



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



Chicago South Shore #41 running on 11th street in Michigan City on Sunday February 27, 2022. This was the last day of the street running. A track expansion project will eliminate the street running. Photo by Bob Gallegos

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Wisconsin Chapter Meeting Schedule



Upcoming chapter events

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 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.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 Yuh as president@nrhswis.org (or via USPS at PO Box 070758 Milwaukee, WI 53207).

Wisconsin Chapter officers are: Mike Yuh as, 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.

Meeting Summary March 4, 2022

Wisconsin Chapter President Mike Yuh as started recording on Zoom at 7:31 pm. He asked all of us for some extra time so he could check in the large number of attendees. He greeted everyone and started the meeting at 7:34 pm. There were then 64 devices connected to the Zoom virtual meeting room, and about 20 people in the physical meeting room in the church basement.

The East Troy Railroad Museum is looking for a Chief Mechanical Officer. This will be a paid position. Details will be published in the next (April) issue of Sparks & Cinders. Interested parties can also e-mail Mike Yuh as at president@nrhswis.org for more information.

Jeff Wojciechowski showed photos, and some full-motion video, taken by himself and Bob Gallegos, of the last day of South Shore Line street running in Michigan City, Indiana, on Sunday, February 27. Mike Yuh as shared some of his photos of new regional startup Fox Valley & Lake Superior (reporting marks FOXY) in Wausau.

Mike Yuh as ran through the schedule of upcoming Chapter events:

- We will have another informal Railroad Gab Fest on Friday, March 11.
- There will be a special meeting "Hello FOXY" (see above) on Wednesday, March 23. The management of short line and regional railroad holding firm Watco will host a question and answer session on their takeover of about 900 miles of former Canadian National secondary main line and branch line routes in Wisconsin and Upper Michigan. Most of these, in central and northern Wisconsin, will be under new regional startup Fox Valley & Lake Superior (reporting marks FOXY). Some branch lines in southern Wisconsin will be folded into their existing regional Wisconsin & Southern. The Upper Michigan trackage will under the umbrella of their existing Grand Elk short line, which operates several short segments in and around Grand Rapids in SW Lower Michigan.

From the Prexy

- Our next regular meeting, on Friday, April 1, will feature the "1957 Travels" of John Dziobko, mainly on the Pennsylvania and the Norfolk & Western, and some other lines. These will be presented by John Dziobko and Ray Peacock. They are the same team who gave our excellent Rock Island retrospective on Saturday, May 15, 2021.

We will have another informal Railroad Gab Fest on Friday, April 8.

We will have a bi-monthly Slide Show on Tuesday, April 19. Some of the five time slots are already filled. Interested presenters should contact Mike Yuhas at president@nrhswis.org. Our regular meeting on Friday, May 6, will feature the Wisconsin Central and the Green Bay & Western, presented by new member Andrew Nelson.

All of the above events are on-line only, except for the two regular Chapter meetings on April 1 and May 6. Those will be hybrid events.

Mike Yuhas individually announced and welcomed four new members, since the last introduction at the meeting of February 4, 2022. They are not listed here. They will be individually listed elsewhere in the April issue of Sparks & Cinders.

Activities Chair Ralph McClure is proceeding toward getting back together for our first annual banquet since May of 2019. He is looking at later September or early October. He asked for a show of hands to indicate how many would be interested in attending. About 15 of the 20 in the physical meeting room, and a similar proportion of the Zoom attendees, raised their hands.

Presentation

Mike Yuhas introduced our presenter Alan Freed at 7:49pm. Alan started with some of his family railroad background. He is a fifth-generation railroader. His great-great grandfather worked as an engineer on the Pennsylvania Railroad during the Civil War. Alan started his own railroad career at age 17 at the now-gone Potomac Yard south of Washington, DC. He then worked as a Penn Central engineer. Alan presented the highlights of his trip of over 1000 miles of the recently abandoned Milwaukee Road Pacific extension, from Miles City, Montana to Cedar Falls, Washington, in August 1980, in a reconditioned used 1952 Fairmont speeder.

