



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 72 Years

Visit the Chapter Webpage www.nrhswis.org



A colorful Amtrak visitor to Milwaukee. Amtrak P42 #160 leads the eastbound Empire Builder on February 10, 2022 at Grand Ave.. The #160 is sporting the "Pepsi Can" scheme. This paint was originally used on the Amtrak Dash-8's which still are in operation. Photo by Dan Grudzielanek

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Wisconsin Chapter Meeting Schedule



Friday, March 4 - Last Ride on the Milwaukee Road Pacific Extension with Alan Freed (online & in-person)
Friday, March 11 - Railroad Gabfest (online only)
Thursday, March 23 - Meet FOXY - live Q&A with Watco management (online only)
Friday, April 1 - John Dziobko's travels in 1957 (online & in-person)
Friday, April 8 - Railroad Gabfest (online only)
Tuesday, April 19 - Online slide show (spots still available - contact president@nrhswis.org)
Friday, May 6 - WC and GB&W by Andrew Nelson (in-person & online)

Monthly meetings are usually held the first Friday evening of the month in the lower level of the North Shore Congregational Church at 7330 N Santa Monica Dr. in Fox Point. The church is handicap accessible. For more up to date information on meetings and speakers, and also any weather cancellations, check the chapter's webpage at www.nrhswis.org.

Doors open by 7:00 pm, so arrive early to socialize. Meetings start at 7:30pm sharp. Please bring a friend!
Our meetings are live-streamed on the Zoom platform. Connection details are shared with chapter members and other interested persons via email the day of the meeting, or before. To ensure you are made aware of this info, we must have a working email address on file - send yours to president@nrhswis.org.

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

The Big Picture is your page!

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

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

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

Wisconsin Chapter officers are: Mike Yugas, President (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 (or USPS at PO Box 070758 Milwaukee, WI 53207) by the 15th of the month to be considered for the following month's publication.

All original material published in Sparks & Cinders may be reprinted in other railfan publications provided credit is given to "Sparks & Cinders, Wisconsin Chapter, NRHS." If an author is indicated for the item or article, credit must also be given to the author. The views, opinions, and comments published in Sparks & Cinders are those of the authors and do not reflect the policies of the Wisconsin Chapter or the National Railway Historical Society. Copyright ©2022, Wisconsin Chapter, Inc., NRHS.

Summary of the 2022 Chapter Annual Meeting February 4 2022

Note: This summary is not the official record of this meeting. For the official (draft) minutes, see the chapter's website, www.nrhswis.org.

Vice President Keith Schmidt called the meeting to order at 7:33 pm. There were about 20 people present in the North Shore Congregational Church, and approximately 42 computers connected at the outset. Mr. Schmidt presided because President Mike Yugas was out of the country.

Per Chapter bylaws, a quorum is 5 per cent of people who are both NRHS National members and chapter members, which works out to at least 4 members. The quorum was confirmed.

Minutes from the previous annual meeting (January 8, 2021) were approved by unanimous vote.

We played a pre-recorded 8 ½ minute State of the Chapter address from President Yugas. Highlights:

- The chapter has 159 members and other subscribers to Sparks & Cinders. That is likely an all-time record.
- Much of this growth is due to our ability to offer on-line and hybrid meetings. We invested about \$2000.00 in improved audio-visual equipment. That allowed us to offer a high-quality experience to remote attendees. Mr. Yugas expressed his appreciation to the members who donated about \$2200.00 to our audio-visual equipment fund. We started meeting remotely on May 1, 2020; in-person "hybrid" meetings resumed on September 10, 2021. Our hybrid meeting skills have improved. We have been averaging about 20 in-person and 80 remote attendees per meeting.
- We have also been offering virtual slide shows, with 5 presentations each, on the third Tuesday of even-numbered months, starting on October 20, 2020. These have been well received and attended.
- Our latest online offering is the highly informal railroad gabfest, on the second Friday of the month. These started in December, 2021.
- We had two in-person special events in 2021—an East Troy trolley ride and shop tour in July, and a visit to the pri-

From the Prexy

vate Christopher Transportation Museum in November—Similar events are being considered for 2022, and we are looking to resume our annual chapter banquet.

