



# NRHS

## WISCONSIN CHAPTER



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May 2025

# 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 75 Years

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



Chapter Excursion on the WICT (Wisconsin and Calumet) with #106. Brodhead WI October 28 1989 Photo by Tom Hoffmann

### *In This Issue*

- ◆ *From the President*
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# Wisconsin Chapter Meeting Schedule

## Upcoming chapter events

May 2 2025 Look Back at Wisconsin Chapter Excursion with Dave Nelson, Older than 75 years with Keith Schmidt

June 6 2025 Mike Yanke An Insiders View of the Wisconsin & Southern

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.nrhwis.org](http://www.nrhwis.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@nrhwis.org](mailto:president@nrhwis.org).

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

## The Big Picture is your page!

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

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

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

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

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

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## Meeting Summary for April 4 2025

### Introduction

President Keith Schmidt ran this meeting from our in-person meeting site in the basement of the North Shore Congregational Church in Fox Point. Recording started at 7:30 pm. Keith welcomed all attendees at 7:31 pm. There were then 14 in-person attendees in the physical meeting room, and 28 devices connected to Zoom. Drizzle was falling outside of the church.

### Announcements

There was no date yet for our shared steam-up of Soo Line 1913 2-8 -2 #1003, at the Schlesinger Museum in Slinger. We do not have a date for our bus trip to the Railroading Heritage of Midwest America (RRHMA) (former Rock Island) steam restoration shop in Silvis, Illinois (just east of Rock Island in the Quad Cities area). Our Wisconsin Chapter Day at the East Troy Electric Railroad / Museum will be on Saturday, July 19. Our 75th anniversary banquet is set for Saturday, October 4, at the Polish Center of Wisconsin, at 6941 South 68th Street (north of Rawson) in Franklin. The menu and cost are still being worked out.

Our next regular monthly meeting will be held on Friday, May 2. Dave Nelson will present a "Look Back at Wisconsin Chapter Excursions." Keith Schmidt will present some "Older than 75 Years" material.

Keith is looking for photos of historic Wisconsin Chapter events (especially older material) for the May issue of Sparks & Cinders, to go with the above two presentations.

If you enjoy our presentations, please feel free to join us. There are three options to join (or renew) Chapter membership. The first way is very easy. Go to the back of the room, and pay the 20.00 in annual dues (by cash or check) tonight. The second way is on-line payment via our website at [nrhwis.org](http://nrhwis.org). That second option includes an extra \$1.00 fee for credit card processing costs. The third way is to send a \$20.00 check to Wisconsin Chapter NRHS, P. O. Box 070758, Milwaukee, WI 53207. Members and subscribers will receive 10 issues of our monthly newsletter Sparks & Cinders, plus admission to members-only events, and member discounts on other events and merchandise. If you see value in what we are doing here, please consider joining us as a Wisconsin Chapter member.

Dues payments support Chapter meetings like this one, other activities and publications. Your support is much appreciated.  
Presentation

Keith Schmidt introduced our presenter Jeff Wojciechowski at 7:36 pm. Keith noted that both he and Jeff are drone pilots. Jeff was presenting remotely from Saint Cloud, Minnesota. He took the Amtrak Borealis up to Minneapolis on Tuesday, April 1, for his uncle's funeral in Saint Cloud.

The title of Jeff's presentation was "All Over the Place—and Some Other Stuff." It covered the time period from 2018 to the present. It opened in the desert southwest, chiefly around Las Vegas, Nevada, and the Mojave Desert of southern California. There were some shots of Wisconsin subjects and from the now-defunct Montana Rail Link. We got some pictures of the last Norfolk Southern RoadRailers on the former Wabash route across Indiana, Illinois, and Missouri to Kansas City. We got some shots of the South Shore Line's last (now being rerouted) street running in Michigan City, Indiana. There was a lot of full-motion video, demonstrating Jeff's skills as an accomplished drone pilot. There were 2 or 3 Zoom crashes, caused by the limited Internet bandwidth. (Your secretary is very familiar with that problem.) The presentation lasted through 8:21 pm. There was a question and answer session afterward. The recording stopped at 8:28 pm. There were 14 in-person attendees in the church basement. Zoom records show that a total of 38 devices were connected at least during part of the meeting. Subtracting the one device in the church basement tonight yielded a total attendance of 51. Mike Yuhas hosted an informal on-line discussion group following the meeting. The discussion group ended, and the Zoom meeting room closed, at 9:32 pm.

