

Wisconsin Chapter National Railway Historical Society

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June 2020

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.

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Preserving Wisconsin Railroad History for 70 Years

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Banquet Postponed being replaced by virtual (online) meeting June 5th



Union Pacific GP60 No. 1158, still wearing its original Cotton Belt paint, departing from Cudahy, Wis. crossing Ramsey Ave with train LBU51B on May 3, 2020. Locomotives were painted in SP's grey and red "bloody nose" paint scheme from 1959 on. The unit was built as SSW 9644 in 1989 and after UP acquired SP it was renumbered as UP 1943. It was renumbered a second time to UP 1158 in 2017. The 1158 is one of only about sixteen locomotives that still wear their original SP/SSW paint on the UP's roster. Photo by Dan Grudzielanek

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Wisconsin Chapter Meeting Schedule



Friday June 5th 7:30pm Once again, we will meet virtually, via the Zoom meeting platform. Our presenters will be Bob Lettenberger, from the National Railroad Museum in Green Bay; Steve Thomas and Evan Richards, from the East Troy Railroad Museum and Jeffrey Lentz of the Mid-Continent Railway Museum in North Freedom. The topic is "A Night at the Museum," with representatives of Wisconsin's leading railroad preservation venues talking about their histories, collections, operations and future plans.

Zoom meeting connection info will be sent via email to all chapter members and Sparks & Cinders subscribers* the day of the meeting. Join us from the comfort of your den for a lively discussion about railroad preservation in Wisconsin! The meeting will begin at 7:00 pm on Friday, June 5 for informal discussion, and will be called to order promptly at 7:30 pm.

* Please ensure we have a valid email address on file!

Typically 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. Refreshments are available for a donation. For more up to date information on meetings and speakers, and also any weather cancellations, check the chapter's webpage at www.nrhwis.org.

Doors open by 7:00 pm, so arrive early to socialize. The meeting will start at 7:30pm sharp with introductions and railroad-related news and announcements. Please bring a friend!

If you have a program idea please contact Program Chair Dave Nelson at engine1385@aol.com

The annual chapter banquet, scheduled for June 6, has been postponed, due to the coronavirus outbreak. We pledge to hold the banquet when life returns to normal. Please watch this space for updates.

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.

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 Yuhos president@nrhwis.org (or via USPS at PO Box 070758 Milwaukee, WI 53207).

Wisconsin Chapter officers are: Mike Yuhos, President (president@nrhwis.org); Keith Schmidt, Vice-President; Tom Marcussen, Secretary; Tara Grudzielanek, Treasurer. Directors: Dan Grudzielanek, Ralph McClure, Andrew Roach, Cathy Wegner and Neal Wegner.

Contributions to Sparks & Cinders should be sent to Editor Keith Schmidt at editor@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.

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 ©2020, Wisconsin Chapter, Inc.,

Virtual Meeting Summary May 2020

The Wisconsin Chapter NRHS held its first virtual Chapter Meeting on Friday May 1, 2020. This was done due to the current Covid-19 coronavirus pandemic. The meeting seemed to go very well.

The chapter used Zoom as the platform for the meeting. An email was sent to those interested in attending with a link and password for the meeting.

President Mike Yuhos opened up the meeting at 7pm for casual chit-chat. Hosts were setup to allow visitors to join the meeting. As new visitors came in Mike would acknowledge them and welcome them.

At 7:30pm Mike began the formal meeting with welcome and explanation of the format. Dan G provided some information about the new locals running on the UP in the Milwaukee area.

Keith Schmidt started the evening with a video music presentation of "What if in 2020". The video featured photos of various locations and trains in the past years including steam excursions.

Dan Grudzielanek continued with a presentation "Chicago" which featured shots from all over the Chicago area.

Jerry Krug presented "Sights on the Iowa Interstate 2003-2010.

Bob Gallegos presented "Following #471" A look at where CP Train #471 and cars go as it heads west to Rapid City, SD.

Mike Yuhos gave the final presentation "BNSF in California and Arizona January 2020 and more."

The meeting was attended by 47 visitors most of the evening. There were visitors that usually visit us in person at the church. We also had visitors from as far away California. The meeting went well and there were really no issues with Zoom or unwanted guests. The meeting virtually broke up around 10pm.

