

NRHS

WISCONSIN CHAPTER

Volume 73 Number 3

EST 1950

March 2023

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 73 Years

Visit the Chapter Webpage www.nrhswis.org



Louisville & Nashville number 3000, the GP40 class unit, leads a train north on the former Monon at Clear Creek, Indiana. The locomotive was built for the road in October of 1966. This is late winter or early spring, which provides back-light that illuminates the colored lenses of the semaphores located here by the small frame depot, which is out-of-service by this time. The train will soon be at McDoel yard just south of Bloomington. Photo by Richard Koenig; March 6, 1976

In This Issue

- ◆ *From the Prexy*
- ◆ *Do You Know*
- ◆ *New Meeting Setup Committee*

Wisconsin Chapter Meeting Schedule

Upcoming chapter events

Tuesday, February 21, 2023 - Online Slide Show

Friday March 3, 2023 - On the Eve of Staggers: Some Midwest Roads in the Late 1970s, presented by Richard Koenig

Friday April 14, 2023 (NOTE DATE CHANGE) 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 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: President (currently vacant) Keith Schmidt, Vice-President; Tom Marcussen, Secretary; Tara Grudzielanek, Treasurer. Directors: Dan Grudzielanek, Mike Yugas, Andrew Roach, Ward Wells 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 ©2022, Wisconsin Chapter, Inc., NRHS.

Meeting February 3, 2023

Meeting was called to order at 7:31 by President Mike Yugas
Attendance 30 in person 53 computers connected via Zoom

Announcements

6 New Members were introduced

Upcoming Chapter Events were announced

Rick Kieffer Director of Music at North Shore Congregational was presented with the \$750 check by Treasurer Tara Grudzielanek on behalf of the chapter as a appreciation for the use of the space. A \$75 gift card was presented to be given the custodian Mike Fugarion in appreciation of his extra work. Mike Yugas announced the death of Chapter member Mike So-salla on January 30, 2023. Mike S passed away from cancer.

Introductions

The current board of directors was introduced. Mike Yugas President, Keith Schmidt Vice President and Treasurer Tara Grudzielanek were all present in person. Directors Dan Grudzielanek, Ralph McClure, Neal Wegner and Cathy Wegner were also present. Secretary Tom Marcussen and Director Andy Roach were attending via Zoom

Quorum and Rules

The chapters bylaws state that a quorum is 5% of the dues paid members of both the National and chapter. It was found a quorum had been established.

Minutes of Feb 4 2022 annual business meeting as published were approved by unanimous vote.

Presidents Remarks

Mike Yugas again stated he was not running for President again. He will continue on as a board member. Membership has increased through the pandemic. A larger audience attracted better programs. He thanked the board for approving the purchase of the audio-video equipment to enhance the hybrid meetings of in person and on line.

Vice President Remarks

Keith Schmidt thanked Mike Yugas for his four years of service as President. It will be a tough act to follow. Keith thanked Ralph McClure and Cathy Wegner for there years of service on the board as they step down

Treasurers Report
Please see report on Page 5

NRHS National President Tony White made some comments about the strength of the NRHS. \$99,199 in Heritage grants were awarded. The goal for 2023 is \$125,000. Dues support the two National Publications NRHS Bulletin and NRHS News. Mike Yuhas is working on a National level membership committee. The national is always looking for volunteers if interested contact Tony White or Mike Yuhas

Old Business

None

New Business

Member Comments – Tom Hoffmann commented on a favorable local media story on expanding Milwaukee to Chicago Hiawatha service to Madison

Annual Chapter Elections

The rules for the chapter elections were stated. In order to vote or hold a chapter office membership in both the National and chapter is required.

Candidates presented by the Chapter

President No Candidate

Vice President Keith Schmidt

Secretary Tom Marcussen

Treasurer Tara Grudzielanek

Director Dan Grudzielanek

Director Andrew Roach

Director Neal Wegner

Director Mike Yuhas New member

Director Ward Well New member

The floor was opened for any nominations. None were heard. Nominations were closed

A motion was made, seconded and approved to accept the entire slate of candidates as presented.

