

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 73 Years

Visit the Chapter Webpage www.nrhswis.org



North Shore Silverliners transition from 6th to 5th Street on Milwaukee's south side. Photo by Linn Westcott

In This Issue

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Wisconsin Chapter Meeting Schedule

Upcoming chapter events

December 1 2023 Photography of Linn Wescott with Kevin Keefe
January 5 2024 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 membership@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 Summary for November 3 2023

Former President Mike Yugas started the meeting at 7:31 pm. He started recording it on Zoom at 7:32 pm. There were then 13 in the church basement, and 30 devices logged on to Zoom.

Keith Schmidt took over. He greeted and welcomed everyone, and introduced himself as the Vice-President and acting president. Both Mike and Keith were working from our in-person meeting site in the basement of the North Shore Congregational Church in Fox Point.

Announcements

There was a Chapter Board meeting on Monday, October 30. Draft (not yet approved) minutes will be posted on line soon.

We are still in need of a Chapter President, if not for the remainder of 2023, then for 2024. The Annual Business Meeting and elections will be held on Friday, February 2, 2024. If you are interested, please consider volunteering. You will not be expected to know everything. There are lots of good experienced people to help you.

The 75th anniversary of our Wisconsin Chapter is coming up in 2025. Keith is looking to hold a brain-storming meeting to decide how we should celebrate. He would like to meet before the end of 2023, at a Milwaukee-area restaurant to be determined later. Interested persons should contact Keith Schmidt at kschmidt626@gmail.com. Our 50th anniversary in 2000 published a 26-page issue of Sparks & Cinders. We need to start looking for material soon if we plan to do something similar. We may re-publish some past stories and photos. Keith has some archives—but not a complete set.

We are getting some more dues payments tonight. There are three ways renew (or join). The first way is a \$20.00 cash or check payment while attending a Chapter meeting 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 Square processing costs. Square has replaced Pay Pal. It is easier for members to use. The third way is to send a \$20.00 check to Wisconsin Chapter NRHS, P. O. Box 070758, Milwaukee, WI 53207. Dues payments support Chapter activities and publications. Your support is much appreciated.

From the Editor

- continued from Page 2

Mike Yuhas took over. He seconded the above. He suggested that members who have not yet renewed for 2024 do so promptly. Non-members who see value in what we offer should join. We have two new members. Our October 7 banquet speaker Chris Burger received a complimentary one-year membership. Our other new member Terry Brown was in the Zoom meeting room tonight.

Paul Bergen received his 50-year certificate and pin at our annual banquet on Saturday, October 7, 2023. We have a 25-year membership certificate and pin for Larry Graf. Mike introduced Doug Scott, from NRHS National, who manages the membership anniversary recognition program. Members who attain 25, 50, 60, 70 and 75 years of membership receive a recognition certificate and a pin. Doug is married to Ellen Scott, who is the National Secretary. Mike then introduced Valli Hoski, the editor of the NRHS News, who was also in the Zoom meeting room tonight. She was looking for articles and pictures for their December issue. Mike also introduced Walter Zullig. Walter was also in the Zoom meeting room. He is on the Convention Committee and the Historic Preservation Grants Committee. He is the chair of the Historic Plaque Committee, and the NRHS Inspector General.

Our presentations took over at 7:43 pm. Our subject tonight was NRHS National Conventions—Past and Present. Long-time National Director Bob Joyce started us off with his attendance at past conventions from:

2004—Minneapolis / St. Paul, Minnesota

2005—Portland, Oregon

2006—New Philadelphia, Ohio. That is in eastern Ohio, on the former Pennsylvania Railroad line from Pittsburgh to St. Louis.

2007—Chattanooga, Tennessee

2008—Fort Worth, Texas

2009—Duluth, Minnesota

2010—Scranton, Pennsylvania

2011—Tacoma, Washington.

Mike Yuhas presented his attendance at two more recent National Convention in:

2021—Milwaukee, Wisconsin.

2023—Deerfield Beach, Florida (north of Miami).

All of these conventions included various railroad activities and trips, many of them not available to the general public. The presentations ended at 9:05 pm.

Upcoming Program

On Friday, December 1, Kevin Keefe will present photos from the collection of long-time Model Railroader editor Linn Westcott. This is a presentation that was previously offered only to members of the Center for Railroad Photography and Art.

The number of remote devices connected to Zoom peaked at 43 during these presentations. Adding the 16 in-person attendees at the church yielded a total peak meeting attendance of 59.