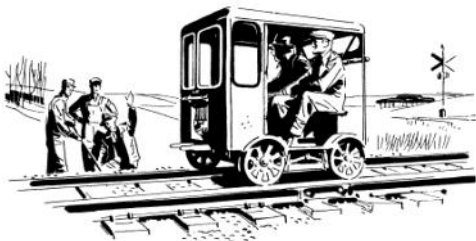
Your secretary saw Zoom attendance peak at 76 devices during the presentation. The Zoom log showed a total of 84. Some of those were only on for a short time. We had about 20 attend in-person in the church basement. One device was at the church. Total peak attendance was therefore about 95. All attendance, including the short-timers, was about 103.

The presentation ended at 9:26 pm. That time included a short question and answer session.

Virtual Post Meeting

Mike Yuhas stopped recording soon after that. He was working from his home tonight. He was therefore able to continue acting as our remote host. The informal chat room stayed open until about 11:20 pm.

Respectfully Submitted
Thomas W. Marcussen
Wisconsin Chapter Secretary



As I write this in mid-March, the days are decidedly getting longer (hooray!) but the mercury seems stuck in the single digits. By the time this edition hits your mailbox, all the snow will be gone, birds will be singing, and the cactus will be in bloom. Right?

There were about 20 people in our Fox Point meeting space and 85 folks signed in to Zoom March 4th for Alan Freed's presentation of "The Last Ride on the Milwaukee Road Pacific Extension," one of the most unique programs ever presented to our group. The presenter has asked that the recording of the show not be posted on any public forum. However, members who missed the program, or would like to see it again, may drop an email to president@nrhswis.org for the super-secret info. Read more about Alan and his trip at www.theweederoute.com.

You may recall the very successful joint online meeting with the North Western Illinois Chapter about a year ago, featuring the photography of John "The Godfather" Dziobko. April's Wisconsin Chapter program features Ray Peacock and John Dziobko sharing photographs taken 65 years ago. You will be amazed at the color and clarity of these photos from 1957. The meeting will be presented via Zoom, or you may watch on the big screen at our meeting place in Fox Point.

We don't have a firm date just yet, but we are in the midst of planning a catered chapter picnic at the Christopher Transportation Museum, on the grounds of the Christopher Farm and Gardens, just north of Sheboygan. This will likely take place on a Saturday in June. Details, as they say, will follow.

Please extend a warm welcome to new members Jim Milheim, of Coatesville, Pennsylvania; Andrew Nelson, of Belvidere, Illinois; and Patrick Malone, of West Salem, Wisconsin.

Thank you for your membership in the Wisconsin Chapter!

Stay safe and healthy,

Help Wanted - East Troy Railroad Museum

Chief Mechanical Officer Recruitment Announcement

The East Troy Railroad Museum is a successful and growing organization seeking a Chief Mechanical Officer to continue its success. This is a paid position, reporting to the President, responsible for overseeing and participating in maintenance and restoration efforts.

The Chief Mechanical Officer (CMO) is responsible for the mechanical condition of all rolling stock, right-of-way, electrical lines and systems, as well as shops and equipment used in the process of inspecting, repairing and testing equipment at the East Troy Railroad Museum. The CMO ensures that all work is done in accordance with applicable FRA guidelines, operations bulletins and best practices for operating tourist railroads.

We have a modern maintenance facility with an inspection pit, seven miles of track and electric overhead, with an active and skilled group of volunteers looking forward to full-time coordination and management. We are located in a scenic southern Wisconsin location just 30 miles from Milwaukee and 15 miles north of Lake Geneva.

Please see the complete job description for more information and desired qualifications. Interested candidates should send their resume and cover letter to cmosearch@easttroyrr.org.

Friday, April 1, 2022 - "The Godfather's" 1957 travels with John Dziobko presented by John Dziobko and Ray Peacock

John Dziobko - affectionately known to friends as "The Godfather" - began shooting railroad subjects, in color, in the late 1940s. This program focuses on the trips he took and the trains he saw 65 years ago. With sharp images and color as fresh as the day the slides were processed, watching this show is like cracking open a time capsule!

