



# 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.*

***Since 1950***

Preserving Wisconsin Railroad History for 70 Years

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



CSXT #1776 and CSXT #911 unveiling in Huntington, West Virginia on April 30, 2019 Photo by William M Beecher Jr

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# Wisconsin Chapter Meeting Schedule



November 6 2020 - CSX Honor Locomotives and Other Cool CSX Things - Eric T Hendrickson

December 4 2020 - Vintage New England Railroad Scenes - Larry Eastwood

December 15 2020 - Informal Slide Shows - 5 Presenters Information Coming Soon

Monthly meetings are usually held in the lower level of the North Shore Congregational Church in Fox Point, but for now, we are meeting virtually, via the Zoom platform, during the coronavirus outbreak. The virtual meeting room will open by 7:00 pm, and the meeting will be called to order at 7:30 pm. Zoom meeting 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). Appropriate notice will be given (in Sparks & Cinders, on the chapter's website, and through the chapter's email announcement list) when we resume in-person meetings. For the latest, check the chapter's webpage at [www.nrhswis.org](http://www.nrhswis.org)

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

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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 Yuhás [president@nrhswis.org](mailto:president@nrhswis.org) (or via USPS at PO Box 070758 Milwaukee, WI 53207).

Wisconsin Chapter officers are: Mike Yuhás, President ([president@nrhswis.org](mailto:president@nrhswis.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@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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## Virtual Meeting Summary October 2, 2020

President Mike Yuhás started the virtual—via Zoom meeting at 7:30 pm. There were 50 people in attendance at 7:33 pm. Others arrived later. Attendance increased to 57 by 8:09 pm. Secretary Tom Marcussen was connected in real time (one way video via Zoom, and audio via cell phone). He took notes to prepare this summary report. President Mike Yuhás—our Zoom host—recorded the meeting for posting on You Tube later. Dan Grudzielanek did a back-up recording. We have recovered most of the partly-lost September 11 (favorite "slide" night) meeting. It will be posted shortly.

### Introductions

We have 2 new members:

Ken Thompson. He was a guest at some earlier meetings. He has now joined us.

Arlyn Colby. He is the author of 6 or 7 books on Wisconsin railroads. He may do a presentation.

### Announcements

We will be hosting a virtual "slide" show on Tuesday, October 20, at 7:30 pm Central Daylight Time. So far we have five people signed up to show images:

Don Marson.  
Andy Wehrle.  
Bill Christopher.  
Steven Chen.  
Erik Lindgren.

Our next regular meeting will be on Friday, November 6. Eric Hendrickson will give us a presentation on CSX locomotives with special paint jobs to honor veterans, first responders, et cetera. Eric grew up in La Crosse and worked for the Soo Line before joining CSX. Eric is now a CSX Chief Dispatcher in Jacksonville, Florida.

The NRHS 2021 National Convention will be in Milwaukee from Monday, August 23 through Sunday, August 29, 2021.

## From the Prexy

By now there's been frost on the pumpkin, you've gotten a flu shot, the scary hobgoblins have taken away all your candy (including the Fun Size Three Musketeers bars you were trying to save for afternoon snacks), the leaves have fallen (and you've raked them, right?), you're searching for a deal on a turkey, and you're desperately looking forward to a few days completely devoid of political advertising. Welcome to November!

This coronavirus pandemic continues to wreak havoc on the social fabric of our world. The good news is that we've gotten fairly adept at holding the community together via our Zoom meetings (and now, informal slide shows). Alas, there are some members who haven't participated in our virtual events. If you need assistance in setting up Zoom on your computer, tablet or smartphone, just send an email to [president@nrhswis.org](mailto:president@nrhswis.org) or phone 414-698-6625 and I will try to help. Don't have a computer or reliable internet service? Give me a call and we can brainstorm some ideas. *I don't want anyone left behind.*

I'm excited to welcome Eric Hendrickson to Wisconsin NRHS, online, on Friday, November 6. His presentation about CSX's honor locomotives promises to be lively and memorable. Knowing "ETH" as I do, I wouldn't be surprised if he takes us in unexpected directions, such as a look at his tenure on Soo Line. Look for the details elsewhere in this issue.