No other business for the good of the chapter was brought forward

Business Meeting as adjourned at 8:00pm

Presentation

The presentation was given by Paul Swanson President of Lake States Railway Historical Association. He presented images from the collection of the late Wisconsin Chapter member Harry Evans. Paul gave a brief history of the LSRHA and what the association is all about. Two of Harry's children David and Christie were present at the meeting. His wife and daughter Amy were present via Zoom. Christie addressed the in house crowd and Zoom crowd. She expressed her gratitude to the LSHRA for the preservation and sharing of her Dad's collection.

The presentation followed Harry while he grew up. He got his first camera when he was 14 in 1957. The photos included Nickel Plate, Baltimore and Ohio and Duluth Missabe and Iron Range in the final days of mainline steam. Harry continued to take train photos until the last years of his life.

The meeting was ended at 9:14pm

A Treasurers Report will be included in the April Issue.

Complete Minutes of the meeting will be available online at www.nrhiswis.org. This summary was prepared by Keith Schmidt.

From the Prexy

A final column by past president Mike Yuhas

That four years went by in a blink of an eye. It seems like only yesterday that Bob Baker handed over the reins to the chapter. Bob laid a great foundation for future success – and so did his predecessors Dave Nelson, Bob McCleod and Jeff Marker. I had some big shoes to fill.

All was going as well as expected, and then the pandemic hit. We called a snow day for our April 2020 meeting, but tried something different for May: Remote meetings, via Zoom. There was a bit of hesitancy to meet via internet, because, after all, our group isn't known for its youthful vigor and warm embrace of cutting-edge technology. But we gave it a shot, and soon found success far beyond expectations. It was gratifying to see many of our superannuated members on the Zoom. It was our way of maintaining community during hard times, driven by the fact that our last name is "Society." Before long, our audience and our membership grew.

Our return to the church basement in September 2021 was welcome, but we faced another challenge: How do we accommodate the out-of-towners? So many of them had become accustomed to firing up the computer on first Friday evenings, and they couldn't drive to Fox Point. We couldn't lose that momentum. Instead, with donations by 14 generous members, we invested in high-level AV gear which allows our at-home audience to be a part of the action as if they were in Fox Point.

~~~

A little while ago Janet remarked to me, "You're retired – you should act retired." She's right, and over the near term we hope to get back into traveling. It will be nice to plan a trip without needing to build the itinerary around the first Friday.

~~~

In signing off, let me thank every member of the Wisconsin Chapter for the support they've shown for years (and in many cases, decades). We have been blessed with an active community of people committed to moving our chapter forward. I'm humbled to work with you all. It has been the honor of a lifetime to serve as president of the Wisconsin Chapter, NRHS.



2023 Wisconsin Chapter NRHS Board of Directors

On Friday February 3, 2023 the following were elected to board positions with the Wisconsin Chapter

President - Vacant

Vice President - Keith Schmidt

Treasurer - Tara Grudzielanek

Secretary - Tom Marcussen

Board Members

Dan Grudzielanek

Mike Yuhas

Neal Wegner

Andrew Roach

Ward Wells

Congratulations to these members that have offered to help keep the chapter running smoothly.

THANK YOU to Mike Yuhas for his 4 years as President of the chapter. Also THANK YOU to Cathy Wegner and Ralph McClure for their many years of service as board members and helping organize the chapter banquet and other events.

Friday March 3 2023

On the Eve of Staggers: Some Midwest Roads in the Late 1970s, presented by Richard Koenig

Let's let Mr. Koenig talk about the program: "In 2010 or so, in preparation for a sabbatical, I had the notion of documenting the first transcontinental railroad for the sesquicentennial of the Golden Spike. That project led me to dig through my archive for rail subjects—as I had photographed railroads in my teens. This presentation will be a survey of that production: what I saw along the tracks in the latter half of the seventies.



"It was an interesting time in the rail industry: class I railroads still existed in a wide variety, a good number of first-generation diesels continued to roam the rails, and many of the routes where I photographed trains in revenue service have since been abandoned and nearly wiped from the face of the earth entirely.

