

# NRHS

WISCONSIN CHAPTER

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## SPARKS AND CINDERS

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

Preserving Wisconsin Railroad History for 76 Years

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



SS Badger departing Manitowoc WI heading to Ludington MI. "Big Ship more Fun" Photo by Keith Schmidt

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# Wisconsin Chapter Meeting Schedule

## Upcoming chapter events

June 5 2026 Video Presentation Delay in Block presents "Behind the Scenes on the SS Badger

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

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](http://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](mailto:president@nrhswis.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@nrhswis.org](mailto:editor@nrhswis.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.nrhswis.org](http://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 Yuhas [membership@nrhswis.org](mailto:membership@nrhswis.org) (or via USPS at PO Box 070758 Milwaukee, WI 53207).

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

Contributions to Sparks & Cinders should be sent to Editor Keith Schmidt at [editor@nrhswis.org](mailto: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.

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## Meeting Summary for May 1 2026

This meeting was held at the former Chicago & North Western (CNW) Cudahy depot, at the south end of Kinnickinnic Avenue just north of Layton Avenue. Recording started at 7:31 pm.

Dan Grudzielanek, acting as Zoom host, in the central meeting room, issued a hello and welcome message. He then turned the meeting over to President Keith Schmidt, on his cell phone in the outdoor parking lot, for a video tour. Keith started our tour with a view of the tracks on the west side. There is now only one track, the former west (northbound) track. There had been two tracks until the early 1990s, when the east track was removed. This had been the CNW Old Line Subdivision, built through Cudahy in 1856. It was the route for all passenger trains, including the 400 series, plus numerous freight trains. It runs south through Racine and Kenosha to Chicago, and north to Saint Francis Tower, where passenger trains went north to the lakefront station at the foot of East Wisconsin Avenue, and most freight trains went west on the 1907-1911 belt line to West Allis and Butler. The remaining single track is now the Kenosha Subdivision of the (1995 merger partner) Union Pacific. It sees mostly local freight traffic. The majority of the through freight traffic moves over the 1906 former C&NW New Line Subdivision, which is now the Union Pacific Milwaukee Subdivision.

The historic Plankinton Inn, on the SE corner of Kinnickinnic (KK) and Plankinton (one block north of Layton), is now La Crème, serving premium food. The large water tower, visible to the south, looking along the tracks, is the approximate site of Patrick Cudahy, now operating as a division of Smithfield Foods, still packaging quality bacon, ham, and pork meat products. Cudahy's other large industry, the former Ladish Company, is further south and not visible from the depot site. Ladish is now ATI (offering casting, forging, and precision machining). They made parts for the Artemis II lunar orbit mission that just splashed down as a success on April 10. Keith pointed out the high square Cream City yellow brick building to the north of the depot. It has an interesting railroad history. It was a substation for The Milwaukee Electric Railway & Light (TMER&L) circa 1895 original main line, in Kinnickinnic Avenue, south to Racine & Ke-

nosha (until the 1929 bypass was built on the east side of the CNW New Line). It continued to operate as a local streetcar line until the mid-1950s, and hosted trackless trolley electric buses until 1963. If you look about 2/3 of the way up on the south side of the building, you can see rows of metal bars penetrating the brick wall. These carried current from the incoming high voltage ac supply, and outgoing dc current to the interurban cars and street cars, through the solid brick wall. It is now a storage building for Affordable Heating, which took over the former Kohl's food store (recognizable by its iconic shape) on the NE corner of KK & Plankington.