I'm also pleased to announce that we've booked our virtual meetings for December and January. December's online meeting will feature a program on New England, presented by Larry Eastwood, the longtime president of the Philadelphia Chapter. Then in January, author Arlyn Colby will discuss abandoned Northern Wisconsin branchlines, illustrated by many of the historical images found in his six books. More info will be shared in the next two editions of Sparks & Cinders, or check the chapter's website if you're curious now.

January is also the start of our new membership year, and you'll find info about renewing elsewhere in this issue. Please take care of that while it's fresh in your mind. We'll hold our annual business meeting and elections on January 8, too, so if you're inclined to serve the chapter by running for an officer or board position, contact any board member to start the process rolling.

We will have a (virtual) board meeting coming up soon. These are always open to any member who wishes to attend. Agendas of upcoming meetings, and minutes of prior meetings, are now available on the chapter's website.

Finally, let's give a warm Wisconsin Chapter welcome to the following new members: Arlyn Colby, of Barron; Ken Thompson, of South Milwaukee; Brian Cazal, of Shorewood; and Brian Hechel, of Racine. Thank you for joining our chapter!

These four recent joiners bring our level up to 62 full NRHS members, and 37 Sparks & Cinders subscribers. We sincerely appreciate all who affiliate, in any manner, with Wisconsin Chapter, NRHS.



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### *Meeting Summary Continued*

They are hoping to reserve a headquarters hotel near Mitchell Field. Bus trips to various area railroad attractions are planned. There will be many opportunities to volunteer. No other details are official yet. A lot more detailed information will be coming out shortly.

The Center for Railroad Photography and Art will be hosting a virtual presentation on the Milwaukee Road Beer Line, on Tuesday, October 6, from 7:00 to 8:00 pm Central Daylight Time. Their presenter will be John Kelly, author of the [Railroads of Milwaukee](#) book.

### Presentation

Our presentation tonight was on the Wisconsin Great Northern. Our two presenters were Greg Vreeland, President, and Robert Tabern, Director of Passenger Development.

The WGN is classified as a Class 3 Common Carrier Short Line by the Surface Transportation Board (successor to the Interstate Commerce Commission). It started operation on April 8, 1997, between Spooner and Trego, in the central part of Washburn County, in the NW part of Wisconsin. This is most of the short north-south center portion of the "Big X" of the Chicago, St. Paul, Minneapolis, & Omaha (Omaha Road), which later became part of the Chicago & North Western. WGN also took over part of the NE arm of the Big X, from Trego to Hayward Junction (in NE Washburn County) in July 2009. Hayward Junction is WGN's only connection to the outside world, with the Marshfield-Superior "Short Line" of the former Wisconsin Central / Soo Line (now part of Canadian National). They sometimes also operate up to Hayward (in the NW part of Sawyer County) (that track is now owned by CN). The NE arm of the Big X is abandoned NE of Hayward.

The WGN's main lines of business are tourist trains, local freight service, and car storage.

### *Meeting Summary Continued*

They recently purchased, and are restoring, the Chicago, Burlington, and Quincy Mark Twain Zephyr. This train set ran along the west side of the Mississippi River between Burlington, Iowa, and St. Louis, Missouri from 1935 to 1958.

The main presentation ended at 9:05 pm. There was a short break. A lively question and answer session began at 9:13 pm. Some highlights of that session were:

Public passenger operations are closed down until May 1, 2021, because of the Covid-19 pandemic.

Closure of the Verso Paper Mills in Wisconsin Rapids and Duluth cost them 1000 carloads of pulpwood per year. Track that is normally used for passenger service is now being used for car storage. Class I railroads are storing a lot of cars because of the decline in business activity and freight traffic.

No one has been laid off. Employees are nearly finished with exchanging the positions of WGN track and a state trail near the main depot to reduce grade crossings and train movements over them. Once that is done, the main effort will shift to restoration of the Mark Twain Zephyr (above).

The WGN will be hosting an open house on Saturday, October 24, and Sunday, October 25, to celebrate the 85<sup>th</sup> anniversary of the Mark Twain Zephyr on October 25.

The grounds will be open from 10:00 am to 4:00 pm on both of those dates. There will be opportunities to see the partly-restored train set.

The official meeting ended shortly after 10:00 pm. An informal discussion group, covering a wide range of railroad topics, continued for some time after that.