Treasurer Tara Grudzielanek delivered a report on the chapter's finances:

- Net cash assets (checking, PayPal, etc): \$5,962.66
- Receipts (dues, donations, etc): \$7,700.70
- Expenses (S&C, AV equipment, East Troy excursion & donation, insurance, etc.): \$7,875.87
- Investment assets (Heartland Fund; Chase CD): \$119,271.91

Mr. Schmidt accepted the Treasurer's report as presented, subject to audit.

Banquet Committee Chair Ralph McClure said that the Pal-las Restaurant in West Allis is still showing our \$100.00 reservation deposit on account. Mr. McClure is working on trying to set up a date in late September or early October of 2022.

NRHS Vice President Tony White commented on the Trains Magazine 2022 Photo Contest. NRHS is the largest sponsor. Top prize is \$1000.00 in cash.

Chapter elections were held. All incumbent officers and directors were re-elected for another term in 2022.

Mr. Schmidt announced that we are discussing a return to the Christopher Transportation Museum for a picnic in the late spring or early summer. We are trying to move the banquet to the fall—for 2022 only.

Next month's program will be presented by Alan Freed. He will offer the highlights from his 1000-mile August 1980 tour of the Milwaukee Road Pacific Extension, from Miles City, Mon-tana to Cedar Falls, Washington, on a reconditioned Fairmont speeder.

We are holding a third online Railroad Gabfest on February 11. The next online slide show will be held February 15.

The official business meeting was declared adjourned at 8:00 pm.

A short 5-minute break followed.

Presentation

Long-time member Tom Hoffmann took over at 8:06 pm. Tom treated us to his highlight slides from 2001. "Twenty Years Ago" has been a long-standing annual tradition at our meetings. Dave Nelson recently digitized the 2001 slides so that the tradition could continue in a hybrid meeting format. The 2001 slides were mostly from Wisconsin and other nearby Midwest states. There were a few from Colorado, Utah, and California.

Attendance included 52 unique computers online and 19 in-person.

The presentation ended at 8:54 pm.

Virtual Post Meeting

Ward Wells took over as our remote host, after Keith Schmidt stopped recording, at about 9:00 pm. That way re-mote members could continue conversing, while allowing in-person attendees to clear out of the church basement at a reasonable hour.

Respectfully Submitted
Thomas W. Marcussen
Wisconsin Chapter Secretary

At 12:01 am, January, 29, 2022, Watco Companies assumed operations of 900 miles of lightly-used branches in Wisconsin, Upper Michigan and Ontario. These were Canadian National (Wisconsin Central and Algoma Central) lines. Watco, through its subsidiaries Wisconsin & Southern (WSOR) and new railroad Fox Valley & Superior Rail System, LLC (FOXY), began running trains later that day. (See May 2021 Sparks & Cinders, available at www.nrhwis.org, for additional info and a detailed map, and find first-day photos elsewhere in this issue.) As hinted in this space last month, our friends at Watco will present an exclu-sive online-only program about this acquisition to our chapter on Thursday evening, March 23. Details will be shared via email and on our website, www.nrhwis.org.

The Chapter's annual business meeting took place on Febru-ary 4, which preceded another one of Tom Hoffmann's much-anticipated "lookback" programs. Thanks to Keith Schmidt for presiding while I was out of the country.

Looking ahead, the regular March meeting features a very unique Milwaukee Road program by Alan Freed. He and a friend bought a used speeder, trailered it to Montana, and made the last ride over the Milwaukee's abandoned Pacific extension. This was clearly a quirky trip, and the guys came back with memorable, bittersweet photos. You won't want to miss this program. Read about Alan at www.theweederoute.com.

Please extend a warm welcome to new members Charlie Schulz, of Durango, Colorado and Manfred Lorenz, of Husum, Germany.

Thank you for your membership in the Wisconsin Chapter. Your support is essential to keep the chapter thriving.