Notes from the Prexy

We are a chapter of the National Railway Historical Society, and we take our dedication to "Society" seriously. This means finding a way to remain connected to one another during an unprecedented period of sheltering at home.

The chapter's first virtual membership meeting was held May 1 on the Zoom platform. It was a rousing success, with 47 participants checking in, which compares favorably to in-person meeting attendance. The recent high point for physical attendance was 46 members and guests in the hall for Fred Hyde's Milwaukee Road presentation in March.

Of particular importance was the appearance of several members whose location makes in-person attendance impractical. Among those whose presence was noted were Doug Fast of DeForest, Jeff Traintime of California, and Robert Hofmann of Nevada. We also welcomed many guests, from around Wisconsin and elsewhere!

The May meeting was planned quickly, in response to the coronavirus canceling our in-person meetings. Five members assembled slide shows on a moment's notice and presented using the Zoom screen sharing feature. They were:

- Keith Schmidt: 'What if in 2020' including steam, diesel and excursions from the past 12 years
- Dan Grudzielanek: 'Chicago' - photographs of various locations around Chicagoland
- Jerry Krug: 'Sights on the Iowa Interstate 2003-2010'
- Bob Gallegos: 'Following 471' - a look at where cars on CP train 471 go when it heads west toward Rapid City
- Mike Yuhas: 'BNSF along Route 66 in California and Arizona, January 2020' (with some oldies, too!)

The June meeting will also take place virtually; see details elsewhere in this issue.

Looking forward, we're hoping to meet in-person again in the fall. The programs impacted by the coronavirus closing will take priority when we resume. Those are Dave Nelson and Chris Barney speaking on two historical grade crossing tragedies, and Dave Sima of the Federal Railroad Administration discussing modern regulation of steam locomotives. Both are strong, important programs you'll want to see.

This is scheduled to be the final edition of Sparks & Cinders before we take our summer break. If we need to get in touch with you before the end of August, we'll reach out with an email, so please be sure the chapter has a working email address on file for you.

Enjoy a warm and relaxing summer, and stay safe out there!



Chapter's New Address

With some the changes made in the board of directors and also security concerns it was decided that the chapter should get a Post Office Box. So as of now any correspondence sent to the chapter should go to the PO Box. The box will be checked often for mail. This will be important for payment of dues and any other events. Below is the new address for the chapter

Wisconsin Chapter NRHS
PO Box 070758
Milwaukee, WI 53207

The Extra Board - Upcoming Events

With all the cancellations the Extra Board is on furlough. In September it will be revisited to see what is happening. Until Then - Be Safe

A Late Local in Daylight

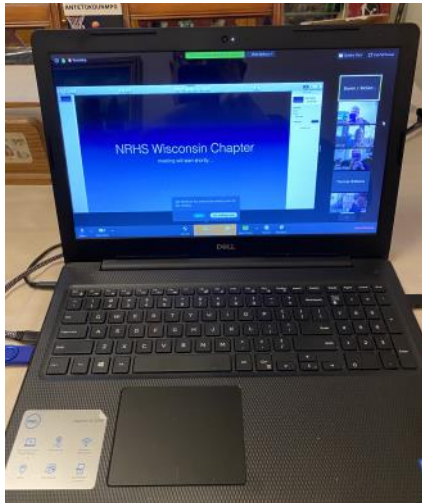
A late-running LBU53 train, the Sheboygan wayfreight, heads south toward Butler with a dozen cars on May 7, 2020. This job runs between Butler and Sheboygan Sunday, Monday, Wednesday and Thursday nights, and to Clyman on the Adams Sub Tuesday night. The crew expired on hours of service Tuesday night/Wednesday morning, requiring their call time for today's job to be set back to late Wednesday night. This resulted in an uncommon daylight return on this bright Thursday morning, seen here in the town of Port Washington and Kletsch Park in Glendale, WI. Photos by Mike Yuhas.