Respectfully Submitted

Thomas W. Marcussen

Wisconsin Chapter Secretary

## October membership meeting (via Zoom) - Friday, November 5, 2020

La Crosse native Eric T. Hendrickson, a Chief Dispatcher at CSX in Jacksonville, will regale us with stories about the development of CSX's locomotives honoring veterans, first responders and law enforcement. He'll also talk about some of the other high-profile projects he's had a hand in, such as the annual Santa Train.

"ETH," a diehard Green Bay Packers fan, has held a variety of positions on Canadian Pacific's Soo Line and on CSX. In addition to an evening of tales about CSX, it's a safe bet he'll share a few anecdotes about his time on Soo Line in Wisconsin. An enthusiastic, gifted speaker, Eric will make this one of our liveliest, most memorable meeting programs of the season.



Photos by William M Beecher Jr

### Dues are DUE !

Let's get a jump on 2021: remit your Wisconsin Chapter dues today! If times were normal, you'd hand twenty bucks to our treasurer Tara at our next meeting... but because we've suspended in-person meetings due to the public health crisis, the safest way to renew is via a \$20.00 check sent to Wisconsin Chapter NRHS, PO Box 070758, Milwaukee, WI 53207. Please be sure to include your name and address, NRHS member number (if known), phone number and email address. Please note, the NRHS national organization will send dues renewal info to all members; chapter and national dues are paid separately.

### December Informal Slide Show

The Chapter will host another Informal Slide Show on Tuesday December 15, 2020 at 7:30pm. The slide show will be virtual on the Zoom platform.

As of press time the December 15th presenters:

- Scott Lothes
- Matt Krause
- Jim Sponholz
- Norm Carlson
- Apurva Bahadur

Members and Guests may attend. Connection instructions will be sent within 24 hours of the event to the Wisconsin Chapter email announcement list. To sign up for the list send a request to [president@nrhswis.org](mailto:president@nrhswis.org).

## Do You Know

Story and Photos by Dave Nelson

Although sometimes called "private cars," the special cars that railroads assigned to important officers and managers are more properly referred to as "business cars." True private cars such as the Charter Wire fleet, are owned by individuals who decorate them as they see fit (and can afford), and are often opulent and luxurious ways to travel for business or pleasure. Business cars by contrast are railroad-owned and assigned to particular officers and managers, and can be thought of as traveling offices with living quarters. Of course since a railroad's top officers had very nice offices indeed, their traveling offices could be similarly attractive. The further down the command chain you were, the more spartan (and old) your business car was likely to be.

Some business cars were built as such by Pullman and others, and sometimes were shorter than the normal 80 feet of a regular passenger car. But when streamlined passenger cars replaced the heavyweight standard passenger cars starting in the 1930s, and then again when Amtrak was introduced in 1971, railroads found themselves with surplus cars that could be converted into business cars.

Heavyweight observation cars were favored because the rear platforms were good for track inspection (some streamlined cars were rebuilt with open platforms for use as business cars). The rest of the car included an office or meeting room, sleeping quarters for the railroad official(s) and for porters assigned to serve the car, a compact kitchen, a dining area, and bathrooms that might include a shower. For the top brass, there would need to be an actual lounge and a larger dining area, for the entertainment of major customers, news media, politicians, or representatives of rival or friendly railroads, or for holding meetings with railroad personnel responsible for the Division being traveled. There might also need to be quarters for more support staff.

I own a booklet prepared for a C&NW business train inspection trip, and it gave the railroad officials complete information about every Division and Subdivision traveled (naming the personnel in charge and employment totals), a schematic of every yard as well as lists of every active customer including annual car-load data. A similar booklet, prepared for an even longer inspection trip of nearly the entire CB&Q, includes large detailed fold-out maps of each major yard. One imagines that the individuals in charge of a particular Division or yard got a pretty good grilling by the high level officers involved during such a trip.