The recording stopped at 9:16 pm. Mike Yuhas turned the host role over to Ward Wells. There was a short on-line discussion group. The Zoom meeting room closed at 9:42 pm.

Respectfully Submitted
Thomas W. Marcussen
Wisconsin Chapter Secretary

Happy Thanksgiving and Merry Christmas. We are in the holiday season. As we close out 2023 let's look back and see that it was a good year. Things are returning to normal. Trains are running and history is being made. Hopefully 2023 has great memories.

Looking forward to 2024 it should be a great year. Lots of opportunities to see history in motion. Lots of steam locomotives are up and running. Hopefully there will be plenty of excursions announced. Union Pacific has already announced a BIG tour for the BIG BOY for 2024. The Pere Marquette #1225 is running again. #611 finished a season of excursions. #1309 is running out in western Maryland. Lots to see and do.

2024 will be a year of planning for the 75th anniversary of the chapter. I am looking forward to that. Have a great holiday season.

National Railroad Museum in Green Bay to receive \$7 million in funding for expansion.

The National Railroad Museum in Green Bay will receive \$7 million in funding for expansion of its facilities, Wisconsin Gov. Tony Evers announced today (Thursday, Nov. 2.)

The museum expansion is one of five projects, totaling \$36.6 million, selected for funding under the American Rescue Plan Act, 2021 legislation intended to provide economic stimulus in the wake of the COVID-19 pandemic.

"These five projects will have a long-term impact on our state's economy and on economic development in these communities from Green Bay to Janesville," Evers said in a press release. Other projects receiving funding include a sports and convention center in Janesville, Wis.; a new Milwaukee soccer stadium; the Bronsville Center for the Arts in Milwaukee, and upgrades to a theater in Door County.

Plans for a \$15 million expansion at the Green Bay museum were approved by local officials earlier this year. The more than 32,000-square-foot addition to the museum's Lenfestey Center would permit additional enclosed rolling stock exhibits and provide space for educational programming and events.

"We deeply appreciate the support we have received from Gov. Tony Evers, Republican and Democratic state legislators, and local leaders," the museum said in a statement on its Facebook page, "and are excited to be a step closer toward expanding our facility to better meet the needs of our community."

Renew your Chapter Membership Today

Check your Sparks & Cinders address label. If it says your membership expiration date is 12/31/2023, it's time to renew!

There are three ways to continue supporting the chapter:

1. Hand \$20 to Treasurer Tara Grudzielanek at our next meeting.
2. Send a \$20 check to Wisconsin NRHS, PO Box 070758, Milwaukee, WI 53207.
3. Renew online for \$21 at www.nrhiswis.org - click the Join or Renew button.

The Railroad Photography of Linn Westcott by Kevin P Keefe

At the meeting on Friday December 1, 2023 the chapter will be treated to a show about Kalmbach veteran Linn H. Westcott who was a legendary model railroader, famous for his long tenure at the helm of Model Railroader magazine. He was also a skilled photographer, training his camera on just about every aspect of the railroad scene, from physical plant to locomotives to railroad workers. Join former Trains Editor Kevin P. Keefe, who worked briefly with Westcott in the mid-1970s, for an entertaining look at this significant archive of Westcott's color and black-and-white images.



Eastbound GN passenger train passes a quarry at Fort Wright near Spokane, Wash. *Photo by Linn Westcott*

CPKC Holiday Making Wisconsin Stops

CPKC US Holiday Train will be running again this December. The Holiday Train is celebrating 25 years of running and helping to raise money for local food pantries. This train decorated with thousands of LEDS draws large crowds where ever it stops. The purpose of the train also benefits the communities. The stops also feature a concert from the specially designed stage car. The concerts are a highlight of every stop. People attending the stops are encouraged to bring food items to donate. Those donations are given to local food pantries. Come out and see the train at one of these Wisconsin stops.