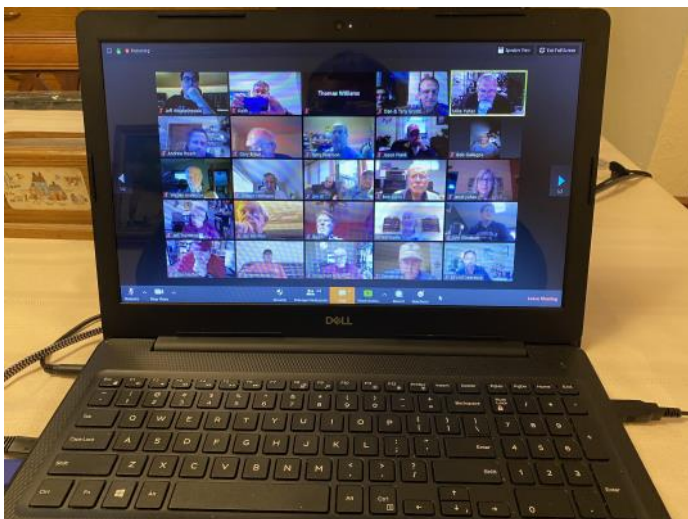
First Virtual Meeting



Instead of sitting in a chair at North Shore Congregational Church a laptop on my dining room table will serve as the venue tonight



The guests start arriving and Zoom room begins to fill



With a Zoom room full of members and guests from all over the country the meeting gets started.

To Join In Virtually - Zoom In Here

On your computer, tablet or smartphone, install the Zoom meeting application. There are versions for Mac OS, Windows, iOS and Android devices. It's easy to do - just go to <http://zoom.us> and download the appropriate software for your computer. If you don't have a camera and microphone on your computer, you can still install the software and join the meeting, but we won't be able to see or hear you.

Alternately, you may participate on your iOS or Android device. Just download the appropriate app from your app store (search for "ZOOM Cloud Meetings"), and launch it.

Regardless of the device you use, you'll want to set up Zoom well before our meeting. Additionally, we recommend participating in an informal meeting or two with your trusted friends, so you can get a feel for how the videoconferencing software works. This is important, because we won't be able to provide real-time support the evening of the meeting.

Important details about connecting to our meeting will be shared to all on our email list a few minutes before the virtual doors open, by 7:00 pm Friday, May 1. Feel free to drop in at any time for informal chit-chat with other members. If you are not on our email announcement list, please send a request to Mike Yugas at president@nrhswis.org.

President Mike Yugas will call the meeting to order promptly at 7:30 pm. After a few short announcements, we'll turn the floor over to our presenters. Check the chapter's website (www.nrhswis.org) for an up-to-date lineup of presenters and topics.

Wisconsin Chapter YouTube

The Wisconsin Chapter has established a YouTube channel, which you can find at <https://www.youtube.com/channel/UCBwJUWsxGpU8l1H8ui-vldw/videos> - although it might be easiest to go to YouTube and search for Wisconsin Chapter, NRHS. It is also linked from the chapter's web page, www.nrhswis.org.

This site will be the chapter's official repository of meeting content. As of now, video from the chapter's May virtual meeting is available.

Please contact president Mike Yugas with any queries about our YouTube channel.



Do You Know ?

Story and Photos by Dave Nelson

Two great names in steam locomotive history are the Baldwin Locomotive Works of Eddystone, PA, which produced over 70,000 locomotives over 131 years of production, and the Lima Locomotive Works of Lima, OH, known as the "watchmaker of locomotives" for the high quality of its craftsmanship and the clean, elegant lines of its locomotives, which numbered over 7,700. Both firms made efforts to stay in the railroad business when steam was being replaced by diesel. Both failed, but in doing so, some surprisingly links to Milwaukee and Wisconsin were created.

Baldwin's last domestic steam locomotives were some C&O 2-6-6-2s one of which, No. 1309, is being restored at Western Maryland Scenic Railroad thanks in part to fund raising efforts lead by Jim Wrinn and Trains Magazine. Lima was famous not only for such "Super Power" steam locomotives as the Nickel Plate 2-8-4 Berkshires (including 779, Lima's last steam locomotive, turned out on May 13, 1949), but also the "Shay" geared locomotives used by logging and other industrial railroads that needed its extreme flexibility on tight curves, steep grades, and irregular roadbed. J. Neils Lumber No. 5, a 3-truck Shay at the Illinois Railway Museum, a Lima product of 1929, was that Museum's first operating steam locomotive, and is in operating condition. Those who attended the 2014 Steam Festival in Owosso, MI will recall the two big 2-8-4 Berkshires, Pere Marquette 1225 (Lima 1941) and Nickel Plate 765 (Lima 1944), side by side and individually. What a sight and sound.