Respectfully Submitted  
Thomas W. Marcussen

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## Check those photo books and slide trays

The chapter is looking for photos of Chapter events or meetings from the past. Please check your photos or slides to see what you might have. We do have the ability to scan and digitize the photo or slide so you don't have to give it up. It would be great to put something together for the Chapter 75th anniversary banquet in October. Let me know at [president@nrhswis.org](mailto:president@nrhswis.org)



Farewell to Milwaukee Street Car lines special excursion during the NRHS National Convention hosted by the chapter in Milwaukee September 3 1955. Location is 72nd and State St in Wauwatosa WI. The streetcars meet the eastbound Milwaukee Road Hiawatha featuring the Skytop Observation Car. Photo by R. W Gibson from the Rod Robinson collection. Courtesy of Dave Nelson

## From the President

April showers bring May flowers. Well there has been some rain and also some snow so far this April. We will have to see about the May flowers.

Jeff put on a great presentation on Friday April 4th. Jeff's drone video and piloting skills are impressive. I haven't quite gotten to that level. Likely because I'm a chicken and too conservative in my flying. Luckily I have been able to recover the two drones that I crashed so far along with the memory cards with the video shot. Thanks again Jeff it was great.

I will be heading down to Silvis to check out the RRRMA open house on Saturday April 26th. They are having a car show and open house. It's always great to see the progress on the UP #3985 and #5511. I am hoping to make some progress on the chapter's visit down there this year. Hopefully the weather will be nice. Definitely looking towards the visit down there.

So far there is no more information on the Soo #1003 charter for the club. We are currently waiting on the Schlesinger Museum to come up a date for the tractor show they are will be holding that #1003 will also be a part of. Hopefully things will come together soon.

Don't forget Saturday July 19th is Wisconsin Chapter day at East Troy Trolley museum. Working on finer details watch for more information. Get Busy Livin'

KJ

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## C&NW #1385 is returning to the Mid-Continent Railway Museum

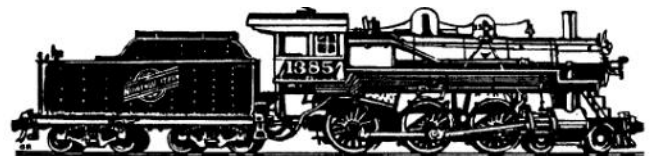
Dates in May have been set for the move returning Chicago & North Western 4-6-0 No. 1385 to the Mid-Continent Railway Museum.

The locomotive, out of service for more than a quarter-century and away from the museum since 2013, is slated to be moved by truck from its current location in Middleton, Wis., on May 5, then loaded onto a flatcar for its move to Mid-Continent by the Wisconsin & Southern Railroad. Those aspects of the move are off-limits at the request of the businesses involved, but the public is invited to watch the locomotive's unloading on May 9 from a designated viewing area at the museum.

The locomotive, built by Alco in March 1907, was purchased by museum members for \$2,600 in 1961 and traveled widely throughout the Midwest until it was taken out of service for an overhaul in 1998. That overall is nearing completion; the museum has a goal of returning the locomotive to operation in 2026.

While the move is scheduled, the museum is still soliciting donations to cover the costs, still needing more than half of its \$80,000 fundraising goal. More information is available in this Facebook post or at the museum website. Donations can also be made here.

*Courtesy TRAINS Newswire Firecrown Publishing*



## Looking Back Night on May 2 2025

Join the Wisconsin Chapter on Friday May 2 2025 at 7:30pm as we look back at some chapter history. The first part of the evening will be hosted by past chapter President Dave Nelson. Dave will be sharing some photos of charters that the chapter chartered through out years. It should be a great look at some fun the chapter members had.