Sunday December 3 2023

6:45pm Arrival 7:00-7:30pm Event Sturtevant WI
Amtrak Depot 9900 E Exploration Ct
8:05pm Arrival 8:15-8:45 pm Event Caledonia WI
Railway Crossing 11402 County Road G

Monday December 4 2023

4:00pm Arrival 4:15-4:45pm Event Wauwatosa WI
Railway Crossing Harwood Ave
5:30pm Arrival 5:45-6:15pm Event Hartland WI
Railway Crossing Cottonwood Ave
6:40pm Arrival 6:45-7:15pm Event Oconomowoc WI
Railway Crossing South Silver Lake
7:50pm Arrival 8:00-8:30pm Event Watertown WI
Brandt Quirk Park Parking Lot
9:05pm Arrival 9:15-9:45pm Event Columbus WI
Amtrak Depot 395 N Ludington St

Second passenger train between Chicago and St Paul to begin 2024

In a social media post Wednesday, the Minnesota Department of Transportation announced the long-awaited second passenger train between St. Paul and Chicago will begin service in 2024. MnDOT is also asking potential passengers to take a survey about amenities they would like to see aboard the train. The Wisconsin Department of Transportation, Illinois Department of Transportation, and MnDOT are sponsoring the service. Amtrak will operate the trains on CPKC's route.

While infrastructure improvements are planned in the La Crosse, Wis., and Winona, Minn., areas, CPKC has agreed to start the service before the improvements are completed as part of a deal reached when Amtrak endorsed the Canadian Pacific/Kansas City Southern merger.

Service on the route is currently provided by Amtrak's Chicago-Seattle/Portland Empire Builder. While westbound service from Chicago to St. Paul is fairly reliable, eastbound service suffers when the Empire Builder is late making the long trek from the West Coast. Amtrak operated a second train on the route from November 1971 to October 1981, when the overnight North Star was discontinued, leaving the Empire Builder as route's only train. *Courtesy TRAINS Newswire Kalmbach Media*



Amtrak Empire Builder #7 Duplainville June 2017 by Keith Schmidt

Union Pacific announced the "Big Boy" #4014 will power a "Four Corners" system tour in 2024.

Union Pacific will send Big Boy No. 4014 on a "Four Corners" tour of its system in 2024, the railroad announced today, including stops in Oregon, California, Texas, and Illinois.

"As we move forward at Union Pacific, we remember where we came from; the Big Boy represents the history of Union Pacific and the United States," Union Pacific CEO Jim Vena said in a message to UP's "Steam Club," which receives first notification of plans for the 4-8-8-4. "When No. 4014 comes to town, we will celebrate with the communities where we operate, our employees and their families. Together, we will marvel at how far technology has brought us."

Anticipated stops include Chicago; Dallas-Fort Worth and Houston; Salt Lake City; Portland, Ore; Nampa, Idaho; and Roseville, Calif. A schedule and route information will be announced next year, and the railroad plans events for employees and their families in addition to public stops.

In an interview last month [see "The Trains Interview: Union Pacific CEO Jim Vena ...," Oct. 19, 2023], Vena had indicated he planned to use the Big Boy more.

"I love it," Vena said then. "It's a wonderful way to represent who we are, where we came from, and understand what technology does. There was a reason why the diesels came in and we're able to change. But it is a wonderful symbol of who we are. And I'm going to bring it out next year and we're going to use it for people to understand and learn more about Union Pacific. It will be part of our employee days, where the employees get to bring their families and are able to go jump on that thing and see how big it is." *Courtesy TRAINS Newswire Kalmbach Media*

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.

Farewell to Green Bay Western Who would have thought ?

Article and Photos by Stephen Borleske

Recently I was reminded of an event thirty years ago that brought me through Wisconsin Rapids. October 30-31, 1993 Great Lakes Western in cooperation with the Wisconsin Central ran a "Farewell to the Green Bay & Western" excursion. The train originated in Kewaunee on the downtown line and passed through Wisconsin Rapids on the way to Marshland (almost opposite Winona, MN). Almost all on the former GBW main line. Sunday's return trip followed the same route back. To read further about the trip, please see my article in the December 1993 S&C.

I enjoyed the trip immensely as I had chased the GBW several times on the west end after moving to La Crosse in the mid-1980's. I even chased the red Alcos across the west end after moving to Oshkosh in the early 1990's. Once the Wisconsin Central's Fox Valley & Western purchased the assets of the GBW and their sister road Fox River Valley Railroad, my time chasing the Whitehall Sub. diminished. After the CN purchased the WC in 2001 I only chased once on the Whitehall Sub. A matched pair of black IC SD70's lured myself and a few other railfans to the chase.

