



SPARKS AND CINDERS

Our purpose as members of Wisconsin Chapter—National Railway Historical Society is to gather, preserve and disseminate information, both historic and current, pertaining to railroading in Wisconsin and the Upper Midwest.

Since 1950

Preserving Wisconsin Railroad History for 71 Years

Visit the Chapter Webpage www.nrhswis.org



Former Rio Grande Southern motor (Goose) 5 displayed in front of the re-created Dolores, Colorado, station. This is a narrow gauge motor car with a 4-B-4 wheel arrangement built in the Ridgeway Shops of the Rio Grande Southern using a 1928 Pierce Arrow sedan body and a Pierce Arrow engine. After World War II the body was replaced with a Wayne school bus body and a General Motors engine. The rear van body was also rebuilt as a passenger section during 1950 for the tourist operation period of the Rio Grande Southern. *Photo by Edward M. Koehler Jr.*

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Wisconsin Chapter Meeting Schedule



March 5, 2021 - Rail Lines of Otto Mears - Edward M Koehler Jr
April 2, 2021 - Taking Trips the Second Time - Bob Gallegos
April 20, 2021 - Informal Slide Show - 5 Presenters 15 Minute Presentations

Monthly meetings are usually held in the lower level of the North Shore Congregational Church in Fox Point, but for now, we are meeting virtually, via the Zoom platform, during the coronavirus pandemic. The virtual meeting room will open by 7:00 pm, and the meeting will be called to order at 7:30 pm. Zoom meeting connection details are shared with chapter members and other interested persons via email the day of the meeting, or before. To ensure you are made aware of this info, we must have a working email address on file - send yours to president@nrhswis.org. Appropriate notice will be given (in Sparks & Cinders, on the chapter's website, and through the chapter's email announcement list) when we resume in-person meetings. For the latest, check the chapter's webpage at www.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 receive Sparks & Cinders. Paying the National dues of \$50 to the NRHS will entitle you to membership and subscriptions to the NRHS Bulletin and NRHS News. Full NRHS membership is required to participate in chapter business discussions and to vote in annual chapter elections. All address changes should be sent to Mike Yugas president@nrhswis.org (or via USPS at PO Box 070758 Milwaukee, WI 53207).

Wisconsin Chapter officers are: Mike Yugas, President (president@nrhswis.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@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 ©2021, Wisconsin Chapter, Inc., NRHS.

Virtual Meeting Summary February 5, 2021

Informal Gathering Time

Attendees gathering included NRHS National President Al Weber (St. Louis, Missouri) and Vice President Tony White (Stamford, Connecticut). Past Wisconsin Chapter President Greg Mross was in attendance. Long-time Wisconsin Chapter member Paul Bergen attended his first virtual Zoom meeting with us. Ward Wells reported 75F today in Riverside, California (near to Los Angeles). (We are below 0F here.) There were 22 inches of snow earlier this week in Queens, New York City.

Introductions & Announcements

Gordon Geddes, a former member of the Wisconsin Chapter and North West Illinois Chapter, passed away last week. President Mike Yugas introduced 6 new members. Most or all of them were in attendance.

We will hold our third virtual slide show (via Zoom) on Tuesday, February 16, at 7:30 pm Central Standard Time. We will have five presentations of about 15 minutes each. A full list was published in the February issue of *Sparks & Cinders*. Our joint virtual meeting with the North West Illinois Chapter will be on Saturday, May 8. The presentation will be the rail photography of John Dziobko.

NRHS National President Al Weber reported that national renewals are going well. National preservation grants will go up to \$75,000.00 in 2021. Much of that amount came from a single generous bequest. The National Convention in Milwaukee is being planned for August 23-28.

Preparations for Trainfest 2021 are moving ahead. The overflow field hospital at State Fair Park is planned to be dismantled for other shows well before then. None of that dismantlement has started yet.

The number of computers connected climbed steadily through the above times. We had 90 when the presentation started.

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-meeting summary continued from Page 2

A number of those had two people watching. Our Zoom license is limited to 100 devices. No others could have been let in after that. That limit may become an issue soon, especially for the joint chapter meeting on Saturday, May 8.