"I begin with the two railroads that intersected in my hometown of Bloomington, Indiana: the modern

Illinois Central line to Indianapolis, finished in 1906, and the older Louisville & Nashville, former Monon, which was built during the mid-19th century. I then will broaden the scope somewhat to illustrate a few other railroads of the Midwest during this pivotal time period, just prior to the Staggers Act." *Photo by Richard Koenig Northbound Amtrak Floridian on former L&N track at Peerless on January 5 1977.*



In January of 1977, the Illinois Central Gulf ran a train southward out of Indianapolis. While some cars went along for the ride, I feel that the true goal of the movement was to clear the cuts of snow. This image was taken along Illinois Central's so-called "Hi-Dry" line—the nick-name derived from its high bridges and fills. We're at Mt. Gilead Road, northeast of Bloomington, Indiana. Photo by Richard Koenig; January 29, 1977

Chapter President Needed !!

As of Friday February 3, 2023 the Wisconsin Chapter NRHS is without a President. This office really needs to be filled. The President runs the chapter meetings on the first Friday of the month. The President also runs several board meetings throughout the year. The President is also the host of the annual banquet. Please consider running for this position. A special election can be held at anytime. There will be help in running the monthly meetings to help eliminate any fears of what is involved with that. Please consider this.

Chapter Meeting Setup Committee

Would you like to get more involved in the chapter without being on the board. If you are willing to get to the chapter meetings at least 30 minutes early and stay a few minutes after you might be a good candidate for the Meeting Setup Committee. I am looking for a pool of people that are willing to help with setting up and tear down for the chapter meetings at the church in Fox Point.

Before the meeting would include setting up the speakers and video projector. Also preparing the setup for the computers for the Zoom portion.

I would like see another group within the committee that would be willing to learn and help with the sound system and Zoom connections. I can tell you right now I am not very proficient with Zoom and will need some help. Training would be scheduled to get everyone up to date on what needs to be done.

With a group of volunteers I would like to setup a schedule of who is available for meeting dates. That way we can make sure that there are enough people with the proper skills to run the meeting.

Lastly I was wondering if someone would be interested in taking over the refreshments. It was nice to have some refreshments at the meeting. If you are interested in being the treat person let me know at president@nrhswis.org

Let's keep things going strong. Thanks Keith Schmidt

Original 27th Annual Model Railroad Show

Presented by Metro Model Railroad Club

Sunday March 12, 2023 9am to 3pm

NEW LOCATION

Ozaukee Pavilion

Ozaukee County Fairground

W67N866 Washington Ave

Cedarburg, WI 53012

Operating Model Railroad Layouts
Swap Tables

For more information check out
www.metrorrclub.org
jimbartelt@gmail.com

Do You Know by Dave Nelson

Mike Sosalla, 1950-2023

A personal remembrance by Mark Lynn

Chapter member Mike Sosalla, a friend since 1982, lost his nearly year-long battle with cancer last month. I met Mike through another railfan friend, Gary Powell, when we crashed on his couch one night during a snowstorm. We stayed loosely in touch over the years until our paths crossed again on eBay about 20 years ago. Since then, we formed a bond that felt more like brothers than friends.

We would Skype or Zoom almost daily while working in our home offices. Terri would often join me in harassing Mike, which he would take with his usual good humor and soon we'd all be laughing.

That was the thing about Mikey. He was a people person. You might not know it from his demeanor which was always loud and often profane (in a hilarious way), but he valued relationships more than anything. He maintained several mailing lists, both paper and electronic, for railfan groups as well as staying in touch with old army buddies. If there was a rabbit hole of research about some esoteric detail on a locomotive, he would happily take it on. Always learning. Always helping. His sense of humor lined up with mine and it was hard to stay mad about much of anything when talking to him.

We talked about this eventuality and affirmed our brotherhood but it's still difficult to process that I'm no longer going to hear "LYNN, YOU F---ER!!" and uproarious laughing coming over my computer speakers.

