



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



Soo Line #1003 crosses Turtle Creek near Darien, WI on its way home to Hartford on Sunday August 7, 2022. The #1003 was returning from a visit to Chicago and a special event at METRA. Aerial Photo by Keith Schmidt

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Wisconsin Chapter Meeting Schedule



Upcoming chapter events

Friday September 9, 2022 7:30pm Members Favorite Slide Night
Saturday October 1, 2022 Chapter Annual Banquet
Friday October 7, 2022 7:30pm Program to be announced
Tuesday October 18, 2022 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 June 3, 2022

Introduction

Wisconsin Chapter President Mike Yuh as was working from our in-person meeting site at the North Shore Congregational Church in Fox Point tonight. He started recording on Zoom at 7:30 pm. He also started the meeting at 7:30 pm. There were then 30 devices connected to the Zoom virtual meeting room, and about 30 people in the physical meeting room in the church basement.

Announcements

The lunch train outing on the East Troy Electric Railroad will cost \$65.00 per person. They require a minimum of 30 tickets to run a charter train for us. We have a choice of four open dates, all Saturdays. Mike Yuh as asked for a show of hands by interested members. He concluded that we have a good chance of getting the 30-ticket minimum. We will proceed with arranging the event. Members should check our Chapter web site, at nrhiswis.org, for further information on the schedule and menu.

Our first meeting of the next upcoming 2022-2023 season will be on Friday, September 9 (the second Friday because of the Labor Day weekend). It will our traditional "Favorite Slide Night." Digital images are now required so they can be shared equally among in-person and on-line attendees.

Our last on-line Slide Show of the current season is coming up on Tuesday, June 21. Three presenters are currently signed up.

Mike Yuh as individually announced and welcomed six new members, since the last introduction at the meeting of May 6, 2022. They are not listed here. They were individually listed in the June issue of Sparks & Cinders.

Mike Yuh as introduced Carl Swanson, the incoming editor of Trains Magazine. Swanson has held various editorial positions at Kalmbach for about 25 years, including a stint on Trains, and prior to that was editor of Passenger Train Journal for about six years. He is the current editor of Model

From the Prexy

Railroader. He will take over at Trains on Monday, June 6. Kevin Keefe had returned from retirement to assist during Jim Wrinn's illness, and continued on after Jim's passing. Kevin Keefe will remain in a part-time advisory role through December 2022.

Our 2022 Annual Chapter Banquet (our first one since May 4, 2019) will be at Pallas Restaurant in West Allis on Saturday, October 1. We expect that prices will be up due to the increase in food and catering costs. Members should check our Chapter web site, at nrhswis.org, for further information of the schedule, cost, sign-up procedure and menu.

Mike Yuhas asked if anyone had anything else. Tom Hoffmann asked if anyone knew what had happened with the recent collision between a CN train and a hot-air balloon in Burlington (SW Racine County). No one had any details, including who hit whom.

Presentation

Mike Yuhas switched roles and became our presenter at 7:43 pm. He presented his "Retrospective on 50 Years of Railroad Photography." That story began with Kodak Instamatic shots taken at Port Jefferson, New York, on the north shore of Long Island, served by the Long Island Rail Road. Mike then proceeded west, with his slides organized by location first and date second, across the nation. Only a small portion of his 50 years of pictures were included.

Your secretary saw Zoom attendance peak at 50 devices during the presentation. We had about 30 attend in-person in the church basement. Three devices were at the church. Total peak attendance was therefore about 77. A total of 57 devices logged into Zoom. Total attendance was therefore about 84.

The presentation ended about 9:00 pm. Mike Yuhas stopped recording at 9:08 pm.

Virtual Post Meeting

Ward Wells took over as our remote host after Mike Yuhas stopped recording. That way remote members could continue conversing, while allowing in-person attendees to clear out of the church basement at a reasonable hour. The on-line chat room stayed open until 10:59 pm.

Respectfully Submitted

Thomas W. Marcussen

Wisconsin Chapter Secretary

Members Favorite Slide Night

Friday September 9th meeting is "Member's Favorite Slide Night." This year digital media will be used for all presentations. The subject matter is up to you - what you did on your summer vacation, a few shots of a unique or out-of-the-way rail-road operation, steam action from back in the day, railroads in transition in the 1980s, recent pics of trains or photos from deep in your vault. This is your chance to shine!

Members may share their digital images directly from their computer, or provide a program in advance

- You may use a presentation software (such as PowerPoint or Key-note) or show loose pictures

- If using a presentation software, avoid transitions such as dissolves, etc. (they don't work well due to Zoom's limited band-width)

You may narrate in real-time or provide a soundtrack

- The images you show should be predominately railroad-related, any era

- Please limit your presentation to approximately five minutes

- If you are a member in good standing who would like to present, please email president@nrhswis.org by September 7.

You take a couple months off, and a lot happens! I was busy, the last couple months flew by, and I'm sure the same is true for you, too.