Our tour then entered the depot building at the ladies waiting room at the far south end. Separation was the standard practice at the time the depot was built in 1893. The original benches and (partial) stained glass windows have been fully restored. The ticket / agent / operators office is on the west / track side, between the two waiting rooms. It included a bay window, telegraph station, and controls for train order signals for both tracks. The men's waiting room, in about the center of the building. It serves as the meeting room for the Cudahy Historical Society. There were about 30 in-person attendees Seated. We then bypassed (for now) the baggage / storage room (the next room to the north), on the way to the far north end of the station. The far north room had originally been a cold storage room, later converted into a crew break room. Original graffiti is still on the walls. Some of it could not be shown on video. We then went back south into the baggage / storage room. This room now houses the Cudahy Historical Society's extensive collection of Cudahy historical memorabilia. We saw scenes of home life, starting with laundry and kitchen equipment, dishes, and knives, followed by other household furniture and implements, and children's toys. There were two school desks, rulers, scissors, textbooks, yearbooks and class rings. They had historical newspapers and sports memorabilia. They had lanterns (railroad, household, and DPW), and two velocipedes (vehicles for traveling on railroad tracks, powered by bicycle pedals). They had numerous railroad tools and implements, some of which no one present could identify. There were a lot of Ladish memorabilia and pictures. Ladish had a large number of social events and clubs for employees. Many families worked there through multiple generations. There were some materials from other Cudahy businesses / employers. There was a railroad refrigerator car shop, at one time, on the west side of the tracks, across from Patrick Cudahy.

#### Donation

The tour ended up back in the central men's waiting room. President Keith Schmidt and Treasurer Tara Grudzielanek presented a \$500.00 donation check to Cheryl Orlando, the President of the Cudahy Historical Society, in appreciation for the use of the depot for tonight's meeting, and to further their mission of preserving Cudahy's history. Cheryl expressed the Cudahy Historical Society's appreciation for the donation. The Cudahy Historical Society took the depot over in 1975. It was then in rough shape. They have since restored the building to close to its original condition. They have had to continuously maintain the building and grounds, with no financial support from the city. They will put the money to good use.

#### Presentation

Keith turned the floor back over to Dan Grudzielanek at 7:50 pm. Dan said that he had grown up in Saint Francis, not far from Saint Francis Tower and the Cudahy Depot. He had moved back in April 1994. He showed some slides of Cudahy and surrounding communities, including the Cudahy depot, taken over the years. Dan moved on to his main presentation, on short line and regional railroads, at 7:57 pm. There are over 600 of these, including private non-common-carrier

## From the President

The 2025-2026 season of the chapter is coming to close. That doesn't mean that the chapter is going to take a break for summer. There will be some activities this summer. One of those activities is being announced in this issue of Sparks and Cinders.

Come and join the chapter to celebrate the 250th anniversary of the USA. The chapter is partnering with the East Troy Railroad Museum to offer a Friday July 3rd Fireworks charter. A street car will leave the East Troy depot between 8:15-8:30pm and head down the historic line to Mukwonago. The car will stop short of Highway ES. Passengers will be able to get off the train and setup chairs if they want. Our stay on the car and enjoy the Village of Mukwonago fireworks as they as launched over Phantom Lake. When the fireworks are completed enjoy a night street car ride back to East Troy. No worries about parking to watch the fireworks. Park at the station in East Troy. Tickets will be \$15 per person. They will be available in June. There may be some informal meal plans made for before the trip. Come out and say "Happy Birthday USA".

Watch more information regarding a charter with the Soo #1003. Things appear to be coming together but nothing is in concrete yet. Both events should be a great way to enjoy rail-roading history.

Be sure to join us for the June presentation on the SS Badger by Delay in Block productions. It's going to be a special presentation. It's been done just for our chapter.

Have a great and safe summer



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#### Summary continued

operations, operating in North America today. Dan showed us images of at least 40 of them, presented in alphabetical order, starting with the Apache Railroad in NE Arizona. There were too many of them to list them all here. They varied in size from small industrial operations up to the (almost 1000 miles) Montana Rail Link (now re-absorbed back into BNSF). There was one image of Milwaukee Metropolitan Sewerage District's Jones Island Plant center-cab switching locomotive. The main part of the presentation ended with a number of images of our own local Wisconsin & Southern. There were no questions. The presentation ended at 9:02 pm.

#### Concluding Announcements

Keith Schmidt took the floor back. Our next monthly meeting, on Friday, June 5, will feature a video presentation on the former Chesapeake & Ohio car ferry SS Badger.