Current chapter President Keith Schmidt will be the second presenter of the evening. Keith is doing a follow up to Tom Hoffmann's 75 year look back with 75 Years and Older. Keith will be showing photos and maybe some video of mostly railroad related subjects that are 75 years or older. All of the subjects Keith has seen and photographed throughout the years. It should be a great evening.

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Pair of Milwaukee streetcars parked alongside Allis-Chalmers in West Allis at 70th and Greenfield. Banners say "Special" Chapter excursion May 24, 1953. Photo by R.W. Gibson, Rod Robinson collec-



Over 100 years old Soo #1003 still steams up and graces the rails. Here is #1003 is part of a photo charter in November 2023. Photo by Keith Schmidt

## Death of 25 year chapter member Tom Sharratt

The chapter is saddened to announce the death of 25 year chapter member Tom Sharratt. Tom was active in railroad preservation and an avid photographer. Below is Tom's obituary. Condolences to Tom's family from the chapter.

Tom Sharratt, age 82, of Westby, passed away on Monday, December 16, 2024. Tom was born in Milwaukee on August 1, 1942, to Kathleen (Hering) and Bill Sharratt and lived as a child in Madison, Appleton, and Milwaukee before completing a bachelor's degree in agriculture at UW - Madison in 1964. At the same time, he received a commission in the US Regular Army and served on active duty for 21 years as a Field Artillery officer. He retired as a Major, having served in a variety of assignments in the US; over seven years in Europe with US, Belgian, and British armies where he specialized in the readiness and security of nuclear weapons; and in Viet Nam in 1967 -68. While in the Army, he completed a master's degree in Agricultural Economics at Purdue University. He shortly thereafter purchased a farm in Timber Coulee near the Snowflake Ski Club, in Westby, WI in 1972.

In 1985, he became a high school teacher in Des Moines, Iowa, where he taught High School Junior ROTC at Hoover High School. He enjoyed working with his students and their parents, teaching leadership and citizenship skills. One of his most fondly remembered achievements was teaching a blind student to rappel from a 40-foot-high tower. In 1996, Tom and his beloved wife Sharon (Burkhalter) moved to their farm in Timber Coulee, and enjoyed the rest of his life raising trees and organic crops. He and Sharon shared a deep love for the land, and worked hard at being good stewards. They chose to protect their land with a land conservation easement with the Mississippi Valley Conservancy in 2016. He had four loves in his life - Sharon, his wife of 41 years; his two children and four grandchildren; agriculture; and railroads. Many people knew Tom only as "the guy with a railroad in his front yard."

He and Sharon traveled extensively, riding and photographing railroads in the US, Canada, Latin America, China, Cuba, Australia, New Zealand, and Europe. They also invested in railroads and worked together for several months each year for over seven years on a privately owned rail car. He enjoyed both writing and photography, and had several articles published in TRAINS magazine and Army publications. For several years, he also wrote a monthly column for the local paper entitled "Where in the World are We?" under the pseudonym of "The Lost Wanderer." Tom was active in the Westby United Methodist Church, Coon Valley American Legion Post 116, Westby VFW Post 8021, the Lexington Group, and a number of railroad museums around the country. He was also active in the Westby Area Schools as a volunteer representing veterans.

Tom is survived by his older brother, Richard (Dianne) of Reedsburg WI; his wife, Sharon; his first wife, Mary Smart of Des Moines; his daughter, Stephanie (David) Horak of Urbandale, IA; his son, retired Army Colonel Lee (Lyndsay) Sharratt of Winterset, IA; and grandchildren: Garrett Horak, Eleanor Horak, Jennessa Sharratt, and Lainey Sharratt.

# How Duplainville Got Its Name

by Tom Brick

Duplainville, first called Remington Prairie when the early settlers arrived in Pewaukee Township in the 1830's to the 1840's, was a flat tract of grassland consisting of five small prairies separated by brush and scraggly oak trees. The different prairies were named for the early settlers who lived on the land (Griswold, Stowell, Drummond, etc.) The prairies had one big advantage for the settlers, they were free of trees and ready to plow.

