

Wisconsin Chapter National Railway Historical Society

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SPARKS AND CINDERS

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

Since 1950

Preserving Wisconsin Railroad History for 72 Years

Visit the Chapter Webpage www.nrhswis.org



Wisconsin Chapter member Jim Wrinn, editor of TRAINS Magazine, died March 30 after a battle with pancreatic cancer. He was TRAINS editor for 17 years. Here Jim is trackside at Gary, Indiana, on April 21, 2012. During his illness, Jim encouraged folks to “get busy living.” *Photo by Mike Yugas*

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Wisconsin Chapter Meeting Schedule



Upcoming chapter events

Friday, May 6 - WC and GB&W by Andrew Nelson (in-person & online)

Friday, June 3 - To Be Announced

Tuesday June 21 - Online slide show

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

Wisconsin Chapter officers are: Mike Yuh as, President (president@nrhiswis.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@nrhiswis.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 April 1, 2022

Introduction

Wisconsin Chapter President Mike Yuh as started recording on Zoom at 7:30 pm. He started the meeting at 7:33 pm. There were then 41 devices connected to the Zoom virtual meeting room, and 18 people in the physical meeting room in the church basement.

News / News Photos

We started off with the sad news that Trains magazine editor (and Wisconsin Chapter member) Jim Wrinn passed away on Wednesday, March 30. He had just turned 61 years old on March 21. He had been the editor of Trains magazine, his dream job, since October 27, 2004. Mike Yuh as, who had been advertising sales manager there until his 2020 retirement, presented a tribute series of photos of Jim's life and career. There was a moment of silence afterward.

Jeff Wojciechowski showed some drone and ground photos of the Canadian Pacific derailment along the north side of Pewaukee Lake on Saturday, February 19. A different member, whose drone shots had been used on a TV news report, reported receiving a warning letter from the Federal Aviation Administration. All emergency sites, where first responders are likely to be present, are automatic temporary restricted flight zones, even if no notice is posted on-line.

Al Baker presented some photos of Amtrak's new Siemens passenger cars on Hiawatha service (Chicago-Milwaukee) trains in and around the new Sturtevant depot. Amtrak ordered 97 of them for Midwest service, including 3 cab cars for the Hiawatha service. They are starting to appear, not yet in revenue service, running empty for testing and crew familiarization, on Hiawatha service trains.

Amtrak restored two Hiawatha service round trips, which had been cut back for the winter due to staff shortages and Covid-19, on Monday, March 28.

From the Prexy

Continued from Page 2

Announcements

Mike Yugas ran through the schedule of upcoming Chapter events:

We will have another informal Railroad Gab Fest on Friday, April 8, if we can find someone to host it. Mike Yugas will not be available. Ward Wells volunteered to host the session. We will have a bi-monthly Slide Show on Tuesday, April 19. Our next regular meeting, on Friday, May 6, will feature two programs, on the Wisconsin Central and the Green Bay & Western, by new member Andrew Nelson.

The first two of the above events are on-line only. The regular Chapter meeting on May 6 will be a hybrid event (at the church basement and on-line).

Mike Yugas individually announced and welcomed five new members, since the last introduction at the meeting of March 4, 2022. They are not listed here. They will be individually listed elsewhere in the May issue of Sparks & Cinders.

Presentation

Mike Yugas introduced our presenters John Dziobko and Donald Peacock at 7:56 pm. Their show was on the "1957 Travels" of John Dziobko. John took a 7000-plus-mile mostly-rail trip from August 31 to September 24-25, for only \$188.00. It started out in New Jersey on the Pennsylvania. We went to the NRHS National Convention in Roanoke, Virginia, featuring the Norfolk & Western and the (then still independent) Virginian. We took the Norfolk & Western to Cincinnati and the Pennsylvania to Chicago. We did an extensive tour of the West, mainly on the Union Pacific and Southern Pacific. We rode several traction lines in and around Los Angeles and Portland. We went up to Seattle and came back east on the Great Northern.