Members should watch their e-mail for announcements of likely upcoming summertime activities with East Troy Electric Railroad on Saturday, July 4, and possibly with 1913-built Soo Line 2-8-2 #1003.

Your secretary saw a peak of 32 devices connected to Zoom.

There were 34 in-person attendees at the Cudahy depot. Removing the duplication from the two devices at the depot yielded a total attendance of 64.

Recording stopped at 9:04 pm. There was no informal on-line discussion group. The Zoom meeting room closed at 9:07 pm.

Respectfully Submitted

Thomas W. Marcussen

Wisconsin Chapter Secretary

## Delay in Block Productions presents "The SS Badger—Behind the Scenes Friday June 5 2026

Join Delay In Block Productions for an exclusive 55-minute behind-the-scenes tour of the legendary SS Badger, exploring areas of the ship rarely seen by the public and never before documented this extensively on camera.

For the first time, Lake Michigan Car Ferry granted Delay In Block Productions unprecedented access below deck to film the Badger's massive engine room, boiler room, and steering gear compartments. Guided by Chief Engineer Andy VerVelde, this presentation takes viewers deep inside the last coal-fired passenger steamship operating in the United States, offering a detailed look at how the Badger's propulsion system, steam plant, and steering systems work together to power this Great Lakes icon.

Currently, this film is only being shown onboard the SS Badger itself, meaning that unless you purchase a ticket and sail aboard the vessel, you cannot see this documentary anywhere else. The National Railway Historical Society presentation offers a rare opportunity to experience this exclusive production and gain a deeper understanding of one of the most fascinating operating steamships in America today.

Please enjoy this special and exclusive look inside the inner workings of the SS Badger.

The meeting takes place at the North Shore Congregational Church, 7330 North Santa Monica Boulevard, Fox Point, Wisconsin. Arrive early to socialize with your fellow members. Doors open at 7pm on Friday, June 5 2026. Announcements and the presentation at 7:30 pm CST. The presentation will be available remotely on Zoom. For those participating remotely: This event requires advance registration. To register please contact [membership@nrhswis.org](mailto:membership@nrhswis.org) to receive the meeting link. Photos by Keith Schmidt



## Complete Collection of Sparks and Cinders

I am pleased to announce that the chapter has almost a complete collection of the newsletter Sparks and Cinders from Volume 1 Issue 1 in 1950 to this one June 2026. The collection has been scanned and digitized in PDF format.

A few years ago I was given a collection of Sparks and Cinders that dated back to around 1978. I believe it was from Tom Hoffmann. I scanned all of them up to 2004. All of the Sparks and Cinders from 2004 until present were already saved as PDF files.

Then a few months ago Dave Nelson told me he had received a large collection of Sparks and Cinders. When he started to go through them he realized that it was pretty much every issue from 1950 to the 1990's.

I got those issues and started to scan them. After my original scanner had scanned its last piece of paper it was replaced with a newer version and scanning continued.

After more than a few hours all of the issues from 1950 to 1978 had been scanned. All of the paper issues that I have will be put into file storage boxes and put into my storage unit until it is decided what to do with them.

Some of the issues are kind of hard to read due to the age. The group must have used whatever color paper they could get cheaply because many issues are printed on different color paper.

Looking at past issues it was amazing the amount of work and effort that went into putting Sparks and Cinders together 10 months out of the year. There were some very interesting features including a 70 plus page history of locomotives from several different railroads. A multi page history of the local railroads listing the predecessor roads, and so much more. THANK YOU !! To everyone that helped with Sparks and Cinders all those years and luckily we have them.

Keith Schmidt

## BNSF and NS announce 250th Anniversary Locomotives

BNSF has released 3 special painted units in celebration of the 250th anniversary of the United States. The three units are painted in red white and blue. The paint scheme used is similar to the paint scheme that the Burlington Northern used for the bicentennial locomotives painted 50 years ago. It's great to see the BNSF celebrating the semisecular anniversary of the United States. The units should be coming into revenue service soon. There were painted in Kansas City.