Presentation

Mike Raia took over at 7:44 pm. He gave us two Soo Line presentations. The first was selected photographs from his father Bill Raia's long career with the Soo Line starting in the mid-1960s. Most of those were from Chicago and Wisconsin. There were a few more from Minnesota and North Dakota. The second presentation was Mark Raia's photos of restored Soo Line 2-8-2 #1003 from its 1996 restoration to the present. We had a peak attendance of 93 devices connected. That number held through the 90's through both presentations.

The main presentation ended at 8:38 pm. A short question and answer session followed. Mike Yuhas repeated the above announcements again. An informal discussion group, covering a wide range of railroad topics, continued until after 10:00 pm.

Respectfully Submitted

Thomas W. Marcussen

Wisconsin Chapter Secretary

The Rail Line of Otto Mears

presented by Edward M Koehler Jr.

Imagine a 9 year old boy abandoned by his uncle on the docks of San Francisco. This man not only overcame abandonment and discrimination: he thrived, going on to build roads and railroads mainly in Colorado but he also built one in the Washington D.C. area. And then he spent some time as the president of Mack Trucks! This presentation focuses not on the man, but on his railroads, lines that are legendary; the Silverton Railroad, the Rio Grande Southern Railway, the Silverton Northern Railroad; the Chesapeake Beach Railway and the Silverton, Gladstone and Northern Railway.

The second portion of tonight's program focuses on A Visit to the Cumbres and Toltec Scenic: Take a photographic ride on the Cumbres and Toltec Scenic Railroad, the highest and longest narrow gauge excursion railroad in the United States. See trains battle their way up the 4% grade between Chama, New Mexico and Cumbres Pass, Colorado. See a railroad station dedicated to a U.S. President who was murdered in another railroad station!

Your presenter is Edward M. Koehler Jr., a former National Director and Chapter President in the National Railway Historical Society. Ed has been a member of both NRHS and the National Model Railroad Association for over fifty years. Since retiring in 2009 he's had the ability to travel, take photographs, and put together notes on a number of railway subjects. Some of this free time has enabled him to complete the writing of the book Shortline Railroads of Long Island; to contribute to other publications of the Long Island Sunrise Trail Chapter, NRHS; and to develop unique presentations such as the one he'll share tonight.



From the Prexy

That was a cold couple weeks! The frigid temps didn't dissuade attendance at our February virtual events. A shoutout to Mike Raia for his stellar Soo Line presentations at the chapter's February 5 online meeting, and also to the five slide show presenters February 16.

Ed Koehler will present a program looking at the rail lines of narrow gauge railroad builder Otto Mears for our March gathering. You'll find details elsewhere in this issue. In April, Bob Gallegos will sample some of the 25,000 slides he's scanned during the pandemic. Our May program will be a joint meeting between the Wisconsin and the North West Illinois Chapters of the NRHS. The online meeting will take place on Saturday, May 8. Details will follow.

There are a couple photographers signed up to present at our April 20 online slide show, and a couple vacancies. If you'd like to share a 15-minute program, please be in touch with me at president@nrhswis.org. Likewise, if you've got an idea for a full-blown meeting, let Dave Nelson or me know.

Please join me in welcoming the following new members:

Joseph Diecidue, Medford, Mass.
Paul Brozowski, Germantown
Thomas Harris, Rockford, Ill.
Thomas Fleming, Madison
Terry Peterson, Rockton, Ill.
Jim Albrinck, Cedarburg
Phillip Schmierer, Dunsmuir, Cal.
Jeff Terry, Newport, Minn.
Robert Schreiner, Wadsworth, Ill.
Matt Gaudynski, Des Plaines, Ill.
Jerry Pyfer, Loves Park, Ill.
Robert Hillman, Mount Prospect, Ill.

Thank you for helping preserve railroad history through your membership in the Wisconsin Chapter. Stay safe and healthy!

Final 2021 dues reminder

Take a moment to look at your address label for this edition of Sparks & Cinders. If it says "Final issue - please renew," that's your cue to go to the chapter's website (www.nrhswis.org) and click the "Join" link. Scroll down and you'll find the Pay Now button. Use it to renew at \$21 (the dollar defrays our bank costs). Or, send a \$20 check to Wisconsin Chapter NRHS, PO Box 070758, Milwaukee, WI 53207. Kindly include your name and address, NRHS member number (if known), phone number and email address. Thank you for your support of the Wisconsin Chapter NRHS.