Your secretary saw Zoom attendance peak at 55 devices during the presentation. We had 18 attend in-person in the church basement. One device was at the church. Total peak attendance was therefore 72. A total of 57 devices logged into Zoom. Total attendance was 74.

The presentation ended about 9:30 pm.

Virtual Post Meeting

Mike Yugas stopped recording at 9:36 pm. 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 12:14 am.

Respectfully Submitted
Thomas W. Marcussen

Canadian Pacific Changes Train ID Numbers

Recently the Canadian Pacific changed the train id numbers for all of its trains. This is done every several years. I think it is done just to keep railfans on their game. Here is a list of some of the trains regularly seen in Southeastern Wisconsin. 100 Series trains are intermodals; 200's are freight. Compiled by Keith Schmidt

Old #	New #	Origin - Destination
198	148	Vancouver-Bensenville
199	149	Bensenville-Vancouver
281	247	Bensenville-St Paul
286	246	St Paul-Bensenville
287	249	Bensenville-St Paul
288	248	St Paul-Chicago(Clearing)
470	254	Tracy MN-Bensenville
471	255	Bensenville-Tracy MN

On March 30, longtime Wisconsin Chapter member Jim Wrinn died after a year fighting pancreatic cancer. Jim, husband to Cate, was a passionate advocate of railway preservation, and editor of Trains magazine. Jim will be missed by thousands of friends at museums, railroads large and small, and trackside. Please join me in sending condolences and love to Cate.

The combined in-person/virtual chapter meeting programs continue to be successful. Last month's program, presented by Ray Peacock and John Dziobko, originated in John's nursing home room in Madison, and was viewed by about 20 people in our Fox Point location and 57 remote participants.

If you cannot attend our meetings in-person or remotely, most of them are captured and later uploaded to our YouTube channel. The easiest way to find us is to go to youtube.com and search for Wisconsin Chapter NRHS.

Last month we teased that we were planning a picnic at the Christopher Transportation Museum. Alas, due to museum construction, that visit will be postponed. We'll let you know more when they're again ready to welcome guests.

Let us extend a warm welcome to these new members:

David Jakubiec, Livonia, Mich.
Christopher Guss, Lake Villa, Ill.
Barry Becker, Butler
Thomas Klimek, Green Bay

The summer months are around the corner, and it's time to explore the world of railroading. As Jim Wrinn frequently said, get busy living!

Thank you for your membership in the Wisconsin Chapter, and stay safe and healthy,



UP #4014 Big Boy heads West in Summer 2022

Union Pacific's famed "Big Boy" steam locomotive No. 4014 is set to return to the tracks this summer for what UP's Steam Club is calling the "West Coast Steam Tour," kicking off on June 26 from the railroad's heritage headquarters in Cheyenne.

This year's tour celebrates Union Pacific's 160th anniversary, its heritage, and the railroad's relationship to the communities it serves. This will also be the first time the 4-8-8-4 has visited the Pacific Northwest since its return to service in 2019. The railroad traces its inception to the Pacific Railroad Act of 1862.

The Big Boy will make a huge loop that will take the engine west via Sparks, Nev., to Roseville, Calif., then north to Portland, Ore., then east again to Cheyenne via Boise, Idaho. The engine will be on display in Sparks on July 6, Roseville on July 8-9, Portland on July 15-16, and Boise on July 21-22.

After departing the Cheyenne shop on June 26, the engine and its train will make brief whistle-stops in dozens of communities in Wyoming, Nevada, California, Oregon, Idaho, and Utah. Further details for these stops will be released to the Steam Club in May. *Courtesy TRAINS Newswire Kalmbach Media*



Remembering Jim Wrinn

Editor's note: Wisconsin Chapter member Jim Wrinn, editor of Trains magazine, died on March 30. Chapter president Mike Yuhas has a few things to say about his friend and colleague at Kalmbach Media.

In February 2021, nearly a year into the pandemic, Jim Wrinn called to say he'd been diagnosed with pancreatic cancer. Without question, Jim knew the gravity of the prognosis, but he was adamant about fighting it. Over the next several months, he'd go through chemo treatments every couple weeks, become fatigued for a day or two, then get back to living. In fact, "get busy living" became Jim's mantra, and by golly, he sure packed a lot of action, travel, life, love, and trains into his last year.