Which brings us to our current time. In 2021 I moved to Wisconsin Rapids for a new job opportunity. While the GBW main line remains mostly intact through the city, it no longer serves as a shortcut across the central portion of the state. The main line remains intact from the east side of Plover to just west of the Wisconsin River where the GBW crossed the other three steam railroads in town (MILW, CNW, MStP&SSM). The Wisconsin Central removed the GBW main line for about ten blocks on the city's west side (west of the diamond with the WC's Valley Sub.).

On the remaining section of the GBW main to Plover a couple trains a day ply the line. In the mornings L518 starts out from the ex-SOO/CNW Wisconsin Rapids yard and works the industries on the east side of the Wisconsin River and does the interchange at Biron with the WATCO switching railroad at ND Paper's Biron Mill. L518 does not venture east of the east yard limits for Wisconsin Rapids. In the early evening L560 comes over from Plover working the on-line industries along the way to Wisconsin Rapids. In the very late of night L592 departs Stevens Point on the ex-Soo Line P-line to Plover before turning (compass) west to head over to Wisconsin Rapids. L592 handles IM business to/from Arcadia to Wisconsin Rapids. They also bring traffic for the other locals originating in Wisconsin Rapids. L592 leaves Wisconsin Rapids via the Valley Sub to Junction City and the main line back to Stevens Point.

The Whitehall Sub (the west end of the GBW) remains intact to East Winona (BNSF interchange), but is only served to Arcadia (Ashley Furniture's container terminal). A local based out of Taylor handles loose car traffic on the Whitehall Sub west to Arcadia and east to Wisconsin Rapids. Frequent sand trains also travel the line. In the GBW days only moderate weight 4-axle Alcos pulled the freight. Whitehall Sub. trains today will

typically have heavy six-axle power. The sand trains will frequently have pool power.

To bring us back to my reminiscing on Halloween 2023. Thirty years ago I was riding the main line of the former Green Bay & Western only blocks from where I both work and live today. The weather was also quite similar as we had snow showers in 1993 and 2023. Who would have thought?



On October 30, 1993 GBW 314 and 313 lead the 17 car Great Lakes Western "Farewell to the Green Bay & Western" excursion. The train has paused for a servicing stop at the former GBW Wisconsin Rapids yard.



On October 30, 1993 GBW 314 and 313 lead the 17 car Great Lakes Western "Farewell to the Green Bay & Western" excursion. The train has paused for a servicing stop at the former GBW Wisconsin Rapids yard. A WC SW1200 looks on.



IC 9571 shoves 6 box cars east on the former GBW main line in Wisconsin Rapids on November 12, 2023. Five of the box cars on L518 are going to ND Paper's Biron Mill.



IC 9571 (ex-GM&O GP38-2) pulls 6 box cars west in Wisconsin Rapids through the former GBW yard heading to the CN's ex-SOO/CNW yard on the west side of the Wisconsin River on November 12, 2023. Five of the box cars on L518 are loads from ND Paper's Biron Mill. (This is the same spot that the westbound Great Lakes Western excursion stopped at thirty years ago.)

Do You Know ?

by Dave Nelson

In August 1975 I followed the American Freedom Train, headed by Southern Pacific 4-8-4 No. 4449, from Madison WI north and west to Hastings MN. The train departed Madison well after midnight. An enduring memory is of a small town in Wis-



consin, in pitch darkness; the locomotive was slowly struggling up a grade when it hit a patch of wet rail with wet leaves and those huge 80" drivers suddenly spun wildly. That thrilling sound -- I have to think the whole town was awakened by it -- was likely routine in the days of steam. There are still plenty of thrills to be had standing trackside and listening to a heavy train clawing its way up a steep grade. The screaming roar of the diesels and the crisp "pfffft" of the automatic sanders can get the heart pounding. Wheel-slip can cause chatter mark damage to the rail and "wheel burn" damage to the wheel tread, so modern diesels have sophisticated anti-wheel-slip technology.



It seems funny to us now, but in the very earliest days of railroading many "experts" doubted that smooth metal wheels running on smooth metal rails could ever produce enough friction for locomotives to pull meaningful loads. Obviously, they were mistaken, as mistaken as the experts who could prove that it is aerodynamically impossible for a bumblebee to fly.

So, yes, friction between wheel and rail is the essence of how railroading works, and yet, railroads install flange oilers at curves and other situations where wheel flanges come in contact with the sides of the rail head ... and the goal is to reduce friction. "Measured amounts of oil are fed to the wearing surface of the flanges of passing wheels for the purpose of reducing the friction and abrasion between the wheel flanges and rail, reducing the wear of both. It is also a means of reducing the resistance on curves and provides a safeguard against the danger of derailment."* Other benefits: better fuel efficiency, higher speeds around curves, less need to correct track pushed out of gauge, and less "flange squeal," one of the most annoying of all train sounds particularly near residential neighborhoods.