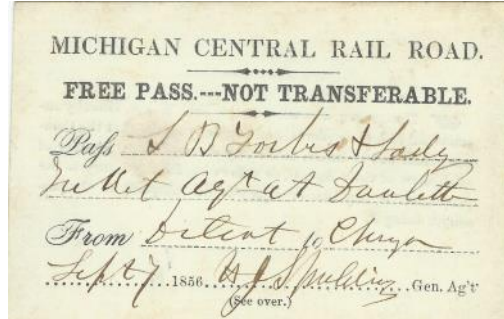
My advice to all: Don't be afraid to tell your friends and family you love them. You'll be glad you did.



Caboose Seats Needed

The Ozaukee County Historical society is looking for leads or information about where they might obtain seat frames and levers for the 1940 Milwaukee Road caboose they are restoring. Any information about a source would be appreciated. They are also reaching out the Milwaukee Road Historical Society. If you have information please contact Keith at president@nrhswis.org

My recent "Do You Know?" about early sleeping cars showed an 1858 railroad pass belonging to S.B. Forbes, a relative of mine through marriage and an Illinois Central agent based in Freeport IL. Here is the entire collection in chronological order from 1856 to 1870, with thumbnail sketches about the the railroad in question. Note the beautiful old fashioned penmanship. My grandmother and her sister always referred to "Colonel" Forbes, and

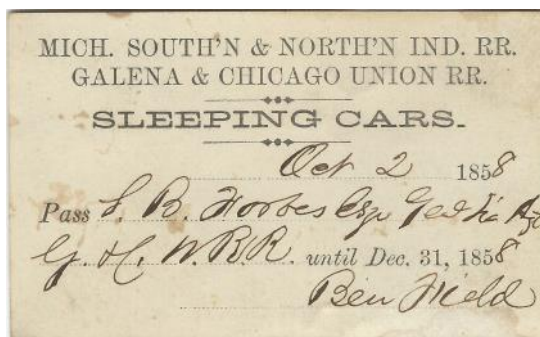


since no pass dates from 1861 to 1867 it's likely he served during the Civil War.

1856 Michigan Central Rail Road. One of the three early state-chartered railroads (the others were the Michigan Southern and the Michigan Northern), the Michigan Central traced its origins to 1832. The Detroit & St. Joseph Railroad became the Michigan Central in 1846. For a time it used Illinois Central rails to enter Chicago in 1852. It later became part of the New York Central.

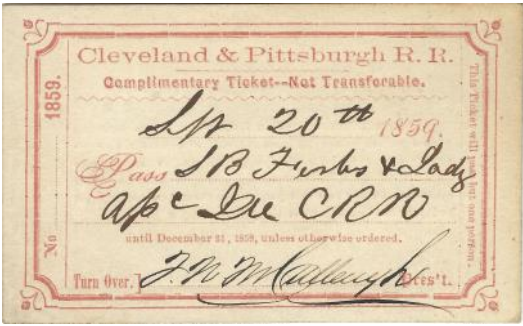


1858 Indianapolis & Cincinnati Railroad. In 1867 the I&C merged with the Lafayette & Indianapolis and the Cincinnati & Indiana Railroad to form the Cincinnati, Indianapolis, St. Louis & Chicago Railway, later to be known as the Cleveland, Cincinnati, Chicago & St. Louis, the so called "Big Four" Railroad which became part of the New York Central.



1858 Galena & Chicago Union Railroad and the Michigan Southern & Northern Indiana Railroad. The G&CU had its first charter in 1836. Construction began in 1848, and it reached Freeport IL in 1853. It

later became part of the Chicago & North Western. It's first locomotive, the "Pioneer," is preserved in Chicago. The Michigan Southern was formed in 1837 and was joined with the Northern Indiana Railroad in 1855. It later became part of the New York Central.