Over the years, the C&NW, Wisconsin & Southern, Wisconsin Central, and Union Pacific have given us ample opportuni-

ties to see their business car fleets come through the Milwaukee area on track inspection trips. The Union Pacific's business car "Cheyenne," has paid many visits to our area. It was built in 1956 by Pullman as a five bedroom lounge named "Baker," and was rebuilt as business car No. 102 in 1965. After a series of re-numberings it was named "Cheyenne" in 1989. Each bedroom has



a sink and toilet and upper and lower berths, a secretary room can sleep one, and the crew room sleeps two. The dining room seats eight and the observation room can seat six to eight. The lounge is paneled in redwood. The photo was taken in South Milwaukee during a ferry move returning to Chicago after being part of (but closed to "civilian" riders) an Operation Lifesaver train in 2014. For most track inspection trips, the UP is now likely to use the "theater style" (elevated terraced seating) inspection car "Fox River," seen in St. Francis on an inspection tour in 2014. Built in 1954 for the Canadian National as a buffet/lounge/sleeper named "Cape Breton," in 1984-85 Milwaukee Rail Car rebuilt it with rearward facing terraced seating for 28 and a full width picture window (protected by a roll-up metal door). The C&NW bought the car, numbered it 420, and named it "Fox River." When the UP acquired the North Western they returned the car to Milwaukee Rail Car for upgrades including a galley for the preparation of



buffet meals. The interior wood was replaced in 2008.

The Burlington Northern always made a good showing for Galesburg's "Railroad Days," an important host city for the BN, and the railroad would regularly send its business car fleet to Railroad Days for public relations purposes (the BNSF by con-



trast shows relatively little interest in the event or the city for that matter). Railroad Days celebrations before the merger gave me opportunities to photograph many BN business cars including the streamlined open platform observation cars "Mississippi River" and "Missouri River."

"Missouri River" was originally a Northern Pacific car built in 1955, and named "Yakima River." It became "Missouri River" in 1970 upon the BN merger. I has carried various numbers but kept that same name. It was remodeled in 1982, is handicap-equipped, and has staterooms A and B, complete with double beds. There is dining space for 8 people, and observation seating for 7.

"Mississippi River" was bought by the Chicago, Burlington & Quincy in 1952, and was named "Burlington." In 1973 it was renamed the "Mississippi River." It has mostly been numbered "1" because it is the President's car. This smooth-sided car was remodeled in 1976 and again in 1982. It contains State-rooms A and B with queen size beds, a dining room for eight people, as well as an observation room and platform.



For a time, one of the finest business cars ever built was kept in the Milwaukee area by owner Thomas Michels as a private car, and in the early 1980s was photographed at Butler Yard, looking rather worn. It was one of a series of heavy-weight six-axle business cars built for the Pennsylvania Railroad in 1927-28, large and luxurious with two drawing rooms, dining room, porter's room, shower room, kitchen with hot water heater, a trap door to a soiled linen compartment beneath the car, and most interesting and unique of all, a fireplace in each parlor, which was just off the observation platform. The fireplace and floor plan made these business cars closely resemble a true private car. Complete drawings can be found in the October 1971 issue of *Model Railroader*. Over time, the cars assigned to the top officials were rebuilt to include air conditioning, so the old fashioned clerestory roof was replaced with a turtle back roof, and the six axle trucks gave way to four axle trucks giving the cars a more modern look. The fireplace was removed from those cars. One of these famous business cars was in the much-photographed funeral train of Senator Robert F. Kennedy following his assassination in California. The car owned by Michels retained the old fashioned roof (so it likely did not have air conditioning) and trucks, and may

have even retained the fireplace.

Information is conflicting about just which car this was, because the Pennsylvania Railroad constantly shuffled names and numbers of its business car fleet. The *Model Railroader* article says it was called Pittsburgh and was numbered 7507 by the Penn Central, renumbered from the original 7510. But other articles about the entire series of PRR business cars contradict this for both name and number. There was no car "Pittsburgh;" and the name of the car was more likely "Pittsburgher." Even this is uncertain as evidently any car assigned to the Superintendent in Pittsburgh would be (re)named Pittsburgher. Based on the original roof and other unimproved features, evidently the car acquired by Thomas Michels was being assigned to PRR officials who were not deemed worthy of an air conditioned car!

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## J David Ingles In Memoriam

Longtime *Trains* and *Classic Trains* staffer J. David Ingles died Oct. 4 near his home in Waukesha, Wis., after a short illness. He was 79.