Stay safe, healthy, and warm,



Original 26th Annual Model Railroad Show

Presented by Metro Model Railroad Club
Sunday March 13, 2022 9am to 3pm
Admission \$3.00 12 and Under FREE with Adult

Circle B Recreation Center
6261 Hwy 60
Cedarburg, WI

Operating Model Railroad Layouts in Various Scales
Over 50 Swap Tables

For more information check out
www.metrorrclub.org
jimbartelt@gmail.com



Dues are due

If you have paid your chapter dues for 2022, thank you! If you haven't, this will be your final edition of Sparks & Cinders. The address label bears info about your membership status. To continue as a member in the Wisconsin Chapter NRHS, and to support our programs and to maintain your Sparks & Cinders subscription, renew today. Send \$20 to Wisconsin Chapter NRHS, PO Box 070758, Milwaukee WI 53207. Or conveniently pay \$21 at www.nrhswis.org (click the join/renew link). As a membership organization, the Wisconsin Chapter depends on your annual support.

Call for Photos

Ed. note: Chapter member Norm Carlson, president of the Shore Line Interurban Historical Society, asked us to publish the following:

Shore Line is asking the members of the Wisconsin Chapter to contribute photographs and experiences of riding trains in the Chicago-Twin Cities corridor for publication in a future Dispatch.

Over the course of history there were nine routes between these cities; this publication will focus on that competition. We will compare and contrast service levels, and share the human experience of riding the various railroads. We hope to bring out the philosophies of the railroads throughout history up to the current and proposed Amtrak service.

We're looking for pre-Amtrak photos of trains on the Burlington, Milwaukee Road, North Western and Soo Line. Photos of Amtrak operations encompassing the Empire Builder, Hiawatha Service and North Coast Hiawatha are also being requested.

We are seeking photographs that emphasize the service and human experience, particularly scenes that relate the geography and/or people to the railroad. Also requesting photos of stations, as well as trains at the stations, in Milwaukee, Madison and all intermediate stops. "People shots" are eagerly solicited. In short, if you have any photos depicting the many passenger trains between Chicago and the Twin Cities, we'd love to see them! We're asking you to help us to portray the experience of these trains and why there was such intense competition in this corridor.

If you can help with photos or stories, please contact Shore Line at president@shore-line.org.



Day after the Blizzard of '47 in Milwaukee a Milwaukee Road train is southbound crossing over Chase Ave with lots of snow on the ground . Photo by Walter Schmidt - Keith's Uncle

Friday, March 4 Chapter Meeting - Last Ride on the Milwaukee Road Pacific Extension

The presentation details Alan Freed's 1,000-mile trip on a Fairmont Speeder on the abandoned western main line of the Milwaukee Road. The trip started in Miles City, Montana and ended in Cedar Falls, Washington (near Seattle). The trip took place in early August, 1980, after cessation of Milwaukee service.

Alan was accompanied by Chuck Bothwell, a friend since high school. They both had worked in the 1970s as locomotive engineers on the Penn Central operating between Washington, DC to New York City and to Harrisburg, Pennsylvania.

A 1952 M-19 Fairmont Speeder was purchased for \$400 from a scrap heap at the Maine Central Railroad Yard in Waterville, Maine, specifically to make this trip. A new "railroad" was formed for this journey - The Great Northeastern Pacific South and Western Railroad, affectionately known as the "Weedroute."

Alan's presentation will feature his memories of their adventure and accompanying photos of the final trip on the abandoned Milwaukee Road's Pacific Extension.

This program will be presented live via Zoom, but members are invited to join us at our regular meeting place in Fox Point to watch the program on the big screen. Zoom connection info will be shared with members and friends of Wisconsin NRHS a day or so before the meeting. If you'd like to be so notified, please send a request to president@nrhswis.org.