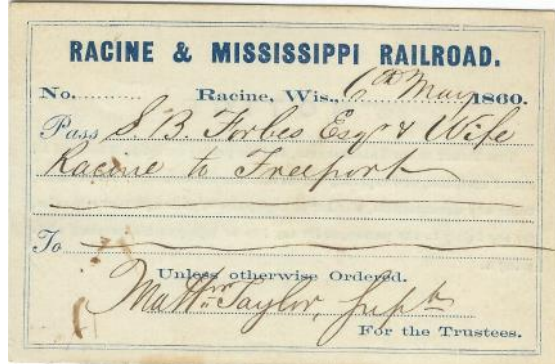


1859 Cleveland & Pittsburgh Railroad. This is the earliest pass that specifically says Forbes was with the Illinois Central. It is also the earliest that includes his wife

on the pass. The C&P was chartered in 1836 and commenced construction in 1845. It became part of the Pennsylvania Railroad in 1871.

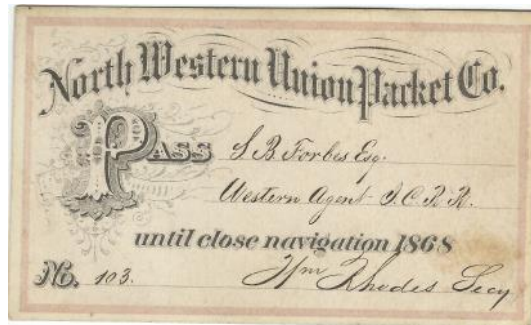


1870 Chicago & North Western Railway. The C&NW was chartered in 1859 and purchased the assets of the Chicago, St. Paul & Fond du Lac which had begun in 1855. In 1865 the C&NW merged with the Galena & Chicago Union, which reached Freeport, and the C&NW's main line crossed the IC in nearby Dixon IL.



1860 Racine & Mississippi Railroad. Begun in 1855, it ran from Racine to Freeport, eventually on to Savanna and Rock Island. It

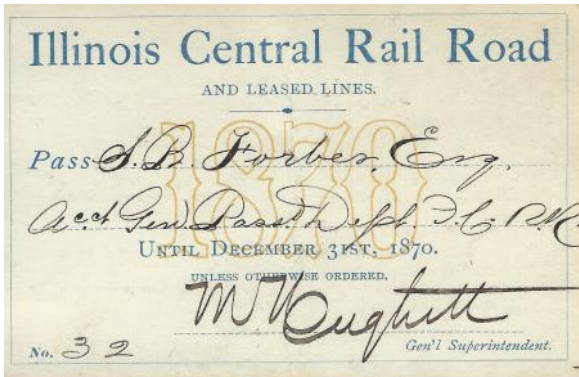
became part of the Chicago, Milwaukee & St. Paul (The Milwaukee Road) in 1879. This pass to Forbes and his wife was only between Racine and Freeport -- the most direct route from their home to allow them to visit her family in Oak Creek WI, later to become South Milwaukee.



1868 North Western Union Packet Company. It identifies Forbes as the "Western Agent" of the Illinois Central. This Mississippi River boat

company carried passengers and freight, primarily grain. In 1866 it bought the property of two other boating firms and headquartered in Dubuque, which the Illinois Central served, with 30 steamboats and 73 barges. In 1873 it merged with the Keokuk Northern Line of packet boats and moved its headquarters to Keokuk. The NWUPC figured in an early civil rights lawsuit when it refused to serve breakfast to a black woman who had pre-paid for it. She sued and the Iowa appeals court held for the passenger.

1870 Winona & St. Peter Rail Road. This land grant railroad was chartered in Minnesota in 1855 and incorporated in 1862. It was known for the rugged terrain as it climbed out of the deep Mississippi River valley west. The C&NW purchased a controlling interest in 1867 and helped push the line into South Dakota. This became the C&NW's so-called "Alco Line" in the 1960s and 70s.



1870 Illinois Central Rail Road. The Illinois Central employed S.B. Forbes for most of his career. Its origin is with a railroad chartered in 1836, but not until the advent of land grants did the IC begin its period of growth. An 1851 charter authorized it to build from Cairo IL to Galena, passing through Freeport on the way. An important branch from Centralia IL to Chicago was added in 1856. The pass is signed by M. Hughitt, almost certainly Marvin Hughitt (1837 - 1928) a famous 19th century rail-

roadster who began his career on the Alton, became General Superintendent of the Illinois Central in 1864, and after serving as Assistant General Manager of the Chicago, Milwaukee & St. Paul, became General Superintendent of the C&NW in 1872. He was President of the C&NW from 1887 until retirement in 1910, but remained Chairman of the Board until 1925. He also served on the board of the Southern Pacific Railway.