Except for the small industrial diesels and two-axle "critters" made by its subsidiary, Whitcomb Locomotive Company of Rochelle, IL, Baldwin seemed unable produce reliable and successful diesels perhaps due to its reluctance to adopt EMD's automobile-like mass production mindset. For Lima, the very good diesel switchers they sold were more a matter of too little, too late. In 1947, Lima decided to diversify into the construction machinery business by purchasing the General Machinery Corporation of Hamilton, OH, forming Lima-Hamilton. In 1950, Baldwin had the same idea, and merged with Lima-Hamilton, to form Baldwin-Lima-Hamilton or BLH. BLH made the fatal decision to abandon Lima-Hamilton's diesel locomotive technology to stick with Baldwin's proprietary and incompatible technology. After delivering a mere 27 locomotives in 1955, BLH got out of the locomotive business completely in 1956, and focused on construction machines, although it continued to make replacement parts for its locomotives for years. In 1965 BLH was acquired by Armour & Co. (yes the meat company), which was acquired by Greyhound Corp. in 1972 (yes, the bus company) and while the BLH name disappeared in 1972, the locomotive parts business was acquired by a Pennsylvania firm, Joy Technologies, also known as Joy Manufacturing. Sound familiar? It should. Harnischfeger of Milwaukee bought Joy Mining Machinery in 1994, and after going bankrupt, emerged from Chapter 11 as Joy Global, acquired by Komatsu in 2017.

The Milwaukee connections don't end there. One of BLH's last locomotives, indeed likely THE last BLH locomotive, was a model SH-4300 (4-axle, 300 horsepower Caterpillar diesel with hydraulic transmission), turned out in February 1956, but given no construction number, and unsold. It became the Eddystone plant switcher No. 2 and when repainted in 1962 received construction number 76151. The Eddystone plant was closed by 1972, and the engine was sold to a locomotive dealer, which in turn sold it to -- the Bucyrus-Erie Company of South Milwaukee, WI where it joined their fleet of in-plant switchers. The late Bill Bedell's 1972 photo shows the BLH locomotive being delivered to Bucyrus-Erie on a flatcar; my 1985 slide shows it in Bucyrus-Erie's yellow and maroon paint scheme. B-E eventually disposed of the locomotive and reportedly it found a home at the Ironhorse Railroad Park in Chisago City, Minnesota.



Union Pacific Adjusts Local Train Service

Article and photos by Dan Grudzielanek

During the last week of April 2020, the Union Pacific made drastic changes to the local trains that serve freight customers on the Milwaukee and Kenosha Subdivisions. The period of April 24–26 saw several trains make their final run and then be replaced with a new pair of new trains that operate between Butler Yard in Milwaukee and Proviso Yard in the Chicago Area.

The jobs that were eliminated include the LPA54 (a.k.a. the “Cudahy Job”) from Butler; the LPK41 from Bain; the LPK42, LPK44 and YWK51 from Waukegan; the LPR49B between Proviso and Waukegan; and finally, the seasonal RIVUP rock trains between Ives (near Racine) and Upton, Ill.



Prior to the merger with the UP the Chicago & Northwestern operated the Cudahy Job to serve customers in Cudahy and South Milwaukee. C&NW GP7 No. 4128 is approaching St. Francis on the Kenosha Sub. with the Cudahy Job on June 9, 1994



UP SD40N No. 2007 leads train RIVUP past the South Milwaukee depot on the Kenosha Sub. on August 18, 2016. The RIVUP would move crushed stone for Vulcan Materials from the quarry at Ives on the Kenosha Sub. to a distribution facility at Upton on the Milwaukee Sub.