Norfolk Southern has also announced 5 250 Anniversary locomotives. These specially painted locomotives are being painted in the shops in Juanita. The first one is in the shop right now. They will likely be a part of the celebration when the UP Big Boy #4014 visits the Norfolk Southern system in June and July.

Great to see these two railroads celebrating the 250th birthday of the United States.

## Ride the Trolley to see the Fireworks

Join the Wisconsin Chapter NRHS and East Troy Railroad Museum in celebration of our nation's 250th anniversary!

We have chartered a special train to take us from the East Troy depot to Phantom Lake to watch the Village of Mukwonago's fireworks presentation on Friday, July 3rd. This is a great opportunity to see the fireworks display without worrying about traffic, parking or getting a good spot to watch from!

We expect the train to leave the depot around 8:15-8:30pm and arrive at the lake in time for us to set up chairs or watch the display from the car. Fireworks are set to begin at 9:30pm. We anticipate arriving back at the depot around 11:00pm.

While not directly connected to the trolley ride, a number of us will plan to eat dinner together at LD's BBQ or another local East Troy restaurant before the ride. Dinner is on your own and not included in the ticket price. Tickets are \$15 per person and can be purchased after June 1st on the chapter website [www.nrhwis.org](http://www.nrhwis.org). Please invite family, friends, neighbors to join in. More information will be given out at the June meeting. Let's celebrate 250!! Photo below by Dan Larkee with some AI assistance.



# Do You Know ?

by Dave Nelson

The Union Pacific tracks immediately behind the North Shore Congregational Church (the Chapter's "home" since 1965) were formerly one of the two Chicago & North Western lines to Green Bay; now this line ends in Sheboygan. A March 1952 photo shows a C&NW work train probably not far from the Church.

But it was the Milwaukee, Lake Shore & Northern that actually built this line, south from Manitowoc and

continuing through "Foxes Point" (now Fox Point) in 1870. Today's tracks still follow that original right-of-way. The MLS&W goal of reaching Milwaukee was initially stymied by the Milwaukee Road, but the Chicago & North Western offered a friendly



connection to the MLS&W at a place just south of the bike trail bridge over Capitol Drive. A station was built there (see photo) called Lake Shore Junction. (The C&NW's own main line north and west from Lake Shore Junction is now the bike path.) MLS&W tracks east and north from Lake Shore Junction meandered through Shorewood and Whitefish Bay, accounting for unusual street patterns which persist to this day. A yard and a small engine terminal were located in Whitefish Bay because northbound trains needed helpers due to stiff grades.

From the C&NW's perspective, its former MLS&W line from Fox Point to Capitol Drive was in the nature of a cut-off, offering a shorter, but not necessarily faster, route for trains between Milwaukee's lake front depot and Green Bay. Due to the grades and the increasingly dense residential nature of the Whitefish Bay/Shorewood neighborhoods it ran through, the C&NW decided to abandon the line and the Lake Shore Junction cut-off was entirely gone by 1929.



South of the bridge mentioned earlier, you'll be in Whitefish Bay and on the west side of Santa Monica Blvd. you'll see the 28-acre Jewish Community Center campus (originally the 1917 campus of the Milwaukee Country Day School, which later merged with the Milwaukee University School and moved to River Hills where it remains today). The southwestern edge of the Jewish Community Center property is an elevated berm covered with brush and trees. That is just about the last visible evidence of the MLS&W's Lake Shore Junction line.



Sources for this article include D.

Frazer "History of Railroads in Fox Point," Fox Point of View Magazine (November 2010); L. Herzog, "Paths to the North Shore Suburbs," Whitefish Bay Public Library local history collection.



Lake Shore Junction is now the bike path.) MLS&W tracks east and north from Lake Shore Junction meandered through Shorewood and Whitefish Bay, accounting for unusual street patterns which persist to this day. A yard and a small engine terminal were located in Whitefish Bay because northbound trains needed helpers due to stiff grades.

