hartford. We would also like to get a photo of chapter members in attendance in Burnett. This is NOT a passenger excursion. No one will be riding the train. Chapter members will receive a lanyard with a ID card.



August 8th, 2026

FOR IMMEDIATE RELEASE

Soo Line No. 1003 Steam Locomotive to Operate in Celebration of America's 250th Birthday

Historic Steam Trip Scheduled for Saturday, September 26, 2026

Hartford, Wisconsin — The Steam Locomotive Heritage Association, The Wisconsin Chapter of the National Railway Historical Society and the Soo Line Historical & Technical Society, are pleased to announce that the historic **Soo Line No. 1003** steam locomotive will return to operation on **Saturday, September 26, 2026**, as part of the national celebration commemorating **America's 250th Birthday**.

Built in 1913, the Soo Line No. 1003 is one of the few operational mainline steam locomotives remaining in North America. As the United States marks 250 years of independence, this special display run will celebrate the vital role railroads played in shaping the nation's history. Long before the interstate highway system, railroads connected communities, fueled economic growth, supported westward expansion, and transformed commerce throughout America.

The public run will operate between Hartford and Burnett Wisconsin, offering thousands of spectators the opportunity to experience the sights, sounds, and power of a working steam locomotive.



Excursion Information

Date: Saturday, September 26, 2026

Approximate Departure: 8:30 a.m.

Route: Hartford – Horicon – Burnett – Horicon – Hartford

Coal Stop: Burnett, Wisconsin (approximately 10:30 a.m.)

All operating times are approximate and subject to change.

The trip is free for the public to enjoy from designated public viewing locations along the route. Spectators are encouraged to bring their families and cameras to witness this rare opportunity to see living railroad history in operation.

"This event is about more than operating a historic steam locomotive," said representatives of the sponsoring organizations. "It is an opportunity to celebrate the innovation, determination, and spirit that helped build America. Railroads connected our nation for generations, and the Soo Line No. 1003 remains a powerful reminder of that legacy."

Public Safety

The safety of spectators, volunteers, railroad employees, and train crews remains the highest priority.

Members of the public are reminded to remain at least 25 feet from the railroad tracks at all times. Railroad property is private property, and visitors should observe all posted signs, remain in designated public viewing areas, and follow instructions from railroad personnel and local law enforcement. Never walk on or near railroad tracks.

Supporting Railroad Preservation

The operation of Soo Line No. 1003 is made possible through the dedication of volunteers and the generous support of donors who share a commitment to preserving America's railroad heritage. Contributions to the Steam Locomotive Heritage Association directly support the restoration, maintenance, and operation of this historic locomotive, ensuring future generations can continue to experience living railroad history.



From the Archives

September 1956— 70 Years Ago

In a further attempt to cut costs and put the dining car department closer to the breakeven point, the Milwaukee Road is developing an automat car. As yet, it has not been perfected and several problems still exist, e.g., should the car be half parlor and half automat, or full automat with no, or a separate, parlor car? The one or two cars are planned for service between Chicago and Milwaukee and possibly on the Chippewa Hiawatha between Milwaukee, Green Bay, and Channing, Michigan

September 1961 - 65 Years Ago

There was no Sparks & Cinders as such for September, 1961 but rather a combined July-October issue which was basically a report on the NRHS National Convention in Chicago, sponsored by Wisconsin Chapter

September 1966 - 60 Years Ago

There was no Sparks & Cinders for September, 1966. The official meeting notice (on a post-card) announced that the meeting program would feature Bob Bullermann's slides of steam on the Q and other subjects

September 1971—55 Years Ago

The Cannonball, Milwaukee's only commuter train, now has its own public timetable – a blue 2 1/2" x 4 1/2" card showing the schedule of No. 12 and No. 23....The Cannonball derailed and overturned at the North Ave. bridge on June 7 after the bridge was hit by a truck shortly before the train was due....A public hearing on the Milwaukee Road's request to discontinue the Cannonball will be held on September 22....A bill to restore passenger service between Milwaukee and Green Bay has been introduced into the Legislature. Passenger service to Green Bay ended with the start of Amtrak on May 1....Amtrak's Turbotrain is scheduled to visit La Crosse, Portage, and Milwaukee on September 2 as part of a 31-state tour which began August 11

September 1976—50 Years Ago

This issue of S&C featured a complete C&NW locomotive roster, listed both by model and assignment....Mid Rail '76 is scheduled for September 17, 18, and 19 in Kansas City.

September 1981—45 Years Ago

The Milwaukee Road and three utility companies that operate a coal-burning power plant in North Dakota have come to an agreement which will provide an interest-free loan of up to \$1 million to institute immediately a program of additional maintenance on the line between the Big Stone Plant and the Gascoyne Mine in North Dakota....A 10% reduction of Amtrak service nationwide will take place on October 1. Operation of the Milwaukee depot will be reduced to 15 hours daily....C&NW will institute a new train numbering system on October 1. It will be similar to that used by SP, UP, and Conrail

September 1986 - 40 Years Ago

The Chapter's publication "The Railfan's Guide to Wisconsin and Michigan's Upper Peninsula" is now available for \$7.95 postpaid....The Soo Line has started construction of the connection between the Stevens Point-Fond du Lac-Chicago line and the old Milwaukee Road Milwaukee-La Crosse line at DuPlainville....Work by local railroad artists Russ Porter, Gil Reid, and Mike Danneman is featured at an exhibit entitled "The Art of Wisconsin Trains" at the Milwaukee Public Library through September.