Before the introduction of mechanical (now, often electric) flange oilers in the 1920s, some steam locomotives were equipped with manually applied flange oiling piping, but the on-site automatic flange oiler was seen as a tremendous improvement.

While the definition of flange oiler provided above speaks of "measured" amounts of oil, the fact is that over time after the passage of thousands of wheels, the location of a flange oiler is marked by a considerable build-up of gooey black lubricant on the rails, ties, and ballast. The 2006 photo taken at Chicago's Union Station shows just how dense the excess lubricant can be near a flange oiler.



And in today's world, railroads face the regulatory and litigation expenses of remediating or mitigating long-standing environmental contamination caused by oil accumulated on the track. It is becoming more common to see track mats where oil accumulations occur. This heavy-duty fabric of geotextile material can absorb or hold oil, fuels, and other hydrocarbons. The fabric, which comes in rolls, also



sees use at drill rigs, and under vehicles and mining equipment. My 2010 photos were taken at a flange oiler on the Union Pacific (ex-C&NW) main-line curve through Dixon, IL near the old freight house.



Dixon is on the watershed of the nearby Rock River which likely explains this oil mitigation. Note that the mat fabric extends to the ends of the ties and over the base of the rails.

* Definition of flange oiler taken from "Railway Engineering and Maintenance Cyclopedia" (Simmons - Boardman 1939).

From the Archives

December 1953—70 Years Ago

Find the number – Additional advertising holders are being applied to the exteriors of Milwaukee streetcars. For many years, advertising signs have been located on the ends of the cars, at either side of the headlight. Last week they began appearing on the sides of the cars close to the front door; this week they are being applied to the corresponding position near the rear door. Since four of the six car numbers are thus being covered up, the only numbers visible are on the ends of the cars, under the headlight....Ride the Fast Mail. Milwaukee Road train 57, mail and express, has been carrying passengers, though not mentioned in the timetable. Daily, except Saturday, 57 leaves Chicago at 9:00 p.m., arrives in Milwaukee at 10:25 p.m., leaves at 10:40 p.m., and arrives in LaCrosse at 2:40 a.m., where its cars are switched to the Austin, Minnesota, branch train. A ride on train 57 can be something of an experience. Try it!

December 1958 - 65 Years Ago

(The following is excerpted from a western circle trip by Laird Ross; we pick it up when their train leaves Seattle.) "Left Friday afternoon at 4:00 on the Milwaukee's Olympian Hiawatha on the return trip. Oddly enough, we had diesel power all the way to Avery, where we finally changed to electric. Through the Cascades, the Milwaukee has one of the most scenic routes in the country. Crossing the plains in Montana, we saw several small herds of antelope as well as several deer. At one point, a flock of sheep crossed the track just ahead of the engine. We arrived in Minneapolis on time and ate breakfast in the depot during the 45 minute stop there. Left on time after changing engines.

Everything fine until we left Winona, where we started having engine trouble, which caused us to arrive in Milwaukee 70 minutes late."...The Milwaukee Road carried 6,000 passengers on four special and one regular train between Chicago and Madison for the Northwestern Wisconsin football game November 8th. An 18-car special (including four tap cars) and a 13-car regular train operated from Milwaukee for the game.

December 1963 - 60 Years Ago

This is the month for Railroad magazine to appear with Russ Porter's Pioneer Limited painting on the cover. It is due on the news stands on December 2....Ferge and Bullermann travel: "On October 14th and 15th we made a trip to Peoria to visit the Midland Coal Co., and also custard stands and coffee shops along the way. We stopped at Bensenville to photograph the Chicago Gravel 0-6-0 on display, West Hinsdale for "Q" commuters, coffee at Bullermann's folks' home, and Eola for more commuters. Toward Peoria we caught a TP&W freight in a nice green and yellow scheme, stopped for some custard, photographed a rusty old steam tractor, stopped for custard at Farrington's, then on to Midland Coal. When we saw the smoke it was too much – Bullermann did something Ferge will never forget or forgive; he threw his custard out of the car window! After all, who, except Ferge, could eat when a steam locomotive is on the move?"