In September 1957, 24-year old John took a couple weeks off at his job in the mail room at A&P in Irvington, NJ, and traveled 8,000 miles across the US by rail (mostly), for the price of \$188.

John and Ray Peacock will show images from that trip, including John Barriger-style scenes of the railroad environs out the back window as he passed through. Today many of those rail miles have reverted back to nature.

We hope you will join us live from John's abode. 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. 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.



Wanted - Wisconsin Railroad Artifacts

The Elmbrook Historical Society, in recognition of the Brookfield Depot, is hosting a railroad themed display at the Dousman Inn this summer from May to October. The Society is looking for Wisconsin related artifacts, preferably Milwaukee Road - signage, posters, dinnerware - that could be displayed. The Dousman Inn, built in 1843 was the halfway point on the Wauertown Plank Road between Milwaukee and Waukesha. If you have items you might want to be considered for display contact Cathy or Neal Wegner 262-782-0617 or cnw-1@sbcglobal.net

End of an Era

Sunday February 27, 2022 marked the end of 114 years of street running for the Chicago South Shore in Michigan City, IN. A track expansion project will move the tracks out of the street. The event attracted a number of railfans that wanted to photograph the event. Below are some photos from February 27, 2022.



Above photo by Jeff Wojciechowski



Above two photos by Bob Gallegos

Do You Know ? - Part One

by Dave Nelson

Bryan Howell gave a memorable presentation at our November 2021 meeting on the Chicago, Burlington & Quincy's passenger service to the Twin Cities, with a focus on the Twin Cities Zephyrs. You might recall that Bryan showed some interior views of an observation car built for and used on that train, the Silver View, CB&Q No. 360, as currently preserved -- not yet truly restored, perhaps, but thankfully, preserved, outdoors, and in decent condition -- in Tom Abernathy's large privately held collection of passenger cars in Charles City, Iowa, known as the American Passenger Train History Museum.

I chanced upon the Silver View and the rest of Tom Abernathy's collection in 2015 when I happened to drive through Charles City on my way to a C&NW Historical Society meet. I knew nothing about Abernathy, his Museum (www.apthm.org),



or that the tracks the cars sit on are the last remnants of a long-gone interurban line, the Charles City & Western. I just found the cars sitting there and took pictures. A blog on another Abernathy website, www.zephyrroute.com, says a restoration of Silver View is on-going.

So let's focus a bit more on Silver View. It's one of the two round-end domed observation cars built in 1947 for the Twin



Cities Zephyr, the other being "Silver Vista," CB&Q No. 361 (also privately owned). Originally the tailsigns on the ends of both cars read "Twin Cities Zephyr" but in later years as train assignments were shifted around, the tailsigns simply said "Burlington Route." It is known that Silver View sometimes saw service on the Kansas City Zephyr, for example.

While there is a certain family resemblance to all the CB&Q domed observation cars, there were some key distinctions. Because the Twin Cities Zephyr was not an overnight train, there were no sleeping quarters on the train or in the car. Instead, Silver View and Silver Vista featured two distinct par-

lor seating areas. The passenger dome could seat 24, the rear parlor could seat 22, and the front parlor section held chairs for 9 patrons. Under the dome were toilet facilities and a premium-priced private drawing room for 5. Curiously, the parlor chairs were not of the modern swivel variety, but were over-stuffed wing-back chairs, of a sort you would have seen on a parlor car from decades earlier. The round-end domed observations built for the California Zephyr ("Silver Horizon," "Silver Penthouse,"



"Silver Solarium," and "Silver Lookout") all included sleeping quarters for passengers in addition to the standard 24-seat dome. Two domed/parlor observation cars for the Kansas City Zephyr ("Silver Terrace" and "Silver Tower") were blunt-ended so that they could be placed mid-train when in other service. The dome/parlor/lounge observation cars built for the Denver Zephyr ("Silver Chateau" and "Silver Veranda") were also blunt ended. All ten of these cars saw Amtrak service and Silver View was Amtrak No. 9300. All but Silver Chateau still exist. After leaving Amtrak service, Silver View was used on the scenic excursion railroad in Boone, IA before falling into private hands.