Do You Know ? - Part Two

by Dave Nelson

While railroads lacked the resources to retire every non-streamlined car, they also knew that combining older cars with streamlined cars in the same train detracted from the modernism message, so some railroads took to making purely cosmetic alterations to older cars. If the railroad ran smooth-side cars, fresh paint and a new sheet metal roof masking the old-fashioned looking clerestory might be enough. But something more was needed by those roads that favored fluted stainless steel. Bolting on fluted metal panels to the sides was tried but invited undetectable corrosion, and sometimes the panels peeled off at speed. Painting a modernized old car silvery-gray, and then airbrushing gray paint, utilizing an old trompe-l'oeil ("fool the eye") pencil drawing technique called shadow-lining, created surprisingly convincing simulations of fluted siding, flat but looking 3D. The Santa Fe was among the railroads that shadow-lined many older cars so that they could be added to their streamlined trains without too much disruption of style, and the Pennsylvania Railroad even shadow-lined some new smooth side cars because they were being added to trains heading west or south on railroads that used Budd built cars.

More locally, the Chicago, North Shore & Milwaukee, which grasped the economic benefits of streamlining with the popularity of its Electroliners, used shadow-lining to create "Silverliners" between 1950 and 1958 out of 31 fast steel cars, fast enough to fill an Electroliner schedule when needed, but dated and heavy looking in their dark green paint. There were

the Illinois Railway Museum show just how convincing shadow-lining could look, compared to an edge view photo of Budd fluted siding taken at Charles City, Iowa.



Sources for this article include Sigfried Giedion's "Mechanization Takes Command" (Oxford Univ. Press 1948); Karl Zimmermann's "The Remarkable GG1" (Quadrant Press 1977); The Railway Magazine, Oct. 1941 (U.K.); and "Route of the Electroliners" (C,E,R,A, Bulletin 107, 1963, 1975).

Debut of Amtrak Long Distance Chargers not as Planned

The star-crossed first revenue round trip for Amtrak's new ALC42 Charger locomotives has not gotten any better on the return leg from the Pacific Northwest.

Charger locomotives Nos. 301 and 302 led the eastbound Empire Builder out of Seattle on Saturday, but reports of continued positive train control issues with No. 301 led to the locomotives being reshuffled, putting No. 302 in the lead ... in time to hit a pickup truck in a grade-crossing accident in Sultan, Wash., about 23 miles east of Everett. No injuries were reported, according to KIRO-TV.

The train, which was one hour, 26 minutes late leaving Everett, arrived at its next stop, Leavenworth, Wash., some 6 hours, 32 minutes late. By Sunday night, it was 7 hours, 55 minutes late leaving Havre, Mont.

Last week's first westbound trip for the two new Chargers was marked by an Amtrak announcement of plans to purchase 50 additional locomotives from Siemens. The train was delayed more than an hour late leaving Chicago because of PTC issues, leading to the addition of a P42 locomotive at the front of the consists. It then fell further behind schedule when a fire in its Sightseer lounge car led to that car being removed in Milwaukee. *Courtesy Kalmbach Media TRAINS Newswire Photo by Keith Schmidt*



interior improvements, too, but the big changes were a new exterior paint scheme of deep red above, silvery gray below with shadow-lining to resemble fluted sides, and the removal and plating over of destination sign boxes. The photos taken at



The Beginning and The End - The CN hands over the reigns to FOXY

January 28, 2022 was the last day of operations for several Canadian National branchlines in Wisconsin, which were sold to Watco Companies. With the acquisition, Watco formed a new railroad, Fox Valley & Superior Rail System, LLC (FOXY). The FOXY began service on January 29, 2022. For more info, see the map that was printed in May 2021 Sparks and Cinders (available at www.nhrswis.org). This special photo section features photos taken by several chapter members recording the end and the beginning.



CN #5304 sits in a snow shower at DBR waiting for its day of work on Jan 24th Photo by Mike Yuhas



Office at DBR junction glows in the light of a snowy morning of January 24th. Photo by Mike Yuhas



Canadian National L507 at Saukville, WI on January 24, 2022 Photo Mike Yuhas



L507 at the Saukville station sign on January 24th . Photo by Mike Yuhas



Last ride on the car with L507 working at Mequon on January 28, 2022. Photo by Dan Grudzielanek



CN #5304 idles at North Milwaukee on the final day January 28, 2022 Photo by Dan Grudzielanek.