September 1991—35 Years Ago

A \$1 million study of possible high speed rail service between Chicago and the Twin Cities, investigating possible 125-185 mph speeds, was announced....The Chicago Transit Authority has contracted with Morrison-Knudsen to supply 256 rapid transit cars for \$207.7 million....Union Pacific is studying the possibility of constructing a tunnel through Oregon's Blue Mountains. The 8.44 mile single track tunnel would bypass 28 miles of existing track.

September 1996—30 Years Ago

Amtrak announced a major restructuring of its routes and frequencies in light of reduced funding for FY 1997. Some routes had daily service restored while others were discontinued....Metra service on the WC began on August 18 with a press run from Antioch to Chicago and return....Both the Englewood and Union Ave. towers in Chicago were taken out of service during the winter of 1995-96. Englewood tower controlled the former Pennsylvania-NYC-Rock Island junction while Union Ave. tower controlled the former Burlington wye south of Union Station. Ex-CB&Q No. 4960 began a new life on the Grand Canyon Railway after a complete reconstruction (including conversion from coal to oil) in the GCR shops. It began regular service on July 24.

September 2001—25 Years Ago

The first Trains Magazine Photo Workshop for high school students was held on May 12....Bob Adams reports from Madison that the city instituted a "no whistling" ordinance effective November 1....WSOR has terminated the Football Specials between Middleton and Madison and the Dinner Train between Madison and Mazomanie....The Lake Michigan Carferry Co. announced plans to overhaul the ex-C&O carferry Spartan for \$10 million, rename it Wisconsin Clipper and operate it between Milwaukee and Muskegon, Michigan....Ex-Soo Line No. 2719 powered its last excursion on WC rails on June 17....WSOR is phasing out its passenger excursions, citing high costs of fuel and maintenance and liability concerns....Amtrak named new GE P42 No. 182 Governor Tommy G. Thompson in honor of the former Chairman of the Board.

September 2006 — 20 Years Ago

A new Amtrak station to replace the old former Milwaukee Road facility opened to service Sturtevant on Monday, August 14. The new \$3.2 million facility is one mile north of the old depot, on the west side of the tracks just south of Wisconsin Highway 20. The village of Sturtevant will continue to operate the station, which like the old depot, will have no attendant on duty. The village and Amtrak shared costs on constructing the new facility....Following special unveiling ceremonies Saturday, July 15 at the Ogilvie Transportation Center in Chicago, Union Pacific's Chicago & North Western heritage SD70ACe UP 1995 went into regular service. An increasing number of Chicago-area travelers, especially those from Lake County and northern Cook County, are choosing to fly out of Milwaukee's Mitchell International Airport rather than Midway or O'Hare airports in Chicago, according to a story in the Pioneer Press of Glenview.

September 2011 — 15 Years Ago

It was announced that the Mid-Continent Railway received a \$250,000 challenge grant to help in the restoration of CNW #1385 2-8-0 Steam locomotive. Soo Line #1003 2-8-2 steam locomotive will get its 15 year boiler rebuild. The #1003 housed at Hartford Auto Museum last ran in October 2010. It was uncertain if the Mikado would be rebuilt. Bill Gardner made a sizeable donation towards the rebuild project. Meeting on July 25th the Southeastern Regional Transit Authority ended plans for a commuter rail line linking Milwaukee, Racine and Kenosha.

September 2016 — 10 Years Ago

On June 8th former Chapter President Bob McCleod passed away. Bob was the oldest member to serve as President. Bob worked for various local railroads for 42 years. On June 25th the chapter hosted a trip up to the National Railroad Museum in Green Bay. Those in attendance were treated to a special behind the scenes tour plus the regular exhibits. At the September meeting the chapter was able to meet newly appointed Wisconsin Railroad Commissioner Yash Wadhwa. The meeting was interesting with a heckler in the crowd. He left the meeting after speaking his mind. Not sure if he ever made it out the building. Nickel Plate #765 2-8-4 visited Wisconsin in June. Running from Fox Lake, IL to Janesville and return.

September 2021— 5 Years Ago

The Chapter returned to in person meetings in September. The Covid threat was diminishing with vaccines. To help out the Chapter chartered a "Get Reacquainted" trip at the East Troy Trolley Museum. The group of 24 members rode in the newly restored North Shore Car #761. It was nice to be able to get packed together in person. There was cake and punch too. During Covid the chapter experienced a surge in membership.

The Big Picture



UP #4014 "Big Boy" relaxing at night. Photo by Stephen Borleske