While in Amtrak service the ex-CB&Q domed observation cars



saw service on the North Coast Hiawatha, the San Francisco Zephyr, the Texas Chief/Lone Star, and most intriguingly, the Abraham Lincoln between Milwaukee and St. Louis. Thus a good chance exists that Silver View paid visits to Milwaukee's Amtrak depot.

Information for this article comes from the zephyrroute.com website and Jonathan J. Boyle, Sr.'s book "Burlington Route Streamlined Observation Cars -- Burlington Signature Cars" (TLC Publishing 2005)

The Railroad Timetable

At first glance a railroad timetable appears to be cluttered, unreadable and senseless. Actually, it is! Study this timetable of one of America's least-traveled lines, the Chicago, Lasagna & South Gasp Railroad. After you've finished, we here at MAD are certain you'll conclude the only way to travel is by car...

CHICAGO, LASAGNA & SOUTH GASP RAILROAD

ALL CATTLE CARS ARE AIR-CONDITIONED

For equipment needed to survive on these trains see p. 8

WESTBOUND (Read down—How else?)		21 Daily	7 Ex. Sun. o	11 Ex. Sat.	23 Daily	101 Weekly	5739 Monthly	65 Hardly
Miles	Elev.	AM	AM	AM	AM	AM	PM	PM
0	CHICAGO.....	1 06	2 14	6 11	6 12	6 13	3 56	5 31
10	Uleer.....	1577 Ar.	2 59	7 30			7 15	
215	E. Frammis.....	2344 "	5 16	9 14pp				
215	Frammis.....	4432 "	5 09	10 02				10 30
215	W. Frammis.....	2443 "	5 17	7 15	8 20z			
230	Neumanville.....	4567 "	10 45					
235	Fort Fungus, Iowa.....	5678 "	3 11		9 14			
240	Slump City.....	6 "	4 35					
245	Gopher Prairie.....	17 "	5 55					
260	Haggenfranz.....	2 "	5 56					
281	Undertow.....	-37 "	8 09					
300	Elbowgrease.....	-688 "	10 53					
319	Whoops, Missouri.....	1 "	3 11	1 03				
324	K-k-k-kankakee.....	? "	3 46jj	1 31o				
325	W. Crocus, Iowa.....	5 "	8 02	5 43				
326	Lake Pheugith.....	10 "	11 51	7 00				
327	LASAGNA.....	15 "	1 05	7 17	12 35	8 30	6 15a	
370	Buzzardville.....	20 "	10 14	11 30		1 54		12 15vv
381	E. Asterisk, Arkansas.....	25 "		1 05m				
394	Munch.....	30 "		2 34hh				
402	Crunch.....	No!	4 19	2 34ii	4 45kk			
411	Hopeless Crossing.....	101 "		9 30k		6 16aa		
901	Snersberg, Tennessee.....	614 "	5 03rr	9 56				
912	Toadstool.....	534 "		9 59				4 45c
934	Ft. Apache, Arizona.....	4001 "		*1 34	*4 45	*2 36v		
937	Bedspring J.....	88 "		1 56p				
944	Buckskin.....	888 "						
952	Riboflavin nn.....	8888 "	4 15					
963	New Molar, California.....	3481 "	6 17y					
981	Fritter o.....	31 "	9 55					8 30
999	SOUTH GASP.....	0 "	10 30	10 30	10 30	10 30		10 30