The chapter ran a successful luncheon excursion on the East Troy in August (see story in this edition), and, as usual, our friends at the East Troy Railroad Museum rolled out the red carpet for our members and guests. The Wisconsin Chapter took the opportunity to present a \$500 donation to the museum, which was received by Steve Thomas, a member of the East Troy board (and a member of the Wisconsin Chapter).

If your annual banquet was canceled for two years in a row, can it still be called an annual banquet? I think so, and ours will again take place on Saturday, October 1. I'm delighted to announce that the keynote speaker will be Edward A. Burkhardt, president of Wisconsin Central 1987-1999, who will talk about railroading in Wisconsin during his career. This is sure to be an interesting talk! A new feature of this year's banquet is that it is sponsored by Wheel Rail Seminars, the presenters of the Wheel Rail Interaction conference (WRI). The price of food has escalated remarkably over the past couple years; the sponsorship helps us hold our price to a reasonable level. See the info elsewhere in the edition, and order your tickets online now, or give Ralph a call to reserve!

Please extend a warm welcome to new member to Steve Sobel, of Farmington, Mich.

I look forward to seeing you at our September meeting... and our banquet. Thank you for your membership in the Wisconsin Chapter.



Obituaries

Harry C. Evans, 1943-2022

Longtime chapter member Harry Evans died July 8. Personal issues made it difficult to attend our meetings in-person, but Harry became a frequent participant when we began meeting via Zoom in 2020. Harry treated us to a sampling of some of his favorite slides at our September 2020 Members Favorite Slide Night, and also shared progress of a new Union Pacific overpass under construction near his home in Oconomowoc. Harry was a gifted and prolific railroad photographer, and before his death, most of his photography collection was transferred to Lake States Railway Historical Association (www.lsrha.org). Harry's collection is posted at www.lakestatesarchive.org/Harry-Evans-Collection.

John Dziobko Jr., 1932-2022

Friend of the Wisconsin Chapter (and 70-year member of the NRHS), John Dziobko died August 5. John began photographing trains in the late 1940s, and by 1950, had standardized on 35mm Kodachrome. John photographed trains all around the country, and indeed the world. Among friends, John was known as "The Godfather;" Ray Peacock and John started the godfatherrails.com website as a way to showcase John's work (there are also nearly 1200 of John's photos on railpictures.net). In May 2021, John presented a program to both Wisconsin Chapter and the North Western Illinois Chapter. More recently, he presented a program to Wisconsin Chapter on April 1. Both programs are available on the chapter's YouTube page.

2022 Chapter Banquet

The post-pandemic Wisconsin Chapter NRHS banquet returns in 2022! This is our annual gathering for the purpose of fellowship, good food, and a dynamic speaker. It all takes place on Saturday, October 1.

Our speaker is Edward A. Burkhardt, who will discuss the evolution of Wisconsin railroading over the years of his involvement, from 1960s to the present. This will cover carferries (Ann Arbor in specific), C&NW, and Wisconsin Central, with focus on the changing markets and customer and employee involvement.

Ed Burkhardt held summer jobs while in high school and college on the Great Northern

(trackman, and a few years later, brakeman), Rock Island (machinist helper and crew caller), Santa Fe (chainman), NYC (clerk), and CNW (yard clerk). After graduation (Yale 1960) with a degree in Industrial Engineering (including Professor Healy's course in Railroad Management), Ed went to work as Assistant to Superintendent Transportation for the Wabash in St. Louis. Subsequently, he had a Trainmaster assignment at Montpelier, Ohio, and later was Assistant to General Manager. He joined the C&NW as Assistant to General Manager in 1967, subsequently working as Assistant General Manager, General Superintendent Transportation, and Vice President Transportation, in which he was responsible for CNW's ten operating divisions.



In 1987 he left the C&NW to lead the startup of Wisconsin Central, serving as President until 1999. Since 2000, he has led Rail World, a railroad development and management group focused on short lines and regional railroads, and international rail operations (including privatizations). Today, he is President of Rail Polska, a freight operator in Poland; Chairman of Baltic Rail, a container train operator based in Estonia; and President of the San Luis Central, a Colorado short line.

This will be a memorable banquet! Member price is \$40 per person. Register and pay online at the chapter's website, www.nrhiswis.org. Or, call banquet chair Ralph McClure at 414-351-4085 to reserve. Reservations close Friday, September 23, 6:00 pm.

Menu: House salad, beef stroganoff and baked chicken, garlic mashed potatoes, veggie blend, ice cream, coffee. Cash bar is available.

The 2022 Wisconsin NRHS banquet is sponsored by Wheel Rail Seminars, presenters of the Wheel Rail Interaction conference (www.wheel-rail-seminars.com).

Model Train Show and Swap Meet Kettle Moraine Ballast Scorchers

When - Sunday October 9 2022 9am to 3pm

Where - Washington County Fairgrounds Hwy 45 and Hwy PV

Cost - \$3.00 Donation Kids 12 and Under FREE

Military with ID FREE

See operating model train layouts in N and HO Scale plus other scales.

Buy model trains to expand the collection or get started in the hobby.