Sources for this article include G.H. Drury "The Historical Guide to North American Railroads" (Kalmbach 1985); D. Anderson "19th Century Railroading in Wisconsin" (2002); C. Corliss "Main Line of Mid America" (Creative Age 1950); A. Lorenzsonn "Steam & Cinders - The Advent of Railroads in Wisconsin" (Wisc. Hist. Society Press 2009); J. Scribbins "The Milwaukee Road 1928-1985" (Heimbürger House 2001); H.R. Grant "The North Western" (N. Ill. Univ. Press 1996).

From the Archives

March 1958 - 65 Years Ago

On the 23rd of February, about 75 rail enthusiasts from our Chapter, from other railroad and historical groups, and a few other individuals, paid their respects to the Wells line with a lengthy ride. Car No. 972 was chartered, but the number of interested people was so great that it was necessary to obtain Car No. 966. The run was made over both the Harwood and West Allis lines, with frequent photo stops. Car No. 972 returned from West Allis as an express; No. 966 was run behind, allowing additional photo stops. The Milwaukee & Suburban Transport Company was very cooperative; our thanks to them for their part in the somewhat nostalgic event.

March 1963 - 60 Years Ago

If the Twin Cities 400, trains 401-400, are terminated Saturday, March 23, Jim Scribbins will make the "last ride" to either South Beaver Dam or Adams on that date. If nine additional members accompany Jim (on advance notice), C&NW will protect the transfer from 401 to 400 at Adams, where the trains meet. For less than ten persons, it will be necessary to settle for the shorter ride (and safer connection) at South Beaver Dam.

401 - Lv. Milw. 1:50 p.m.; S. Beaver Dam 2:54 p.m.; Adams 3:50 p.m.

400 - Lv. Adams 3:50 p.m.; S. Beaver Dam 4:43 p.m.; Milw. 5:44 p.m.

Round trip coach: S. Beaver Dam \$3.50; Adams \$6.85

March 1968 - 55 Years Ago

The Milwaukee Road has joined the trend to high horsepower six-axle hood units with the delivery this month of six EMD SD45s and six GE U30Cs.

March 1973 - 50 Years Ago

On February 20, the Milwaukee Road announced that the railroad would phase out its remaining electric operations in favor of fully-dieselized service throughout the system. The decision ended speculation that the railroad might refurbish and expand its electrified operations....C&NW commuter F units are regular visitors to the Milwaukee area, seeing weekend duty in freight service. C&NW has purchased 11 diesels from the UP to replace older units in its Chicago commuter operations.

March 1978 - 45 Years Ago

All of the area railroads have experienced power shortages and have leased power as follows: Milwaukee Road: 15 CN Canadian-built SD40s, a number of B&O GP30s and GP35s, and 12 Southern SD24s. Soo Line: 4 Southern SD24s. C&NW: 18 B&LE SD9s, 2 CN GP35s, also, many UP units are showing up as payment for horsepower miles....The Michigan Highway Commission has approved an increase in the car ferry Chief Wawatam schedule from once a week to between seven and ten trips a week between St. Ignace and Mackinaw City to ease the backlog of over 450 freight cars awaiting passage.

March 1983 - 40 Years Ago

The major reconstruction project for the C&NW this year will be the rebuilding of the line from Clyman Jct. south through Watertown to Jefferson Jct....The C&NW announced the summer schedule for the 1385. It includes display at Jones Island on May 21 and 22, Butler Railroad Days, June 3 - 5, and other operations throughout the railroad until September 25....The Milwaukee Road has shelved the conversion of the Chicago-St. Paul double track mainline to single track. Possibly the main reason for not completing the project, according to consultants, is that due to bankruptcy proceedings, no funds are available for the project.