STEAM HEAT !!

With Sub Zero temperatures and over 2 feet of snow on the ground thoughts turn to heat, warm places and FIRE !! Fire boils water and makes STEAM !! So lets warm up with some STEAM HEAT !! Photos by Keith Schmidt



FIRE GOOD !!



2002 UP #3985 Challenger visits Milwaukee. Here it is southbound at WI/IL border



SOO #1003 on a 100 degree southbound south of Madison, WI in July 2005



NKP #765 southbound departing Mt Pleasant, MI June 2014



N&W #611 at Christiansburg, VA May 2016



ATSF #3751 steams toward Williams, AZ in May 2012

Do You Know – Railgrinders

Story and Photos by Dave Nelson

Early in the 20th century the railroad industry came to realize that a common cause for rail failures was transverse fissures, where an oval shaped defect within the head of the rail would crystallize, spread out over time, and eventually result in pieces of the railhead falling away, causing derailments such as the 1911 tragedy on the Lehigh Valley in Manchester, New York that killed 29 and seriously injured 60.

One cause of transverse fissures is the presence of gasses which concentrate in the railhead due to way freshly rolled rail was cooling; the controlled cooling method mentioned in the "Do You Know?" column in the December 2020 Sparks & Cinders was one way to prevent the problem (more recently a vacuum degassing process has been introduced that also can remove impurities in rail). But the problem of internal defects cannot be entirely eliminated by better rail manufacturing methods, since the fissures can also result from purely physical processes such as the pounding action of flat wheels, the weight of very heavy loads, the imbalance of steam locomotive drivers, and relative weakness in older or under-sized rail.

In response to the Manchester disaster and similar incidents, in 1911 the American Railway Engineering Association (AREA) determined that railroads needed to find ways to detect the flaws in rail already in use on America's railroads without having to destroy the rail to see if it was defective. One of the most prolific and celebrated inventors of the time, Dr. Elmer A. Sperry, (co-inventor of the gyroscope and its use in navigation and aviation, important advances in the electrochemical use of caustic soda, and innovations in electric railroading which he sold to General Electric) was retained by the AREA to research the topic and advise on finding a way railroads could test rails already in place for the presence of transverse fissures. By 1927 Sperry had built a railcar which, as it rolled, would magnetize the rails while a worker lying flat on a small handcar would hold a search unit above the rail that would register the changes in magnetization that a transverse fissure or similar internal flaw would cause. While this worked, there were so many practical problems with the magnetization principle as applied by a moving railcar under field conditions that Sperry put magnetization aside. (In more recent years advances in technology have reintroduced Sperry's original idea of magnetization and made it workable.)

In 1928 Sperry and his associates developed a new apparatus for his railcar, using induction principles under which a low voltage current of 3,000 or more amps created a magnetic field around the rails, and a coil suspended above the railhead could



read the flux pattern distortions to the axis of the field that an internal fissure would create. It also could detect piped rail, split heads, and vertical split heads. For practical rail testing the defects would be recorded on a paper tape, and a paint gun would direct a spot of paint at the site of the defect. After a period of testing, the AREA, reporting to the American Railway Association, accepted the revised system in late 1928. Dr. Sperry's original intent was to provide testing services to railroads which would purchase the technology and provide their own railcars, but the railroads proved reluctant to invest so Sperry Rail Service Corporation was formed to market an integrated testing service to client railroads, with Sperry owning and operating the railcars and retaining its own crews of skilled technicians. This business model survives to this day.



The Sperry Rail Service was an immediate success. In 1930, when Sperry Rail Services had ten railcars in operation, eight fissures were found in every 100 miles of track, but by 1938 improvements to the method and more widespread testing resulted in 25 fissures being found in every 100 miles of track: 43,000 defective rails in total, about one every 1.71 miles. The size of the Sperry Rail Services fleet began to grow, often using retired "doodlebug" gas electrics for the frame and body, and the Sperry rail cars (and after 1949, the Sperry hi-rail trucks) became a fairly familiar sight to railfans. In 1978, the Sperry fleet was 25 self-propelled rail detector cars.