EXPLANATION OF REFERENCE MARKS

- a Does not stop on odd-numbered Thursdays.
- aa Adjust oxygen masks.
- c When the engineer feels like it.
- d Not this Sunday.
- ff Does not carry passengers born in the month of May.
- h Train whistle hits a perfect high "C" at this point.
- hh Stops to let off paying passengers.
- ii Stops to throw off non-paying passengers.
- j Station Master noted for repertoire of snappy stories.
- jj Rarely on time.
- k Stops to throw Mama from the train a knish.
- kk Last week.
- m Tomorrow.
- nn Sun rises at 7:09 a.m.
- n Observation car carries spittoon once used by William Jennings Bryan.
- o Nice looking blonde sells candy here.
- pp Look, Ma! No hands!
- p Avalanche!
- q See note "a."
- rr Last call for dinner.
- rr Conductor's middle name is Sidney.
- t All seats on this train reserved in advance, otherwise you got to sit on your luggage.
- tt Friendly pickpockets in club car.
- vv Four-day layover.
- v Alternate Mondays.
- xx Don't order corned beef and cabbage in the diner unless you have supply of Bicarbonate of Soda along.
- y Bus leaves every hour for Jamaica, Post time: 3:45, Pari-Mutuals at the track.
- z If you're lucky.
- * Mountain time prevails in this territory, but trains are operated under Central Time. For equivalent Pacific Time, figure one hour earlier than Mountain Time and two hours earlier than Central Time if you got the time.

From the Archives

April 1957 - 65 Years Ago

At 5:30 p.m., February 28th, fire broke out in old Milwaukee Road roundhouse No. 1 located in the Menomonee valley, just west of the 35th St. viaduct. Half of the 42 stalls were destroyed. Partially damaged were two EMD FTs, an Alco road switcher, an EMD switcher, a 300 hp Davenport switcher, an F-M 1200 hp switcher, and an EMD E-7....The Transport Co. has recently equipped streetcars 957, 961, 972, and 994 with new wheels. Car 972 has been repainted on one side (it formerly carried an advertisement). The new paint job does not display the true "traction orange" color but rather a brownish orange. The Transport Co. diamond decal is missing, apparently the supply has been exhausted....Latest gossip has it that the last of the Milwaukee streetcar lines, Route 10, will be converted to (our reporter was unable to bring himself to utter the "B-word") by October of this year The Chicago, Aurora & Elgin is now operating day-to-day. Another day, maybe a week, possibly a month....Although such action will probably not take effect until fall or winter, there are reports in the air that the Milwaukee Road will probably make an attempt to operate the Olympian Hiawatha tri-weekly or every other day. It appears that the high-class competition of the City of Portland, Empire Builder, and North Coast Limited has captured most of the business with the so-called Limpin' Hiawatha operating somewhat as an overflow train. Many authorities have noted that the Olympian's schedule is equal to, and that the scenery surpasses, the competition, however, they also criticize the train for its limited lounge facilities and bad reputation it has for running late

April 1962- 60 Years Ago

The Soo Line is selling a group of cars recently made surplus by reason of abandonment of some passenger service, all stored serviceable at Minneapolis. Included are seven steel-coaches built 1911-1913, no air conditioning, eleven sleepers, and two business cars....Jerry Hilton presented a roster of operating, stored, or on display steam and electric motive power in Minnesota, Michigan U.P., and Wisconsin. Wisconsin has 23 steam locos, not counting 150 GN locos stored for scrap in Superior. There are 11 electrics listed.

April 1967 - 55 Years Ago

The Jos. Schlitz Brewing Co., hopes to use Dick Jensen's ex- Grand Trunk 4-6-2 No. 5629 on the Circus Train from Baraboo to Milwaukee via Madison on June 30....The Milwaukee Road scrapped and burned its last heavy-weight business car, the Illinois, at the Milwaukee Shops last month....The CTA will receive Federal funds to assist in the construction of a five-mile extension from the present Logan Square terminal on the Northwest line to a point near a C&NW Wisconsin Division suburban station and for a new rapid transit line in the median of the Dan Ryan expressway from 95th St. to the Loop "L."

April 1972 - 50 Years Ago

The last IC train rolled out of Central Station on Chicago's lakefront on March 5. UP 8444, on its way back from an excursion, powered Amtrak's City of San Francisco from Denver to Cheyenne on February 21. Passenger reaction was not recorded.

April 1977 - 45 Years Ago

A complete C&NW motive power assignment roster, showing the home division of all 944 units owned, was included in this issue of S&C. Bob Adams reported on the sad condition of rail passenger facilities and rolling stock which he encountered on a recent trip to New Jersey and Boston.