The son and grandson of railroaders, Ingles was a lifelong rail enthusiast. He grew up in Homewood, Ill., and Dearborn, Mich. After college and a stint as a newspaper reporter in Springfield, Ill., he joined the *Trains* staff in 1971 as associate editor. In 1987, upon the retirement of David P. Morgan, Ingles was named editor of *Trains*, a post he held until 1992, when he became the magazine's senior editor. He retired from *Trains* as senior editor in 2005, but continued in that role for *Classic Trains* until 2018, when he transitioned to contributing editor, the position he held at the time of his death.

Dave Ingles — "J.D.I." — possessed a boundless curiosity about all facets of railroading. His thirst for knowledge was matched by a remarkable ability to retain what he learned. Decades after the fact, he could recall the layout of a certain junction or the sequence of moves made by a particular train. His ever-present pocket notebooks seemed merely to verify what he carried around in his head.

Dave's particular interests were diesel locomotives (early on, he acquired the moniker "Diesel Dave") and the geography of railroading. Along with a handful of others who eschewed the prevailing early-1960s view that railroading's appeal had vanished with the end of steam, he saw that diesels could be as fascinating to observers as they were important to the industry. Two of his early major features — "Christine and the Mongeese," about the Rock Island's eclectic diesel fleet (December 1965 *Trains*) and "Salute to a Different Diesel," on Alco's PA (November 1966) — stand as landmarks.

Dave's passion for documenting the railroad scene extended beyond notebooks and countless magazine articles. His collection of 35mm slides — most his own work, but many acquired in trade from other fans — ranks among the largest and most complete in the country.

*Photo and Obituary from TRAINS Newswire by Rob McGonigal*



# From the Archives

## November 1955- 65 Years Ago

On November 19th the last Santa Claus Parade will be run by the Transport Company for Schuster's Department Store. The parade will start at 38th and Vliet Streets, proceed around downtown on Route 18, and end at the 27th and National station. The parade is scheduled to start at 7:00 p.m. (This was to be the last such parade due to the announced conversion of Route 18 to buses on November 27.)...Rumors of a monorail system for Milwaukee are floating about. The Common Council Utilities Committee mentioned the term frequently at a recent meeting and then adjourned to view a movie of the eight-mile Wuppertal in Germany

## November 1960 - 60 Years Ago

John Ford, president of RHSM (a predecessor of the Mid-Continent Railway Museum) will present an unusual program at the November meeting. A tape recording of steam motive power will be one part, 3-D slides will be the other. Special 3-D glasses have been obtained at extremely modest cost so that we may have the feeling of depth in this presentation. Among John's subjects will be: a CB&Q fan trip, the WC-NRHS 1954 Milwaukee-Madison fan trip using No. 171, and our recent Milwaukee-Baraboo C&NW jaunt....Jim Scribbins announced that the Chapter fantrip on the C&NW to Baraboo was a success. The seven-car train (maximum length for one diesel unit) accommodated 464 people with 448 seats

## November 1965 - 55 Years Ago

The last remnant of the Southwest Limited disappeared the night of October 6-7, giving Nos. 25 and 26 (250-251 between Milwaukee and Sturtevant) the dubious distinction of being the first train to be discontinued after the opening of the new Milwaukee Road depot

## November 1970 - 50 Years Ago

The last westbound RPO run on MILW No. 57 was made on September 18. Also, the last runs of MILW Nos. 1 and 4, the Pioneer Limited were made on September 7 and 8. The Pioneer Limited operated for 97 years....A Milwaukee Journal editorial lamented the impending death of rail passenger service, noting that when the new Union Station had opened five years before there were 30 passenger trains operating daily out of the station but that currently there were only nine; five on the Milwaukee Road and four on the North Western.

## November 1975 - 45 Years Ago

The East Troy Trolley Museum is back in action under new management "after suffering from various near-fatal wounds." Paul Fischer is the new President....Chapter members were advised to photograph pre-Amtrak passenger equipment now, since much is due to be replaced soon....The Wisconsin Chapter is the 16th largest Chapter in NRHS, with a membership of 129.