In 2001 I was lucky enough to catch a classic Sperry defect detection car, SRS 137, on the CP/Soo at Waterford Avenue on Milwaukee's south side. Ironically, SRS 137 began as a Soo Line gas electric built by St. Louis/EMC in 1925. In 1978 Keith Kohlmann caught SPS 130 at Milwaukee's Butler Yard; it was



Severe Winter Weather Affects Railroads

also converted from a 1925-built gas-electric, this one for the Lehigh Valley, acquired by Sperry in 1940.



There were always known gaps with Sperry's induction method: it tended not to find defects at rail joints and at turnouts or crossings, and Sperry created a small manual portable rail defect detector (about the size of a large snowblower) for special testing situations. In 1959 and continuing into the 1960s, ultra-sonic beams at a shallow angle began to be used, the Sperry Rail Service cars were modified to use both induction and ultra-sonic. By 1965 this was advanced to a multi-channel ultra-sonic system that issued both visual and audible alarms when defects were found. By this time, more railroads began to own and operate their own defect detection operations, often using hi-rail vehicles, but while some combined ultra-sonic with induction or magnetic, most railroad-owned defect detection was purely ultra-sonic. Even some of Sperry's hi-rail trucks were ultra-sonic only, although several combined ultra-sonic and induction.

In 2002 Sperry Rail Services acquired Harsco Corporation's Rail Flaw Service, which had previously been known as Pan-



drol Jackson Technologies. This increased the Sperry fleet by Harsco's 30 hi-rail trucks, which use only ultra-sonic detection. I saw a Sperry's hi-rail truck, quite possibly one of the Harsco acquisitions, at Dolton Illinois in 2006. Sperry is nearing the century mark as a firm and it remains a leader in the rail safety and defect detection industry in the US and internationally. The days of the quaint and old-fashioned looking yellow Sperry Rail Car are likely over or soon will be, but the need for its services continues and railfans should keep their eyes open for a Sperry Service railcar, truck, or vehicle.

Union Pacific has virtually frozen its entire intermodal network in the face of harsh winter weather.

UP notified customers Monday night that, effective at 8 a.m. local time today, it would not accept loads at its intermodal terminals. The railroad expects the closures to last for 72 hours.

Exceptions include international shipments to and from on-dock facilities at the ports of Los Angeles and Long Beach, Calif.; and westbound domestic interline shipments from Canadian National, Canadian Pacific, CSX Transportation, and Norfolk Southern. All shipments to Seattle and Tacoma, Wash., will be affected for 48 hours, although international shipments to and from Tacoma on-dock terminals will be accepted.

"Please note that all terminals will continue to be open for outgates, and we strongly urge you to assist the network recovery process by continuing to pull notified units," UP advised customers.

UP said the decision to bar incoming loads was necessary to maintain fluidity at its intermodal terminals after a blast of extreme winter weather that extended as far south as Texas over the weekend

"Customers should anticipate delays of a minimum of 72 hours for shipments in the impacted areas until conditions improve and severe weather recovery efforts are complete," UP said in its advisory.

BNSF Railway said it, too, was struggling. But BNSF, while warning of "extended delays" in a service advisory on Monday, did not say it would be barring inbound loads at its terminals. BNSF last week warned of weather-related processing delays at its Chicago-area terminals that were hit by a snowstorm, including Corwith, Cicero, Logistics Park Chicago, and Willow Springs. Like UP, BNSF urged customers to help alleviate congestion by prioritizing pickup of shipments that have been unloaded at its Chicago terminals.

"BNSF is confronting a broad range of major service challenges across our network due to ongoing extreme winter operating conditions," the railroad's Monday service advisory said. "An unprecedented winter storm brought record cold temperatures and significant snow deep into Texas and parts of the Gulf Coast this morning. Numerous power outages have been reported as well as road closures, which have affected our ability to move train crews and other personnel. As a result, many trains are currently holding until affected infrastructure has been assessed and operations can safely resume. Customers with shipments designated to move through the region should expect extended delays."