FOXY locomotives assigned to Appleton WI idle on February 5, 2022 with a crescent moon behind. Photo by Bob Gallegos



Morning has dawned on Feb 5 2022 in Appleton and the WAMX #3880 is ready to go to work. Photo by Jeff Wojciechowski



Even the MOW equipment got a new look. This truck is sporting the FOXY logo on the door. Photo by Bob Gallegos



Watco FOXY power idles in the yard at Stevens Point, WI on January 22 2022. Photo by Bob Gallegos



WSOR #4187 "Grow Wisconsin" SD40-2 and more FOXY power waits assignment in Wausau, WI. CN power sits in the background January 22, 2022 Photo by Bob Gallegos



WAMX/WSOR #4179 SD40-2 with #4186 and #4187 have a train in tow in Tomahawk, WI on January 22 2022. Photo by Bob Gallegos



As the sun sets #4179 works in Tomahawk, WI on February 5 2022 as the Fox Valley & Superior Rail System, LLC commonly known as FOXY. Hopefully the new owner will help get more businesses to use the railroad and be successful. Photo by Bob Gallegos



One final shot from the air of L507 in Mequon WI on its final week of operation
Taken January 24 2022. THANK YOU CN !! Photo by Mike Yuhas

From the Archives

March 1957 - 65 Years Ago

A report on 6800+ miles in 10 days on 10 different trains by Gene Krol: NYC to Buffalo, DL&W to Scranton, Eastern Greyhound Lines to Doylestown, Reading to Philadelphia, PRR to New York and B&O return to Chicago, Milwaukee Road Olympian Hiawatha to Seattle and back to Milwaukee, NP and UP to Tacoma and Portland. All trains ran on time....Southern Pacific has withdrawn its application to discontinue their Los Angeles-Sacramento train, The West Coast, because of numerous objections. SP ran a full-page advertisement in local papers urging everyone who objected to the trains' withdrawal to patronize it regularly. The railroad said they had no desire to discontinue any train that is actually used, but they obviously cannot afford to operate trains just so airline passengers can use them when planes are grounded.

March 1962- 60 Years Ago

Gene Miller, of Evansville, Indiana, was fortunate (and farsighted) to have been a motion picture photographer of rail subjects back in the 30s and 40s when steam reigned virtually unchallenged. Blackhawk Films has obtained reproduction rights to Gene's films and has copies for sale. As a special favor to WC-NRHS they have loaned us films dealing with Milwaukee Road, RI, CGW, C&NW, CB&Q, CWI, Wabash, etc. Also, if time permits, Dan Platz will show his films of the late Berlin Bullet and of the Chapter's October 12, 1958, Milwaukee -Fox Lake, Wisconsin, fan trip.

March 1967 - 55 Years Ago

The annual Chapter banquet will be at the Tyrolean Towne House in West Allis on Saturday, April 15. The featured speaker will be George Roche, Vice-President of the Fred Harvey Co....On February 14, the ICC issued a decision which required the WP to operate the California Zephyr for at least one more year.

March 1972 - 50 Years Ago

Penn Central is scheduling a three day auction beginning March 20 to dispose of 250,000 pieces of its history which it no longer wants....The Milwaukee Road Skytop lounge Cedar Rapids has been purchased by David Stevens, son of designer Brooks Stevens, and will be restored and displayed at the Wisconsin Electric Railway Museum near East Troy. (The car is now based in the Twin Cities and operates on special trains.— ed.)

March 1977 - 45 Years Ago

Because of the instability of Amtrak's SDP40s, an empty passenger car is placed between the loco and the passenger carrying cars. Recently an ex-MILW dome was seen in this capacity....Fire destroyed the offices of the GB&W on February 11. All of the railroad's records were destroyed as were a number of Otto Kuhler originals in the President's office....A new short line, the Chicago, Madison & Northern Railway Co., hopes to begin operations on the ex-ICG 63-mile Freeport- Madison line in the spring....Due in part to the severe winter, much of the Milwaukee Road trackage west of Milwaukee is under a 40 mph speed limit.

March 1982 - 40 Years Ago

Because of poor economic conditions, the Milwaukee Road has eliminated the Waukesha and Watertown patrols; all switching between Brookfield and Portage is now done by trains 400 and 401.