My first encounter with Jim was October 27, 2004 - his first day as editor of Trains magazine. Jim quickly established himself as passionate, visionary leader of the Trains brand. On his watch, the monthly magazine was joined by scores of ancillary products including one-off special-interest publications, foreign and domestic tours, video series galore, and even live-streaming of special events, notably revolving around the restoration of Union Pacific's Big Boy locomotive. Virtually all of these revenue-enhancing ventures were wildly successful. Just about everything he touched turned to gold.

One potential opportunity for a brand extension was a railroad trivia challenge. Jim and some of the Trains staff developed questions that the audience would compete to answer (such as "How many Class 1 railroads were there in America in 1925?" and "What was the name of Casey Jones's fireman?"). As far as I can tell, this game was played exactly twice - at the annual gathering of the Heritage Rail Alliance in November, 2016, and then one month later, right here at our own meeting.

Jim was a frequent attendee of Wisconsin Chapter meetings, in-person and virtually. His first presentation to our group was a well-received exhibition of some of his remarkable Southeastern US rail photography from the 1980s.

Jim's last rail trip was a weekend in February on the Western Maryland Scenic Railroad, to ride behind freshly-restored C&O Mallet 1309. In typical Wrinn fashion, he parlayed this experience into the cover story for the May 2022 issue of Trains.

That was Jim: working hard, always smiling, always on deadline. He shared the passion of railroading right up until the end. He will be missed.

James G. Wrinn is survived by beloved wife Cate Kratville-Wrinn, Raildog Millie, special friend Arthur Zimmerla, and thousands of friends along the rails.

Answers to trivia questions: 174; Sim Webb.



Jim Wrinn on October 27, 2004 - his first day as editor of Trains magazine



A stack of manuscripts on his desk, November 21, 2006.



Spelled incorrectly. LaCoste, Texas, May 1, 2011.



Trains magazine staff enjoys a light moment trackside. L-R: editors Jim Wrinn, David Lassen, Brian Schmidt, Steve Sweeney, and ad salesperson Mike Yuhas. March 21, 2015, after having helped Sweeney move into his new house.



Sigma Corporation's ad campaign in Trains magazine convinced Jim to buy a 150-600mm lens for Cate and himself. He shot trains with the long lens; Cate shoots birds. December 10, 2016.



With Amtrak president Joe Boardman at a Trains magazine-Amtrak roundtable in Chicago, March 6, 2010

Wisconsin Central and Green Bay & Western programs by Andrew Nelson Friday May 6, 2022

My Green Bay & Western

My first encounter with the Green Bay & Western occurred in 1970 in Wisconsin Rapids when I was six or seven years old. In the decades that followed, I became more and more enamored with the GB&W, culminating in a near-obsession in its last years that it existed to document everything I could of this fascinating railroad.

This program was the first digital production I produced, dating back to 2007 when it was first shown at Summerail in Cincinnati. While I have approximately 1,500 GB&W slides of my own, this program was made far better by the images kindly loaned to me by Mike Schafer, Bill Christopher and former employees of the GB&W.



Up North In Wisconsin With The Other Nelson Brothers

This program on the Wisconsin Central is the brain-child of both my younger Jeff and myself that stemmed from a conversation at a Mexican restaurant in Marion, Ohio during the dinner break for Summerail 2016. This program has two personalities: 1) A serious look at the Wisconsin Central we saw from 1987 to 2001. 2) A mostly improvised side show featuring the two of us in what could be described as Bob & Doug McKenzie meet Red Green. We prove to be far less urbane than the much better known main Nelson Brothers, Mike and Mark Nelson of Oregon, Wisconsin. But, we had a blast nonetheless.