## November 1980 - 40 Years Ago

Chapter members are gearing up for Mid-Rail '80, scheduled for November 7, 8, and 9....The Cannonball commuter train running between Milwaukee and Watertown was revived for a two week demonstration from October 13 through 24 utilizing Budd SPV-2000 equipment. Under special agreement with the UTU, it was operated with a two man crew—engineer and conductor

## November 1985 - 35 Years Ago

In recognition of the 50th Anniversary of NRHS, Chapter Vice-President Dorothy Wiener is collecting photos of all Chapter members which will be placed in the Chapter archives....A complete roster of the C&NW business car and locomotive fleet was published.

## November 1990 - 30 Years Ago

AT&SF has developed a five-unit articulated hopper car approximately 160 ft. long. It has 125-ton trucks at the four articulation points and 70-ton trucks at the ends....A route change for the Broadway Limited and the Capitol Limited will be implemented on November 11. The new route for the Broadway is via CSX from Chicago to Pittsburgh and the Capitol will run via South Bend, Toledo, and Cleveland to Pittsburgh.

## November 1995 - 25 Years Ago

The Broadway Limited passed into history on September 9-10. The train and its predecessor, the Pennsylvania Special, operated for 92 years. The train was named, not for the famous New York thoroughfare, but rather for the Pennsy's four track "broadway."...The UP is contributing a 19-car train to carry the Olympic flame across the U. S. on its way to the 1996 Olympic Games in Atlanta. A specially-built "cauldron car" will carry the flame....The WC has completed removal of the ex-FRV/C&NW line through Neenah.

## November 2000 - 20 Years Ago

Ed Burkhardt, the ousted founder of Wisconsin Central, Ltd., filed documents with securities regulators on October 20 indicating that he intends to initiate a proxy fight to regain control of the company....Amtrak Chairman of the Board Gov. Tommy Thompson took a look via helicopter at a potential site for a high-speed rail station near Mitchell International Airport on October 20. The proposed station would be on S. 6th St. near where the CP Chicago-Milwaukee line crosses under the Airport Freeway Spur....In a ceremony at Washington Union Station on October 18, Amtrak announced that the 150 mph Acela Express will begin service between Washington and Boston on December 11.

## November 2005 - 15 Years Ago

If current predictions hold and world shipping trends continue, train traffic on Canadian National's main line through Waukesha should double in the next 10 to 15 years, state Railroad Commissioner Rodney Kreunen (*note R Kreunen passed away in Oct 2015*) said in a recent interview with the Waukesha Freeman....CSXT has made arrangements to purchase ballast from Michels Materials in Waterloo and have it delivered to CSXT via the Chicago gateway using Wisconsin & Southern Railroad cars and locomotives....Sources indicate that freight service on the East Troy Electric Railroad has been discontinued because the track structure cannot support the weight of freight cars currently in use, especially 100-ton cars.

## November 2010 - 10 Years Ago

The East Troy Railroad Museum took delivery September 26 of five historic Chicago South Shore & South Bend interurban railcars. The museum plans to cosmetically restore the cars and employ them on its excursion and dining car operations. The five cars were built between 1926 and 1929, and operated on South Shore's route between Chicago and South Bend, Ind., until 1982. The National Park Service, the cars' most recent owner, restored one to its 1929 appearance. They've been stored at ArcelorMittal's steel mill at Gary, Ind. Canadian National agreed to move the cars free of charge from Gary to the East Troy Electric Railroad interchange at Mukwonago. CN GP38-2 9579 moved the cars as a special train. Museum Executive Director Beverly Bobholz said the cars will undergo work in car barns at East Troy.

## November 2015 - 5 Years Ago

At about 5:30pm a UP rail train was making some moves on the wye track near where the old St Francis tower stood. At the same time a UP coal train destined for the power plant in Sheboygan was coming northbound on the Kenosha sub. Just north of St Francis Avenue the coal train collided with the rear of the rail train. The rear power car of the rail train was pushed off the tracks. The rest of both trains stayed upright and on the tracks. No one was injured. With the Kenosha sub being the former "Passenger" line it has several grade crossings. All of the crossings from St Francis Ave to just north of Layton Ave in Cudahy were blocked until about 5am on Wednesday September 30th



Milwaukee Road #261 southbound with a Fall Excursion on October 6, 2006 near Wabasha, MN by Keith Schmidt

## The Final Frame



J David Ingles photographs Car #26 at East Troy during the Chapter's Charter Trip on August 1, 2015 by Keith Schmidt