In those days, wolves hunted in the swamps on both sides of the Fox River, about a half mile from the Remington Prairie. They came every night howling like a pack of hounds, their runway south and east of Griswold's cabin. Occasionally they would kill livestock. In the summer of 1846, the wolves kept howling until well into the afternoon, then were never seen again in the area. They were bidding the settlers farewell. Also in 1846, a small school, big enough for 8-10 students, was built opposite Albert Griswold's barn. Men teachers were preferred for the winter term, the only term required for the boys. The teacher's maxim was "obey or be expelled" (for boys, being expelled meant working all day on the farm).

In 1851, the powers-to-be thought it was time to select a permanent name for the area (rather than various prairies), since the coming of the railroad would swiftly develop the area. At a meeting they drew out a map of Europe and agreed to accept the name of a European city that a finger was pointed to without looking at the map. Duplainville, France was pointed to and accepted, since the name seemed to fit the area of five plains. The acceptance date was February 19, 1865.

By 1872, both the east-west Milwaukee Watertown Railroad and the north-south Wisconsin Central Railroad went through Duplainville. Duplainville's railroad station was busy for many years, with the loading of grains, potatoes, dairy products and livestock to ship to city markets.

*(Read more about the history of Duplainville in the booklet, "The Green Road and the Duplainville Area", for sale at the Clark House Museum.) Printed in Pewaukee Historical Society Newsletter*



Duplainville tower just after being shut down



Riding a Amtrak detour onto the CN at Duplainville



Milwaukee to Fond du Lac local on the interchange track at Duplainville



The Rock Train long hood forward



Back in the WC days



WSOR train is a daily visitor to Duplainville



Amtrak #8 Empire Builder is also a daily visitor



Waiting to cross the diamond



CP 2816 visits Duplainville in 2024

# Do You Know ?

by Dave Nelson

The tendency for American freight cars to get larger, longer, and of higher capacity has been aided by improvements in steel and fabrication methods (e.g., welding versus riveting). Even so, there have been surprisingly few basic changes in design theory: the 85 foot hi-cube auto parts boxcars of the 1960s are just enlarged versions of the first steel boxcars of the 1920s. Ditto for modern era flatcars, gondolas, and hoppers: fundamentally, they're simply enlarged versions of their old counterparts.

Tank cars are an exception. They, too, are larger and longer and of substantially greater capacity, including the truly gigantic whale-belly tank cars, but there was also a basic difference in how they were built, a little-noticed but visible change in design that commenced in the 1960s and continues with few exceptions to this day.



Early tank cars were cylinders mounted on flat cars. That involved unnecessary bulk and weight. The flatcar was eventually skeletonized

to its center sill running the length of the car, bolsters that secured the trucks, and cross bearers that helped support running boards along the sides. The tank was anchored to the bolsters, which also supported the running boards on sides and ends. The center sill included the coupler pockets, so all forces of tension and compression (pulling and braking) were absorbed by the center sill, not the tank shell itself, which played only a slight

role in the structural strength of the car. A mechanical drawing of the under-frame shows these parts. The tank needed



only to be sturdy enough to safely contain its load, which is why the traditional tank cars had expansion domes on the top of the tank -- the tank wasn't designed to contain those pressures.

As the length and capacity of tank cars began to be increased in line with what was being done with other freight

cars, a design innovation (actually, a return to an unsuccessful experiment of the 1880s) was proposed, tested, and found to be workable in the early 1960s. The full-length center sill was eliminated, and the tank was strengthened so that now it



is the tank's exterior shell that absorbs the forces of the train. Just a vestige of the sill superstructure at the ends of the car was retained: the bolsters for the trucks,

draft gear to hold the couplers, and methods of anchoring the tank to the bolster. This strengthening of the tank also allowed the expansion dome to be eliminated on most tank cars; there are valves and attachments for loading or unloading the car on the top, and a simple seal able opening allowing a worker to enter the car for cleaning or repairs, but the old-fashioned expansion dome is no longer a feature. The relative handful of tank cars still being built with full length center sills are made of aluminum or stainless steel to haul liquid loads that would corrode or destroy steel.