Do You Know ?

by Dave Nelson

In April of 1978, Royal Hudson No. 2860 paid a three-day visit to Waukesha WI near the Soo Line depot, as part of its nearly two-month goodwill tour intended to educate the public about British Columbia and promote tourism there. The steam locomotive, built in 1940 by Montreal Lo-



comotive Works as part of the Canadian Pacific's H1e class, was owned by the Province of British Columbia. The tour saw the 4-6-4 pull a special train, freshly painted entirely in deep maroon, with display and museum cars, to Eastern Canada, as well as Chicago and Minneapolis. For this tour it was outfitted with an extra tender, two unobtrusive F7



"B" units to minimize wear on the 38-year-old oil-burner, a beautiful old open platform observation car, and ex-Reading coaches which had previously seen service on the American Freedom Train during its bicentennial tours. The Provincial Crest of British Columbia was on the tender and above the locomotive headlight; a metal British Columbia nameplate above the pilot had been augmented by a "Canada" nameplate when 2860 started making tours into the US.

In spite of chilly spring weather, sizable crowds came to see 2860 and its train, thanks to good publicity in the Milwaukee newspapers. A handsome Royal Canadian Mounted Policeman -- a genuine "Mountie" -- stood guard over the locomotive and posed for photos. And when it came time for it to head north out of Waukesha, a further surprise was revealed: in addition to its steam



whistle and an air horn, 2860 has a special air horn which sounds the opening four notes of the Canadian national anthem, "O Canada!" and as it happens, those four notes are two long notes, a short note, and a long note: the exact rhythm to sound for grade crossings. I recall standing that night at an isolated crossing near the Lomira marsh, shivering in the crisp night air, hearing the distant rumble of those F7s revving up for grades, and the repeated strain of "O Canada!" for grade crossing after grade crossing, until finally the train rushed by at something much higher than track speed.



The H1c, d, and e classes of CP Hudsons were "Royal" because in 1939 the King and Queen of England (the parents of today's Queen Elizabeth II) became the first reigning British monarchs to visit Canada, and their special train was pulled from Quebec to Vancouver by 2850 of the H1e class (specially painted blue and silver), with the King himself at the throttle for portions of the trip. His Majesty, said to be a rail buff, granted the Cana-

dian Pacific's request to designate 2950 and all streamlined CP 4-6-4s as "Royal," and thus crowns were affixed to the running board skirts. (Milwaukee has also been visited by CP Hudson 2816, the so-called "Empress," which was of the non-streamlined class H1b and thus not "Royal.")

2860 served between Vancouver and Revelstoke on the CP's top transcontinental trains, and late in its career was transferred to Winnipeg. But by 1959, 2860 joined most other CP steam in the scrap line until 1964, when it was sent to Vancouver by the CP and reconditioned for a proposed railroad museum that never came to be. Fortunately, the CP housed 2860 in a Vancouver roundhouse where it was more or less forgotten until 1973, when the Province of British Columbia purchased it and had it returned to operating condition, mostly by crews of retired CP steam mechanics. In 1974 it began its regular duty of pulling excursion trains out of North Vancouver. It became a roving ambassador for British Columbia, including multiple trips, often long ones, to the US and the far reaches of Canada. While on these trips a former CP 2-8-0, No. 3716, handled the North Vancouver excursion train.

The summer of 1983 found me riding behind 2860 on one of its daily round trips to Squamish BC on the tracks of BC Rail, a fairly new 1956 line, part of which was on the abandoned right of way of the old Pacific Great Eastern. Dutch doors on the passenger cars were flung wide open for the benefit of photographers during the 40 miles of magnificent scenery from North Vancouver to Squamish, on a narrow ledge between Howe Sound and high stone cliffs with mountains, for-



ests, waterfalls, trestles, and tunnels. I feared our coach might tip over when the conductor casually mentioned we were approaching a "clothing optional" beach to our left. The train turned at Squamish, a logging and lumber town. Alas, changes in British Columbia politics eventually brought about the end of the tourist excursions, with the last trip in 2010. While still technically owned by the Province, the 2860 is on permanent loan to the West Coast Railway Association in Squamish. Last re-shopped in 2006, there is no present indication the locomotive will be run again.

Sources for this article include the book "Steam along the Sound," by Nils Huxtable (Evergreen Press Ltd, 1983).