In 1894 the MLS&W built a small depot to serve Fox Point, located a few blocks north of the Congregational Church. Drive north on Santa Monica Blvd. and south of Bradley Road you'll see the tennis courts of the Towne Club. The MLS&W/C&NW depot was located across the tracks from where those tennis courts are today, near the intersection of what is now North Boyd Way and East Hyde Way, which was originally called Station Road. No trace of the depot remains. this

old photo of it is undated. A long-gone rail siding was not far from the Church, but the gravel pit it served was east of the tracks.



# From the Archives

## June 1951—75 Years Ago

This week the trustee for the Milwaukee Rapid Transit & Speedrail Co. asked that the Waukesha-Hales Corners rapid transit lines be abandoned in order to pay off creditors. Local transit is a losing proposition, financially speaking. It is no longer a business but merely a public service. Therefore, it should be publicly owned...Let's just hope something can be done before this fine steel expressway is turned into scrap. If the government can spend \$3.5 million for a new airport terminal, they can spend \$250,000 for this line."— from an editorial by Don Ross

## June 1956— 70 Years Ago

Steam is still in operation on the Omaha where Mikes 417 and 420 head the daily except Sunday way freights between Elroy and Altoona. Operation is expected to continue most of the summer....The Riverside & Great North-ern 15 inch gauge steam line at Wisconsin Dells will have an additional half-mile in operation (total of 2 miles) by July 1. The line uses two 4-4-2s

## June 1961 - 65 Years Ago

"Most unpleasant news was the demise of the Olympian Hiawatha as a separate entity. We hate to see the end of an institution such as the Olympian Hiawatha, yet progress and advance not being practical, the Milwaukee's only choice was a strategic retreat. To replace the Olympian, Train 15, lv. Minneapolis 8:40 p.m., ar. Deer Lodge 5:00 p.m. MST, and Train 16, lv. Deer Lodge 8:15 a.m. (MST), ar. Minneapolis 6:35 a.m. will be run. This schedule is effective 23 May. Consist will include Touralux sleepers (coach tickets honored), café car, and coaches (unreserved) plus the head end cars. So long Olympian – you went down fighting." – Carl Solheim, editor....

## June 1966 - 60 Years Ago

The Combined Depot: With a modest amount of publicity and a minimum of confusion, C&NW passenger trains began using the new Milwaukee Road Station Monday, May 16. First arrival was Train 147X from Chicago at 7:30 a.m. CDT with E7 5019A, coaches 823, 839, and deadhead diner-lounge 7900. First departure: Train 152 at 7:40 a.m. CDT with E7 5012B, coaches 803 and 809, diner-lounge 7804, coaches 800 and 840. The con-section to the C&NW is at Washington Street, handled by the Milwaukee Road "C&M" dispatcher via CTC. The north side connection is at the new "station" of Canco where the Milwaukee Road passes beneath the C&NW Wisconsin complex. It is handled by the Milwaukee Road operator at North Milwaukee tower.

## June 1971—55 Years Ago

There were a number of articles detailing the last days of passenger service before Amtrak took over roughly one month ago. The consists of the last BN and the last "City" trains on the Milwaukee Road were listed....The Schlitz Circus Parade Limited is scheduled to leave Baraboo for Milwaukee at 6:15 a.m. June 30 and move on the C&NW via Madison, Waukesha, and West Allis.

## June 1976—50 Years ago

Amtrak's SDP40F locos are the source of bitter complaint by the enginemen who operate them. The locos are said to bottom out, sway, and are subject to violent lateral motion. A number of derailments have occurred and tests are being conducted to improve the stability of the locos....The Wisconsin Chapter hosted the Metropolitan Regional Convention of the Wisconsin Council for Local History on May 8th. Fifty-five persons attended and toured the Milwaukee Road shops and the Wisconsin Club, former residence of Alexander Mitchell.

## June 1981 - 45 Years Ago

News of the continuing bankruptcy woes of the Milwaukee Road occupied several pages in this month's S&C.