The innovative demise of the full-length center sill brought about a fairly brief era of the super huge tank car, which seems largely to be over. And as strong as the tank exterior shells are now being built, a continuing issue is their structural ability to contain the load in event of derailments or wrecks, issues which caused the premature retirement of many modern tank cars. But the new ethanol, petroleum, and chemical tank cars being built virtually all feature stub sills at the ends.

Sources for this article include J. Kincaid, "Tank Car Color Guide Vol. 1: Cars with Full Center Sills" (Morning Sun Books 2010); J. Kincaid, "Tank Car Color Guide Vol. 2: Stub Sill Cars" (Morning Sun Books 2011); Car Builder's Cyclopedia 1937 (Simmons Boardman).

# From the Archives

## May 1950 - 75 Years Ago

The newly-organized Milwaukee Chapter – NRHS is planning its first fantrip. It will be a special trip on the SpeedRail system (formerly The Milwaukee Electric Lines) on May 7.

## May 1955—70 Years Ago

GRANDEST EVENT FOR RAILFANS IN 1955 – NRHS Convention in Milwaukee, Wis., September 3, 4, 5. Three big days and nights, with meetings, banquet, field trips, inspection tours, and other activities. Visit old friends; meet new ones; learn what's new in railroad circles.

## May 1960 - 65 Years Ago

The Wisconsin Chapter celebrated its 10th Anniversary with its Annual Banquet on April 30. Among the guests was NRHS President E. Lewis Pardee.

## May 1965 - 60 Years Ago

The Burlington, Milwaukee & North Western – Monday, April 12, saw the temporary end of service along the River Division of the CMStP&P due to flooding from the Mississippi River. The last passenger train between La Crosse and St. Paul was No. 3, the Afternoon Hiawatha, of Sunday. The detour route for the Milwaukee Road has been via the ex-Omaha Road, now C&NW's Twin Cities Division, from Camp Douglas to Minneapolis. One freight train has been operated via the Valley Division north of New Lisbon to Junction City, then via the Soo Line to Minneapolis. On Monday the CB&Q also began a detour route consisting of their own line south of La Crosse, C&NW to Wyeville, and "Omaha" to Minneapolis. Thursday, April 15, witnessed the beginning of operation of the North Coast Limited and Empire Builder through Milwaukee using CMStP&P Chicago-Camp Douglas and the "Omaha" to Minneapolis.

## May 1970—55 Years Ago

Larry Trovinger reported on the first run of No. 11, the combined remnants of the California Zephyr, the Nebraska Zephyr, and the American Royal. Larry completed the trip despite several reservation snafus....Mark Borleske contributed a history of the North Shore Line's Skokie Valley Route culminating in the first run of the Skokie Swift on April 18, 1964....Also appearing was a pæan to Great Northern's goat, Rocky, which originally appeared in the St. Paul Dispatch

## May 1975—50 Years Ago

"Light Rail: A New Option for Urban Transportation" was the theme of a two-day conference sponsored jointly by UW, Marquette, and the Wisconsin Coalition for Balanced Transportation on April 25 and 26....Editor Bob Adams reported on a grand detour aboard the Broadway Limited which saw the former Pennsy flagship make the last hundred miles or so into Chicago via former NYC trackage....Due to delays caused by necessary track reinforcement, Old Smoky is now scheduled to arrive at Union on July 17....The Milwaukee Road has instituted a system-wide train re-numbering scheme which eliminates duplication and standardizes train designations into district number groupings

## May 1980 - 45 Years Ago

The continuing dismantling of the Milwaukee Road was noted....The majority of this month's issue was the conclusion of a very detailed description of "A Journey on a Milwaukee Road XL-Special Dynamometer Car Test Run" by Bob Perthe!

## May 1985 - 40 Years Ago

The Third Annual Butler Railroad Day is scheduled for Sunday, July 28, with ex-C&NW No. 1385 once again powering the Butler 400. Wisconsin Chapter is a co-sponsor of the event....At press time it is likely that 1385 will also power the Circus Parade Limited from Baraboo to Milwaukee via Madison, Janesville, and Illinois points on July 9 and 10....A tentative agreement by IC to sell its Iowa Division to a new company which will operate it as the Chicago Central & Pacific was announced on April 2.