The Union Pacific stack train derailment just south of the Normal, Ill., Transportation Center early Saturday kicked off a challenging Presidents Day weekend for Amtrak trains across the country.

That derailment led to cancellation of *Lincoln Service* trains and a reroute of the *Texas Eagle* between St. Louis and Chicago. Snow and icy conditions in the Pacific Northwest and from Arizona through the South have caused cancellations of many of the Amtrak long distance trains.

Milwaukee to Chicago Hiawatha trains were plagued with issues with the Charger locomotives. At one point there were no operating Chargers available in Chicago. Amtrak P42 and even a P32-8 was seen leading a Hiawatha train.

*From TRAINS Newswire
Courtesy Kalmbach Media*

From the Archives

March 1951 - 70 Years Ago

The R. H. Flath Camera Shop has offered to display photographs by Chapter members in their store. We will have a contest to determine which photos will be displayed.

March 1956 - 65 Years Ago

"Any member who didn't make the streetcar party on February 24 really missed something. This time the Milwaukee Chapter really did something different. Thirty people attended including a four-piece band from West Division High School. Besides the band, the Transport Co. supervisor, and the motorman, 13 members and 8 non-members attended. Streetcar No. 958, decorated with streamers, started from 27th and National and proceeded to 27th and Wells. From there we went to West Allis and doubled back to Wauwatosa, then to the Broadway Loop and out to Howell Ave. From there, back to 27th and National via National. The party, which lasted from 8:00 to 11:00 p.m., included soft drinks, potato chips, and popcorn. A Milwaukee Journal photographer and reporter joined us at 35th and Wells and a picture appeared in the Journal on February 25. A feature of the trip included a stop on the Wells St. trestle where the band and all aboard the car sang "I've Been Workin' On The Railroad" to the Milwaukee Road operator in the Grand Ave. tower."

March 1961 - 60 Years Ago

(From the Madison Capital Times) Lone Rock, January 25, 1961. — The Milwaukee Road-branch freight line between Lone Rock and Richland Center was to make its last run today. The shutting down of the line will end more than 100 years of passenger and freight service between the two communities. The branch has been operated as a freight only line for the past several years. Early passenger and freight trains ran on wooden rails and were pulled with wood-burning engines. Officials said there had been no Public Service Commission hearing on the shutdown. (Chuck Porter notes: Somehow there was a reversal of the decision to discontinue service. I have slides of the Richland Center depot I shot in April, 1970, which show boxcars on tracks. Also, I remember chatting with the agent that day.)...According a publication of the California-Nevada Railroad Historical Society, the Milwaukee Road has asked the Brotherhoods for permission to operate Flexi-Vans on the Olympian Hiawatha. If the Brotherhoods agree, it may be possible for service to continue.

March 1966 - 55 Years Ago

Notes from the February Meeting: "The Social Committee reported that this year's banquet will be held on Saturday, April 23, at Nino's on Plankinton Ave. north of Wisconsin Ave. — steak at \$3.50 — Paul Larson will speak relative to Circus Train operation....The program preceding (the business meeting) saw very exemplary attention on the part of the audience, which, it is hoped, will continue at forthcoming programs."

March 1971 - 50 Years Ago

According to the CERA, the 1968 Bulletin No. 112 on the TMER&L should be completed soon....The C&NW received permission January 19 to close more than 30 freight stations in Wisconsin, including West Allis, Chippewa Falls, De Pere, Plymouth, Oostburg, Fort Atkinson, and Milton Jct....The Milwaukee Road Shops were recently closed for a month with 800 employees being laid off....Railfans are bracing for the beginning of Railpax (Amtrak) operation on May 1. Editor Bob Adams noted that in the 1920s there were 20,000 passenger trains operating in the US, in 1969 about 500, and currently (1971) there are 366....UP No. 8444 will operate from Denver to Laramie on March 28.

March 1976 - 45 Years Ago

It was reported that Milwaukee Road F-M H16 -66 No. 524 was used on the Waukesha Patrol on February 9th and 19th, the first time in several years one of these units has been used on the run. They were common in the 1960s on the Patrol....The American Freedom Train will be traveling in Texas, Oklahoma, Kansas, Missouri, Arkansas, Tennessee, Mississippi, and Louisiana between February 26 and May 6. T&P 2-10-4 No. 610 is scheduled to power the AFT from Austin to Houston to Fort Worth to Dallas and return to Fort Worth. SP Daylight No. 4449 will power the train on the remainder of the schedule.