## June 1986 - 40 Years Ago

The current liability insurance crisis has forced cancellation of all fantrips, including trips with C&NW No. 1385 scheduled for this summer. To compound the situation, on May 18, an employee special powered by N&W No. 611 derailed in the Great Dismal Swamp....Jerry Hilton reported on steam operations in England, which are flourishing in contrast to the situation in the colonies

## June 1991 —35 Years Ago

Amtrak has signed a contract with Bombardier Corp. for the purchase of 140 new Superliner cars, the first new long distance cars to be purchased since 1982. The new cars will be used to convert the City of New Orleans, the Capitol Limited, and the Auto Train from Heritage to Superliner

## June 1996 —30 Years Ago

The Great Circus Train will run on a new route this year via the UP from Baraboo to Madison, then WSOR via Milton Jct. to Waukesha, then WC to Rugby Jct., then WSOR to Horicon, then back to DBR Jct., then UP to Wisconsin, Butler, St. Francis, and the lakefront. The two-day trip will be on July 8 and 9.... BNSF has closed railfan access to Cajon Pass after a February 1st derailment there....Several street crossings on the WC line through Oshkosh have been paved over and crossing gates removed

## June 2001—25 Years Ago

Health and Human Services Secretary Tommy Thompson resigned as chairman of Amtrak, bowing to White House pressure.... Rail service is returning to normal after major flooding on the Upper Mississippi River during April and May....The STB agreed to put the CN/WC merger on fast-track review. The STB agreed that the merger was a "minor" acquisition and therefore exempt from the current moratorium on "major" rail mergers....At a panel discussion former Milwaukee County Executive Dave Schultz said high-speed rail is the answer to crowded airports since airport expansion faces heavy opposition.

## June 2006 — 20 Years Ago

Ex-Milwaukee Road Super Dome No. 53 returned to its roots when it was acquired by the Friends of the 261 in 2005 after a series of owners including CN, VIA Rail, C&NW/UP, and North Carolina DOT. It has now been repainted in its original orange and maroon color scheme....The next UP Heritage paint scheme locomotive will feature D&RGW. A C&NW Heritage unit will debut in mid-July and an SP unit will complete the series which began with MP and WP units in 2005....Railroad Development Corp. of Pittsburgh has acquired two Chinese Q2 class 2-10-2 steam locomotives which will be brought to the Iowa Interstate Railroad. RDC is hoping to sell the locomotives to tourist railroads

## June 2011 — 15 Years Ago

On May 7th Maurice King Manager of Operating Practices for the Union Pacific was the guest speaker for the Chapter's annual banquet at South Woods in Cudahy. Maurice's presentation demonstrated the role that the Union Pacific plays not only in Wisconsin but nationally. It also showed the daily emphasis on safety used by the UP. After the presentation Maurice answered questions from those in attendance. The banquet was well attended and a big Thank You was given to Don and Debbie Goerke for the door prizes

## June 2016 — 10 Years Ago

On June 25th we will be going to Green Bay to the National Railway Museum, where for the price of \$13.50 each we will not only have regular admission to the Museum as a whole, but will be given special "Behind the Scenes" tours of items not on display, the engine shops, and areas where exhibits are prepared for display. About 40 members of the Wisconsin Chapter NRHS gathered at Pallas Family Restaurant in West Allis, WI to enjoy some good food, fellowship and learn about freight car management. Rick Grossman was the speaker for the evening. Rick works for Wells Fargo Rail former FURX First Union Rail. Rick discussed the travels of a freight car and the challenges of managing a fleet of close to 185,000 cars and 1,800 locomotives.

## June 2021— 5 Years Ago

The National NRHS Convention is coming to Milwaukee August 23-28 2021. The convention hotel is the Double Tree Hilton 611 W Wisconsin Ave. Chapter members are needed to help with the event including bus captains and tour guides.

The chapter is looking to return to in person meetings at the September 2021 meeting. Mask mandates are being lifted and people are getting vaccinated. There was a survey in the issue asking how members felt about coming back to in person meetings and what preventative sanitizing measures should be taken before and after a meeting. *NOTE—In person meetings did resume in September and have continued since.*

# The Big Picture



Celebrate 250 Years of the United States and the Freedoms we Enjoy