March 1987 - 35 Years Ago

The Chapter's project to publish a history of Wisconsin railroads is under way. Editor Bob Baker is looking for photos to use in the publication....EMD is in dire straits with 1200 employees laid off at least through April. On November 1, 1985, there were 114 units on order, on November 1, 1986, only eight.

March 1992 - 30 Years Ago

Eastbound grain traffic has increased considerably on the Soo Line (ex-MILW). The increase in traffic has meant that the Soo Line has leased motive power from several sources. Grain is also a big commodity on the WSOR with two new facilities opening recently at Cambria and Oshkosh....The new Quad Graphics plant in Hartford opened in February and 275-325 cars per year are expected to be handled.

March 1997 - 25 Years Ago

A massive FRA inspection of WC was completed on February 19. The inspection was prompted in part by WC's safety record. Inspectors found 15 track defects, centered around Riplinger in Clark County. The area was the site of two recent derailments.... The FRA ruled on February 7 that WC could not expand the use of one-person train crews until its safety record improves....

The proposed Soo Line Historical & Technical Society museum has been working its way through the Oshkosh city bureaucracy. All has not gone smoothly with many residents opposed to the museum.

March 2002 - 20 Years Ago

As Yogi Berra once said, "It's deja vu all over again." as Congress debated the future of Amtrak. The future of Amtrak's Mail and Express service was also in doubt....The City of Kenosha shut down the trolley system on February 6 in response to Gov. McCallum's proposal to cut shared revenue to local governments. The trolleys will resume operation on Memorial Day weekend and run through the summer.

March 2007 - 15 Years Ago

Amtrak's Chicago-Milwaukee Hiawatha Service carried an estimated 588,036 passengers in 2006, up 8.2 percent from the 544,358 trips made during 2005, according to Amtrak.... Canadian National in late January retired all but one of its former Wisconsin Central SD45s. WC 7514 on January 24 was reported to be making a trip on CN train 411 between Gladstone and Sault Ste. Marie, Michigan...Illinois Railway Museum's Nebraska Zephyr streamliner has moved to Wisconsin – but only on a temporary basis. Union Pacific moved the train on January 18 from its home at Union, Illinois, to Avalon Rail Inc., in West Allis, for "specialized restoration work beyond the museum's capabilities," according to Ray Weart, IRM road foreman.

March 2012 - 10 Years Ago

About 30 Wisconsin Chapter members took advantage of a special opportunity February 4 to tour the Talgo America passenger car assembly plant in Milwaukee's Century City complex. Stars of the tour were two 14-car train sets the company is building for use on the Hiawatha Service. The two trains were coupled together on parallel tracks and made quite a sight in their white paint with wide red stripes along the window line. These aluminum cars, dubbed the Series 8, are the latest in Talgo's impressive list of equipment offerings and were designed specifically for the needs of North American travelers, as well as to meet Federal Railroad Administration (FRA) safety regulations.

Each train includes:

11 coaches: These coaches are half as long as the standard 85-foot-long Amtrak Horizon coach and seat 30 to 38 passengers each, so actual seating capacity for the entire train will be comparable to the train sets running currently;

One Bistro or food service car: this car stands out from the coaches because the window line is higher (presumably people will be standing in this car when ordering refreshments, hence the higher window level); One end coach (the first car of the train, which will also include 19 passenger seats

March 2017 - 5 Years Ago

The dynamic duo CNW #8701 and #8646 Dash9-44CW's still in original Chicago Northwestern paint are coming back into service. The locomotives had been stored serviceable since late 2015. Because of the pairs unique nature the locomotives were sent to the Illinois Railroad Museum for storage. The pair is set to be assigned to a local transfer job out of Chicago. The same job it had before they were put into service.

On February 3rd at the regular Chapter meeting President Dave Nelson presented Bob Joyce with his 50 year NRHS membership pin. Bob has held many positions in the chapter including a long term as editor of Sparks and Cinders. Congratulations Bob.

The Big Picture



Continuing with the "Last Day" theme here is Milwaukee streetcar Route #10 at Water and Wells near the Pabst Theatre. This was the last day of service on Route #10 March 1, 1958. Photo by Tom Sharratt