March 1981 - 40 Years Ago

It was reported that UP Challenger No. 3985 moved under its own steam at Cheyenne on January 17 after extensive renovation....Milwaukee Road Trustee Richard B. Ogilvie announced the Milwaukee Land Company closed the sale of 92,972 acres of land and 4,510 acres of mineral rights in Idaho to the Potlatch Corp. for \$134 million

March 1986 - 35 Years Ago

It is reported that the Soo Line is forming a subsidiary called the "Lake States Transportation Co." which will consist of all Soo/Milwaukee lines in Wisconsin and the Upper Peninsula except the Chicago-Milwaukee-La Crosse main line....It is reported that the Mid-Continent Museum at North Freedom had a very successful Snow Train™ although it was hampered somewhat by heavy ice on the rails. At one time or another the snow plow, No. 1385, and Alco diesel No. 988 all derailed....The Soo Line is planning to install radio repeaters from Sabula to Muscatine and will begin using track warrants for operations. This move is welcomed by railfans as radio activity will increase.

March 1991 - 30 Years Ago

Highlights of the NARP Region 7 Winter Conference held on February 2 in Chicago — Richard Schriener of WisARP reported that Milwaukee is pursuing a light rail study; that the Chicago-Milwaukee Hiawatha Service did extremely well in 1990; that passenger service to Green Bay is not considered likely in the near future but Chicago-Madison service is a possibility.

March 1996 - 25 Years Ago

On January 27, Wisconsin Central ended 114 years of streetrunning on Division St. in Oshkosh....The -20° temperature on February 3 resulted in four broken rails on the WC between Fond du Lac and Schiller Park....The State of Illinois has announced plans to cut service and raise fares on the Milwaukee-Chicago Hiawatha Service. Gov. Tommy Thompson indicated he would resist efforts to implement the plan.

March 2001 - 20 Years Ago

Noted rail photographer O. Winston Link passed away on January 30. He was known for his dramatic night photos of steam railroading....It was announced on January 30 that CN will purchase Wisconsin Central for \$1.2 billion....Ex-Soo Line No. 1003 and two Algoma Central F-units will power the Chocolatefest trains between Burlington and Duplainville on May 19 and 20.

March 2006 - 15 Years Ago

Effective January 27, 2006, Western Union discontinued all Telegram and Messaging service. Thus ended a 155-year-old service, a victim of newer messaging technology. The company itself continues as a financial services company....Amtrak's Hiawatha Service ridership was a record 544,330 in 2005, up 16 per cent from 470,149 in 2004....The American public would like to see more freight and passenger traffic going by rail, according to a nation-wide Harris Poll released the week of February 6. The poll showed that 63 per cent of those surveyed believe that a greater portion of freight should move by rail, a higher total than was reported for any other mode.

March 2011- 10 Years Ago

Wisconsin & Southern Railroad plans to reopen its locomotive and car paint shop in Horicon by mid-March. The shop is well known for its contract paint work; its works include Union Pacific's "Heritage" SD70ACes. The shop closed as the recession dried up contract business. Now there is pent up demand for paint services, and the railroad's car department personnel are preparing for the opening.

March 2016 - 5 Years Ago

. The Canadian Pacific Railroad has setup a webpage with information regarding the proposed merger of the Canadian Pacific and Norfolk Southern. The webpage www.cpconsolidation.com is filled with information. With the Norfolk Southern refusing to talk to the CP this webpage is setup to get the Norfolk Southern shareholders to vote and force the NS board to meet with Canadian Pacific about a possible merger. Some of the other topics covered in the webpage include how the proposed merger would eliminate delays and congestion in the Chicago area. (Note—this merger did not come to fruition as of March 2021)

The Big Picture



Lake Superior and Ishpeming Alco RS-3 in Munising, MI on August 12, 1986. The LS&I #1604 was built in Sept 1950 Photo by Dave Nelson