From the Archives

May 1957 - 65 Years Ago

Sweet Soo — Several weeks ago, over in Waukesha, our good friends Einar Abrahamson and Laird Ross helped polish up Sweet Soo. The Soo Line generously donated the paint. (After a somewhat interesting display career in Waukesha, the locomotive was donated to the Mid-Continent Railway Museum at North Freedom, Wisconsin, in 1989)...It is reported that the Soo Line is operating a fast freight from Chicago to Minneapolis which passes up No. 17, The Laker, the Soo's fastest Chicago-Minneapolis passenger train....Milwaukee Road G8 4-6-0 No. 1004 had the sad distinction of being the last active steam locomotive on the railroad. It has operated in and around Austin, Minnesota, for the last few years. On occasions when the Milwaukee Road's home-made diesel No. 5901 spent the night in the shop, the 1004 powered the Root River Cannonball between Austin and La Crosse.

May 1962- 60 Years Ago

Our friends and associates, the Railway Historical Society of Milwaukee, will have their grand opening on May 27 at Hillsboro, Wisconsin. Much hard work and money has gone into the project. (This is today's Mid-Continent Railway Museum at North Freedom, Wisconsin.)

May 1967 - 55 Years Ago

Nine U. S. railroads have been fined a total of \$127,000 for delays to the U. S. Mail. Postmaster General Larry O'Brien stated that he is willing to work with the railroads to seek ways for railroads to carry more mail to keep passenger trains running. He also indicated that if railroads continue to discontinue passenger trains, the only alternatives are trucks or planes....On Saturday, May 19, the Milwaukee Road operated three Girl Scout specials from Chicago to Wisconsin Dells and return. Similar trips for Boy Scouts will be operated on June 3.

May 1972 - 50 Years Ago

The C&O car ferry service has declined to just one sailing per day, down from three sailings just one year ago....The Rock Island, which declined to join Amtrak, is promoting its passenger service heavily with a "Ride the Rocket" campaign. At a news conference in Peoria, M. I. Bonesteel, Director of Passenger Operations, said that the Peoria-Chicago equipment consisted of air conditioned coaches, a full diner, and parlor car service and that the one way fare was \$7, "far cheaper than air or automobiles."

May 1977 - 45 Years Ago

Amtrak announced that it will convert 40 six-axle SDP40Fs into four-axle F40PHs at a cost of \$15.4 million. The prime movers, alternators, traction motors, air brake equipment, dynamic brakes, cab signals, and crew equipment from the old units will be installed on new frames. In addition, new trucks, fuel tanks, and carbodies will be provided.

May 1982 - 40 Years Ago

Ex-Rock Island E6 No. 630 is safely stored at Intercontinental Engineering & Manufacturing Co., in Parkville, Missouri, awaiting refurbishing....Fire at the UP facilities in Cheyenne recently threatened 8444 (now 844) and 3985, but thanks to fast work by personnel on hand, the locos were removed before they were damaged....Amtrak trains between Albany and New York now reach 100 mph on portions of the route. The overall average speed is 84 mph.

May 1987 - 35 Years Ago

On April 13, two WICT GP7s traveled from Janesville to Waukesha to pick up 21 loaded 100-ton hoppers of grain, returning service, after a two-year lapse, to a major segment of Wisconsin's first rail line.

May 1992 - 30 Years Ago

This issue of S&C contained a railroad history of Brookfield by Jerry Hilton. Also included was a history of the Town of Brookfield reprinted from "The History of Waukesha County, Wisconsin," published in 1880....A profile of the GB&W covered both the history of the line and its 1977 operations.

May 1997 - 25 Years Ago

The featured speaker at the Annual Chapter Banquet was Dave Baule, executive producer of the PBS series "Tracks Ahead."... Bob Baker reported on a recent trip to see rail activity on the soon-to-be-abandoned Tennessee Pass line of the UP....The parent company of Montana Rail Link has purchased 1,143 miles of the ex-Milwaukee Road "Corn Lines" in Iowa and Minnesota from the CP for \$250 million. The new operator will be known as I&M Rail Link and will be headquartered in Davenport, Iowa....NS and CSX have announced an agreement to split Conrail between them. NS will get a 58% share and CSX a 42% share....Amtrak announced the discontinuance of the Desert Wind and the Pioneer May 10. (Ironically, the 128th anniversary of the driving of the Golden Spike.)