December 1968—55 Years Ago

The Chapter auction was a resounding success and netted the Chapter treasury \$42.60. This will help keep dues down since expenses are quite a bit higher this year, especially postage for S&C, since the postage rate for First Class mail was recently raised from 4¢ to 6¢ (Ah, the good old days – ed.)....The first big change in Chicago as a result of the PRR-NYC merger on October 27 was the transfer of all ex-NYC trains from LaSalle St. Station to Union Station. Thus ends 116 years of NYC (LS&MS) service from LaSalle St. Station

December 1973 - 50 Years Ago

After 105 years of publishing railroad passenger information, the Official Guide will become all-freight with the January 1974, issue....C&NW will acquire 50 new 3,000 hp SD40-2 locomotives at a cost of \$18,690,000. This order is the largest single acquisition of high horsepower diesels by the C&NW.

December 1978 - 45 Years Ago

Anticipating a large surge in business on the Lake Shore Limited, Amtrak has moved the traditional twin-unit dining cars from the Broadway Limited to the ex-NYC route. In an attempt to relieve a chronic power shortage, the Milwaukee Road has just leased 20 diesels from the C&NW, including the SD45s.

December 1983 - 40 Years Ago

On November 9, Milwaukee Road Trustee Richard B. Ogilvie, announced a new image for the future, linked to the glory of the past, when he unveiled the first repainted and renewed unit featuring the Indian emblem long associated with the Milwaukee Road's Hiawatha passenger trains.

December 1988 - 35 Years Ago

The roof of the former Wisconsin Central car shops building in Waukesha collapsed during high winds on November 15. The west wall of the building was also blown down....The WICT track realignment project in Waukesha is scheduled to be completed during May or June, 1989. At that time, Sweet Soo will be moved to the Mid-Continent Rail Museum

December 1993—30 Years Ago

The Chapter announced plans for a follow-up book to "Wisconsin Rails." It is hoped the book will be ready in time for Trainfest 1994. The former CGW locomotive shop in Oelwein, Iowa, is scheduled to close on December 31. It was opened on September 28, 1899.

December 1998—25 Years Ago

On October 29, three former C&NW bi-levels, including Car No. 1, the first bi-level, were at the WSOR shops in Horicon awaiting repainting into the old yellow and green scheme for the Illinois Railroad Museum.

December 2003— 20 Years Ago

The CP Holiday Train made numerous stops in Wisconsin over three days; stopping at Sturtevant and Wauwatosa on Dec. 9, Oconomowoc, Columbus, Portage, Mauston, and Tomah on Dec. 10, and La Crosse on Dec. 11....WSOR announced the purchase of the Waterloo Spur (32.5 miles, Madison to Watertown) from the CP.

December 2008 — 15 Years Ago

Soo Line #1003 will be steaming up for a Santa Train in Edgerton, WI on December 5th & 6th at the Edgerton Depot. Then #1003 will steam to Plymouth for another Santa Train trip. The train will back to Elkhart Lake before departing on Dec 14th.

December 2013 — 10 Years Ago

Cudahy CNW Depot recognized as a historical site by the National Register of Historic Places. Built in 1892 it is one of the last wooden depots standing in Wisconsin. In 1978 the Cudahy Historical Society saved the depot from the wrecking ball. The depot is still the home of the historical society.

December 2018— 5 Years Ago

On Friday November 2nd the Milwaukee Streetcar nick-named "The Hop" began revenue service. The Hop currently runs in the area of downtown Milwaukee. The Hop runs 7 days per week. Potawatomi Casino is sponsoring The Hop for the first year and all rides are free. For more information about the Hop check out www.thehopmke.com.

On Friday November 2nd the Wisconsin Chapter of the NRHS invited our friends from the East Troy Trolley Museum to our chapter meeting to say THANKS !! Evan Richards was our presenter that evening. Evan has been involved with all three of our charter trips. Also present on Friday evening was Rich Burger our conductor from our recent August charter. Steve Thomas the marketing director was also there. There was cake, cookies and coffee for those in attendance.

Before the presentation Mike Yuhus called Evan, Rich and Steve up in front of the crowd and presented them with a check for \$500 from the chapter as gift to the museum for the preservation of history that they are doing.



Thanksgiving

The Big Picture



Soo #1003 runs through Burnett WI in What Year ?? This 1950's era Studebaker Fire Truck from the Burnett WI Fire Department might be waiting to water the locomotive or not ?? Photo by Keith Schmidt