March 1988 - 35 Years Ago

This issue of S&C contained an interesting potpourri of reprints and other information including a chart showing the major interchange points of the Wisconsin Central, a Soo Line timetable page showing the schedule of the Laker in 1951, the 1924 Poor's Manual entry for the Green Bay & Western plus a photo of GB&W loco No. 316 by Jerry Hilton, the 1988 Norfolk Southern steam schedule, an errata sheet for Wisconsin Rails, and a membership survey regarding Chapter activities and S&C.

March 1993 - 30 Years Ago

Soo Line moved the first test double stacks through the newly enlarged tunnel at Tunnel City on February 11. Revenue service with double stacks is set to begin soon....The next segment of the Soo Line (ex-MILW) to be single tracked will be Pewaukee to Watertown....CP Rail unveiled its new livery recently. The design features stylized U.S. and Canadian flags....The ICC has again put the WC/GBW/FRV merger on hold pending additional negotiations regarding employee job protection

March 1998 - 25 Years Ago

An extension of Metra service from Kenosha to Racine and Milwaukee is being studied by SEWRPC....In a related item, city officials from Gurnee, Wadsworth, and Waukegan are discussing the possibility of Metra service to those communities...CN, which has begun a cash tender offer for 75% of IC's outstanding stock, say that the IC corporate name and its Chicago offices will remain if the merger is ultimately completed....Asked if WC will become a merger partner, Tom Power, WC's Chief Financial Officer said, "Our intent is to remain the strong regional carrier that we are, and we will work with other carriers on shipments all over the United States that originate or terminate in Wisconsin."

March 2003 - 20 Years Ago

On February 16 and 17, as a result of record snowfall in the Baltimore area, the roof of the 1884 Baldwin Roundhouse at the B&O Railroad Museum partially collapsed. The first collapse occurred between midnight and 12:30 a.m. on the 17th, an additional section collapsed at 5:30 a.m. Collapse of the roof may have been triggered by a severe dynamic load of falling ice and snow from the large round clerestory roof striking one side of the already snow-burdened roof. Some items normally on display in the roundhouse were temporarily in other buildings and weren't damaged, however, two 1870s-era coaches were crushed, one was cut in half. Graffiti vandals struck the Illinois Railway Museum in Union, Illinois, on February 1 when they spray-painted on antique CTA cars. There was also a graffiti incident at the Fox Valley Trolley Museum in South Elgin, Illinois

March 2008 - 15 Years Ago

December 28, 2007 was the last day that the Marsh Job and Cudahy Job crews started and ended their day at Mitchell Yard. After this the crews will be based out of Butler Yard. 5 tracks in Mitchell Yard will remain in service. Three tracks will be available for interchange with the Canadian Pacific.

March 2013 - 10 Years Ago

According to the Sheboygan Press for December 18, the long rumored rehabilitation of the former Chicago & North Western rail line between Plymouth WI and Kohler may finally be a reality. The Wisconsin Department of Transportation has awarded \$17.1 million to finance the project, which is expected to begin in the spring of 2013. Talgo's first Oregon trainset is at US DOT test track near Pueblo, CO. It operated up to 115mph, the speed limit of its Amtrak engine. It could otherwise have gone up to 130-135mph. Testing is almost completed.

March 2018 - 5 Years Ago

A plan to expand Chicago to Milwaukee Amtrak service by three round trips daily would require \$195 million in line upgrades, a Wisconsin Department of Transportation official said. According to a Milwaukee Business News report, Arun Rao, state transportation department passenger rail manager, told a recent meeting of Milwaukee's Public Transportation Review board that three of those projects, costing \$59 million, are within Wisconsin: \$10 million for a second platform at Milwaukee's Mitchell Airport station and \$49 million for two projects at or near downtown's Milwaukee Intermodal Station. The last 2 locomotives still in full C&NW paint, GE C44-9W's Nos. 8646 and 8701, will be getting UP yellow and gray, part of the road's quest to repaint all remaining units not yet in the UP color scheme. The last holdouts. The 8646 is to be renumber #9750 and 8701 is to become #9805.

The Big Picture



November 30 2013 IC&E #6439 leads an Eastbound train out of Milwaukee, The train is on Wash 4 coming out of the yard. Photo by Keith Schmidt