May 2002 - 20 Years Ago

It was announced that UP Challenger steam locomotive No. 3985 would visit the area on June 15 and 16. The trips will be from West Chicago to Butler and return....Mid-Continent Railway Museum announced an Open House on May 18 and 19 to celebrate the progress on renovation of Milwaukee, Lake Shore & Western coach No. 63. The car was constructed in 1888 by Barney & Smith. Chapter member Jim Yanke will be the featured speaker at the annual Chapter banquet on May 4. Jim will have many interesting stories from his 41-1/2-year railroad career with C&NW and UP.

May 2007 - 15 Years Ago

The Annual Chapter Banquet was held at South Woods of Cudahy on Saturday, May 5. The banquet speaker was Mike Meyer, UP law enforcement agent and Operation Lifesaver presenter....Canadian Pacific Railway 4-6-4 Hudson steam engine No. 2816 pulled CPR's luxury passenger train from Calgary, Alberta, to Chicago. The train was in the Chicago area August 30 to September 4. Ex-Milwaukee Road 4-8-4 steam engine No. 261 will join 2816 for a doubleheader down the scenic Mississippi River Valley on September 15 between Minneapolis and La Crosse. The trip is sponsored by CPR and the Friends of the 261....In an April 9 filing with the Surface Transportation Board, the Wisconsin & Southern indicated it has come to an agreement with Canadian Pacific Railway for overhead trackage rights over CP from North Milwaukee to Rondout, the connection with Metra-owned trackage into Chicago. The rights would provide a short cut for WSOR trains that currently must travel a circuitous route from its Northern Division at Horicon south to Janesville then east to Rondout. The trackage rights would allow these trains to head directly from Horicon into Milwaukee, and then to Rondout on CP. WSOR currently has trackage rights over Metra from Rondout into Chicago. The filing indicates CP and WSOR expect to begin operations on or about May 9, 2007.

May 2012 - 10 Years Ago

Talgo CEO Antonio Perez and Nora Friend VP of Public Affairs will be the speakers at the Chapter Annual Banquet on May 5th at South Woods in Cudahy, WI. Watco Cos., has acquired the operations of Cudahy Car Shop, Inc. a railcar repair and maintenance facility in Cudahy. The shop began operations in 1977 under the ownership of Chicago & North Western and was purchased by Cudahy Car Shop in 1995. The shop features 12 indoor car spots, 20 working positions, and 40 total spots in the plant. More than 140 cars can go through the shop each month. The shop is in the Milwaukee switching district on Union Pacific. It has 22 employees. This is Watco's second acquisition in Wisconsin. It purchased a controlling interest in the Wisconsin & Southern Railroad on January 1, 2012

May 2017 - 5 Years Ago

The chapter will ride the East Troy Electric Railroad on Saturday, August 12. The event will start with pizza at Roma's Restaurant in East Troy. We will finish the event with ice cream at Lauber's in East Troy. Mike Thaller heard reports that the former C&NW line between Tunnel City and Sparta will be reactivated, possibly to handle fracking-sand (for crude oil and natural gas production) traffic The tunnel that collapsed in 1973, closing that route, will be daylighted. No one knows which railroad company would operate that route. The C&NW shifted to trackage rights over the closely-parallel Milwaukee Road in 1973. The Union Pacific (successor to C&NW) still has trackage rights over the Canadian Pacific (successor to Milwaukee Road) over that territory. No railroad company has confirmed any of these reports.

The Big Picture



Several co-workers visited Jim on his 61st birthday, March 21, 2022. L-R: Trains ad sales guy (ret.) Mike Yuhas; Classic Trains editor (ret.) Rob McGonigal; Cate Kratville-Wrinn; Jim Wrinn; Kalmbach Media vice president (ret.) Kevin Keefer; Trains senior editor David Lassen. Photo by Arthur Zimmerla