## May 1990 —35 Years Ago

Chapter members were saddened by the passing of Fran Wiener on April 4. Fran was a brakeman and crew caller during his nearly 36 years with the Soo Line. Fran chronicled the birth of the Wisconsin Central and spent many hours chasing and photographing trains....American-European Express operation between New York and Chicago on the Broadway Limited is tentatively scheduled to begin May 3....The speaker at the Annual Chapter banquet will be Joe Weinfurter. His topic will be the Circus Train.

## May 1995 —30 Years Ago

Amtrak announced additional service cutbacks on April 7. Effective June 11, the California Zephyr will only operate four days per week west of Salt Lake City and the City of New Orleans will only operate four days per week. Other service cuts included the Illini, Hoosier State, and the Illinois Zephyr. Loop and State House service will be discontinued. The speaker at the Chapter's Annual Banquet on May 6 will be Chris Burger, former C&NW Wisconsin Division Manager and currently President and CEO of the Central Railroad of Indiana and the Central Railroad of Indianapolis

## May 2000—25 Years Ago

Wisconsin Chapter celebrated its 50th Anniversary with the Annual Banquet. NRHS President Greg Molloy was the speaker. Sparks & Cinders celebrated with a giant 24-page issue featuring color photos on the front and back cover pages....Amtrak began service between Chicago and Janesville with the Lake Country Limited on April 15....On April 2 crews began installing the over-head trolley wire for the Kenosha streetcar system. Regular service is scheduled to begin in June....The historic 1887 former Soo Line depot in Ashland was heavily damaged in a multi-alarm fire on April 2

## May 2005 — 20 Years Ago

The Annual Chapter Banquet was held on May 7 at the South Woods of Cudahy. The speaker was Trains magazine editor Jim Wrinn....On April 13, Amtrak trains 7 and 27, the Empire Builder, de-railed on the crossover at Grand Avenue. No injuries were reported, but the train was annulled at Milwaukee. The dining car and the coach behind it derailed but remained upright – the diner continued to serve dinner – passengers remained on board and were transferred to the rear five Superliners which remained on the tracks and were towed back to the Milwaukee depot a few hours after the derailment

## May 2010 — 15 Years Ago

Butler Railroad Night continued at the Butler Public Library. Presenters included Mike Yuhas, Tom Hoffmann and Jerry Hilton. Amtrak's National Train Day was celebrated on May 8, 2010. This is the 3rd year for the nationwide event that features railroad appreciation and safety. The speaker at the Chapter's 60th Anniversary banquet is Eric Godfrey chapter member and co-editor of the annual NRHS Yearbook and the bi-monthly NRHS News publications.

## May 2015 — 10 Years Ago

The 65th Anniversary Chapter Banquet speaker is Kevin Keefe. Kevin was editor of TRAINS magazine for 8 years before becoming Vice President Editorial at Kalmbach Publishing. Kevin will give two presentations. One "Trains of the East Side" featuring Milwaukee Road Beer Line. The second will feature the work of George Gloff long-time Art Director of TRAINS Magazine. The banquet will be held at Meyers Restaurant on May 4, 2015. An EF-4 tornado touched down in the area of Rochelle, IL on Thursday April 9th. Damage was reported in the area of Flagg Center on the BNSF north of Rochelle. Damage was also reported in Fairdale on the Canadian Pacific, formerly Iowa Chicago and Eastern and before that Milwaukee Road.

## May 2020—5 Years Ago

Wisconsin and most of the world were in the midst of the Covid-19 coronavirus pandemic many locations including Wisconsin were under a "Safer at Home" restrictions and group meetings were heavily restricted. The chapter quickly adjusted and had its first virtual online meeting. The Zoom platform was used. The meeting featured short video clips from various chapter members. Many events that year were cancelled or postponed. The chapter still uses Zoom as a virtual option for meetings along with the in person option at the church in Fox Point.

# The Big Picture



With Amtrak taking the Horizon passenger cars out of service due to rust and car condition the Amtrak Borealis and Hiawatha trains are now using Superliner cars. Here the Superliner Borealis is westbound at DuPlainville as a crowd of railfans check it out. March 2025. Aerial photo by Keith Schmidt