To replace the trains that were abolished, a new pair of trains was created. Operating six days per week trains LBU51 and LBU51B go on duty at Butler Yard in the morning. After departing from Butler, they have typically operated south on the Kenosha Sub. to Kenosha, across the Farm Industrial Lead to Bain and then down the Milwaukee Sub. to Proviso Yard, working various locations along the way. They are run as LBU51 on Monday, Wednesday and Friday, and as LBU51B on Sunday, Tuesday and Thursday. Also operating six days per week, trains LPR50 and LPR50B go on duty at Proviso in the morning. These trains usually stay on the Milwaukee Sub. but will occasionally run via Waukegan on the Kenosha Sub. They are operated as LPR50 on Sunday, Tuesday and Thursday, and as LPR50B on Monday, Wednesday and Friday



Union Pacific train LBU51 is southbound on the Kenosha Subdivision in Cudahy, Wis. at Whitnall Ave on May 1, 2020. A pair of GP60s has been the usual power for these new trains.



UP GP60 No. 1158, still wearing its original St. Louis Southwestern (SSW) lettering and Southern Pacific “Bloody Nose” livery, leads train LBU51B while making a set out at Cudahy, Wis. on May 3, 2020. SP was acquired by UP in 1996.

From the Archives

June 1955- 65 Years Ago

Convention Business: A planning meeting will be held at the 27th St. Library on June 24th. Things are really beginning to roll, now. The C&NW has granted our requests and the North Shore trip is well into the planning. The streetcar trip is routed and awaiting approval. Tickets and publicity come out next. Kansas City Chapter is trying to secure enough members for a special car to Milwaukee on the Southwest Limited. Iowa, Topeka, and other members in the area are invited....The June Chapter meeting will be at the Illinois Electric Railway Museum at North Chicago, Illinois, aboard an ex-CTA "L" car. (*The IERM was the predecessor of today's Illinois Railway Museum at Union, Ill.. - ed.*)

June 1960 - 60 Years Ago

C&NW Passenger Train Notes — North Western train schedules all changed one hour to conform with Daylight Saving Time, effective April 24th....The C&NW Wisconsin Lakes Special will again operate to Land O' Lakes providing passenger service on the branch north of Monico for the summer. It will operate north on Friday nights, and south on Sunday nights in July and August; the last "seasonal" train in the state. During the summer, the Flambeau 400 will provide parlor and lounge-diner service as far as Ironwood, Michigan, to accommodate vacationers....Carl Solheim recounted a less than-satisfactory trip on Brand-X Railroad (whose color scheme is two-tone gray) between Chicago and Cleveland.

June 1965 - 55 Years Ago

"Complete Circus Train Info in This Issue!" Substitute editor Jerry Hilton's feature article on this, the first Baraboo-Milwaukee Circus Train, was a complete railfan's guide to the operation. Included was introductory information, a schedule with times and mileage, several paragraphs of special photo notes and locations, a roster of equipment, and two detailed maps....The North Shore Congregational Church granted the Chapter use of their facilities for meetings indefinitely (the first meeting at the church was on January 10, 1964)

June 1970 - 50 Years Ago

The Schlitz Old Milwaukee Special (Circus Train) is scheduled to leave Baraboo at 6:15 a.m. on June 30, arriving at the Milwaukee lakefront at 2:15 p.m. the same day. Motive power will once again be diesel....The Antique Transportation Meet is scheduled to be held at North Freedom on August 15 and 16....The first EMD SD55s are being assembled at La-Grange. The 20-cylinder turbocharged units are rated at 4200 hp....The Flying Scotsman steam locomotive is scheduled to operate at the National Railroad Museum at Green Bay for five weeks this summer.

June 1975 - 45 Years Ago

The East Troy Trolley Museum is scheduled to begin operations for the summer on June 8. The season had been in doubt due to insurance problems coupled with rotary converter trouble.... The C&NW has recently acquired two rail testing trucks to perform ultrasonic testing. The units represent an investment of \$300,000....The impact of the recession on the C&NW was noted with a listing of discontinued trains and motive power in storage.