April 1982 - 40 Years Ago

Hopes are running high that the Prosperity Special, powered by ex-C&NW No. 1385, will operate during Transportation Week. The effort has been spearheaded by C&NW Wisconsin Division Manager and Assistant Vice-President Chris Burger.

April 1987 - 35 Years Ago

The venerable Duplainville tower was closed at midnight, Monday, March 30. The crossing is now operated remotely by the dispatchers for the two lines. It is reported that the tower may be demolished soon....Extensive news about Lake States Transportation (a.k.a. the Real Genuine Soo Line, not the fake imitation double-track orange-and-black Soo Line) and the Core System (a.k.a. the New Soo Line; the fake imitation double track orange-and-black Soo Line; the Old Milwaukee Road) occupied several pages in this issue

April 1992 - 30 Years Ago

The Midway rapid transit line from the Chicago Loop to Midway airport is scheduled to open in mid-summer....The renovated Chicago Union Station re-opened with four days of festivities in October. The two-year \$32 million rehab was financed by Chicago Union Station Company with a \$7.7 million contribution from Metra....On March 17 Wisconsin Central, Ltd., filed a preliminary request for permission with the ICC to acquire the Green Bay & Western and Fox River Valley railroads for \$61.2 million.

April 1997 - 25 Years Ago

The State of Wisconsin is asking for \$14 million to purchase two new trainsets for the Chicago-Milwaukee Hiawatha Service. Amtrak, CP, and Wisconsin DOT are discussing the possibility of instituting commuter service to Waukesha County during the reconstruction of I-94....CSX and NS have announced a deal to split Conrail between them. Both CSX and NS would have access to New York City.

April 2002 - 20 Years Ago

UP's Challenger No. 3985 is scheduled to visit the Milwaukee area on June 15....A planned April excursion with Soo Line No. 2719 on the WC was cancelled because of "severe escalations in fuel, insurance, and track rental."...ex-Milwaukee Road No. 261 will power a May 18-19 round trip from Minneapolis to Duluth....CP announced that the recently restored 4-6-4 No. 2816 will not operate east of Winnipeg this year. Wisconsin DOT and a consortium of private developers are working on plans to redevelop the Milwaukee Amtrak station DM&E announced that it will purchase I&M Rail Link. It plans to rename the 1385-mile railroad the Iowa, Chicago & Eastern.

April 2007 - 15 Years Ago

The last remaining old color position light signals on the former Alton Railroad (later Gulf, Mobile & Ohio, Illinois Central Gulf, Chicago, Missouri & Western, and Southern Pacific) are in the process of being replaced by Union Pacific's 30-man signal suspension gang this week. The signals are being removed between Bloomington and Springfield, the last stretch with a significant number of CPL signals on UP's Joliet-St. Louis route (CN owns the Chicago-Joliet portion).

April 2012 - 10 Years Ago

Eastman Kodak announced in early March that it will end the production of all slide films, including the once-popular Ektachrome reversal film, ending 77-years of slide film production. In a notice sent to retailers and distributors Kodak said, "due to a steady decrease in sales and customer usage, combined with highly complex product formulation and manufacturing processes, Kodak is discontinuing three Ektachrome (color reversal) films."

April 2017 - 5 Years Ago

The last two CNW painted Dash-9 locomotives were returned to service after storage at Illinois Railroad Museum. The pair has been pulling the Global 2 to Global 3 Intermodal transfer train. So the pair (Dynamic Duo) is passing by the Rochelle Railfan Park twice a day. WSOR track crews are wrapping up the first phase of a track improvement project that will increase train speeds between Madison and Watertown. The upgrades will allow for 286,000 lb cars and train speeds of 25 mph. Also planned is improvements to six railroad bridges between Madison and Waterloo. Funding is coming from the State of Wisconsin and the railroad.

The Big Picture



South Shore Trains crosses Amtrak at a diamond in Michigan City IN. Sunday February 27, 2022 was the final day of street running for the South Shore. A double track project will eliminate the street running. Aerial Photo by Jeff Wojciechowski