June 1980 - 40 Years Ago

The Wisconsin & Southern Railway Co. has been selected to operate the former Milwaukee Road line from North Milwaukee to Oshkosh, according to the Wisconsin DOT. The operation will commence July 1....The ex-Milwaukee Road Mineral Point and Viroqua branches are now being operated by the Chicago, Madison & Northern Railway. A press release dated May 14, 1980, projects that if all goes according to plan, the restructured "Milwaukee II" will show a profit in 1983

June 1985 - 35 Years Ago

Ex-C&NW 4-6-0 No. 1385 is scheduled to power the Butler 400 on Sunday, July 28. An ambitious summer schedule for the 1385 showed operation throughout the C&NW system from June 15 through September 29....An update of Soo/Milwaukee power was published. It was noted that ten units from each railroad are to operate on the opposite railroad to "show the merger flag."

June 1990 - 30 Years Ago

Detailed information on the operation of the Great Circus Train was provided. It will operate from Baraboo to Janesville on Tuesday, July 10, and from Janesville to Milwaukee, via Harvard, Crystal Lake, Arlington Heights, Lake Bluff, Kenosha, and Racine on Wednesday, July 11....The Kettle Moraine Scenic Railway opened its 19th season on Sunday, June 3....Amtrak inaugurated its Hiawatha Service between Milwaukee and Chicago with five daily round trips in October, 1989. Ridership counts for February, 1990, showed an increase of 52.7% over that of a year ago.

June 1995 - 25 Years Ago

Ex-Milwaukee Road 4-8-4 No. 261 is traveling to Steamtown in Scranton, Pennsylvania, for the Grand Opening in July. The locomotive will operate from Minneapolis to Milwaukee on June 17 and from Milwaukee to Chicago on June 18....The first-ever Mass Transit Fans Convention will be held in Milwaukee from June 29 through July 2....CP has opened a newly-constructed operating headquarters building in Portage.... Ex-Frisco 4-8-2 No. 1522 will be powering excursions in Iowa and Illinois during the month of June.

June 2000 - 20 Years Ago

Dave Ingles provided a listing of trains on the CP and WC at Duplainville. He noted that CP averages 20 to 25 freights plus the Amtrak Empire Builder. WC averages about 22 freights plus local and rock trains....A number of unhappy shareholders let their feelings be known at the annual meeting of the Wisconsin Central Transportation Corp. on May 18. They had criticism for the way the present executives are running the railroad after the ouster last year of CEO Ed Burkhardt.

June 2005 - 15 Years Ago

Soo Line 4-6-2 steam locomotive No. 2719, which once pulled passenger trains throughout the Midwest, will be moving to a new home in Duluth. The locomotive, owned by the Locomotive & Tower Preservation Fund of Eau Claire, will be moved from its storage site near Eau Claire to the Lake Superior Railroad Museum (LSRM) in Duluth.... Jim Wrinn, editor of Trains magazine, was the speaker at the annual Chapter banquet on May 7. Jim entertained with an autobiographical talk entitled "14 Things To Do To Become Editor Of Trains."

June 2010 - 10 Years Ago

The longtime operator of Milwaukee Road 4-8-4 steam locomotive No. 261 will buy the engine for \$225,000 and continue operating it in excursion service. The deal, announced on May 8, ends a long-standing feud between the engine's owner and operator that nearly saw it returned to static display. Museum Operations Manager Bob Lettenberger said money the museum is raising through the sale will go toward restoration of rolling stock displayed there. Bob Young, the museum's acting executive director, said he's pleased the engine will continue to operate as part of the agreement.

June 2015 - 5 Years Ago

The Chapters 65th Annual Banquet almost didn't happen. Due to some miscommunication with the original location just a week before the event a new restaurant was found and things went well at the Pallas Restaurant. Several events are planned for the summer of the Chapter's 65th Anniversary. A ride on Car #26 at East Troy Trolley Museum with a pizza buffet before and ice cream is planned for August. Also a visit and tour of the roundhouse in Janesville is planned for August. The event was arranged by Chapter member Jeff Marker. The roundhouse is 110 years old and was originally used by the Milwaukee Road. The roundhouse is currently used by Wisconsin and Southern railroad. *Note—Unfortunately this tour was cancelled.*



Wisconsin Chapter NRHS
PO Box 070758
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FIRST CLASS

The Final Frame



In June 2014 Roadrailer Train ZEMCH is eastbound from Butler to Chicago. About to pass under Hwy 100 and Bluemound Road. The roadrailers don't run anymore. Trains use a different bridge than the classic down the tracks now. Photo by Keith Schmidt