For more information <http://www.kmbsrrclub.org/index.html>

NRHS \$5000 Grant Recipient

by Dave Nelson

There were 315 rib-side cabooses built by the Milwaukee Road, many have been preserved, including the former 01887 built in 1940, which resides next to the restored Cedarburg Depot in Ozaukee County's Pioneer Village near Fredonia. In 2022, with encouragement from the Wisconsin Chapter, the National Railway Historical Society awarded the Ozaukee County Historical Society a \$5000 Heritage Grant to help restore this caboose, and on August 5 Chapter President Mike Yuhus, on behalf of the NRHS, presented a large ceremonial check to representatives of the OCHS. On September 10 the OCHS will hold a caboose fund raiser to further aid in the restoration effort.



Restored Cedarburg Depot and Milwaukee Road Caboose in September 2021 Aerial photo by Mike Yuhus

Wisconsin Chapter Lunch Train - East Troy Railroad Museum

On Saturday August 6, 2022 33 Chapter members and guests enjoyed an excellent lunch train ride at the East Troy Railroad Museum. The lunch train was held using the museum's two nicely restored dining cars. The weather was warm that day. The guests were assured that the air conditioning was working. I did check later and the heat index that day in East Troy hit 101. So the air conditioning was working hard.

The crew from East Troy museum also worked hard to make sure things went well. Our crew included Motorman Evan Richards, Conductor Jim Feyerhem and volunteer/server Sue. The meal started with a salad and rolls. The main course was either beef tips over mashed red potatoes or chicken with parmesan sauce. Dessert followed with a large piece of chocolate cake. There was a cash bar available for refreshments. The ride was great. Conductor Jim came through the car and took photos of each table with their cellphones including a shot with him in it. Evan took a break and came back and shared a story as only he can tell. Towards the end of the ride President Mike Yuhas and Vice President Keith Schmidt presented Museum Board Member and chapter member Steve Thomas with a check for \$500 as a donation to the museum. At the conclusion of the trip several attendee took part in some ice cream at Lauber's Ice Cream Parlor. Thank You Mike.

A BIG THANK YOU !! To crew at East Troy Railroad Museum for a great time again. Below are some photos from the charter. Looking forward to our next charter. by Keith Schmidt



Car load of guests about to depart East Troy for a great lunch dining trip



Motorman Evan prepares to bring car #24 to the platform for loading



Lunch is Served



Mike addresses the carload of diners



Keith, Jim and Al enjoying the ride



Evan telling a story like only he can



Chapter members and guests stay cool in the shade as they wait to board the lunch special.

Do You Know ?

by Dave Nelson

The era of a caboose at the end of every freight train was so lengthy, and the sight was so familiar, that there were children's books and even elementary school songs about cabooses. Technology and the revision of safety laws (and union agreements) four decades ago brought that era to an abrupt end; now and then you might see an old caboose with windows plated over being used as a "shoving platform," but otherwise cabooses are now museum pieces and tourist railroad features.



The origin of the word "caboose" is clear: an isolated cabin on board the deck of a ship, in which hot meals could be prepared without heating up the living quarters (rather like the isolated "summer kitchens" many farmhouses had) was variously called a kabhuse, kabhuis, or camboose depending on language. There is a "camboose" on the deck of the USS Constitution, for example.

The original railroad cabooses were cabins or shanties on flat car decks or set up in boxcars, to house the conductor and brake crew. The familiar cupola on top, with windows and elevated seating, is said to originate with a C&NW conductor assigned a caboose/boxcar that had a big hole in the roof. As a joke, he stood on a crate and from the opening waved and doffed his hat to amused onlookers, but he noticed that this vantage point gave him an unequalled view of the entire train. As freight cars grew taller, the limitations of a cupola's top view grew. Some railroads widened the cupola so it overhung the sides of the caboose -- the Chicago Great Western is an



example back in the days of wooden cabooses, and the idea was revived in the 1950s with extended vision steel cabooses. Another reaction was to equip cabooses with bay windows, and the Baltimore & Ohio and Milwaukee Road were among the first with large fleets of such cabooses. The Chicago & North Western and other railroads soon followed suit.

There were also small wooden two-axle cabooses and one became historic: On September 23, 1883, eight brakemen crowded into little Delaware & Hudson No. 10 and formed the Brotherhood of Railroad Trainmen, the first national railway union. No. 10, which has neither cupola nor bay windows, is preserved in a park in Oneonta NY; its age is unknown but it's likely the oldest existing caboose. Some cupola cabooses became famous because of their



association with model railroads. Lionel offered an exact O scale model of the New York Central's 19000 series wood caboose with squat cupolas (due to low Eastern clearances). The Pennsylvania Railroad's N5C with its distinctive porthole side windows was included in Lionel's top-of-the-line train sets into the 1960s. And the Santa Fe's series of rear cupola riveted steel cabooses, copied by many railroads; Lionel, Athearn and other makes of model trains have sold thousands and thousands of those Santa Fe pattern cabooses.

Two examples of bay window cabooses stand out as iconic: the B&O I-12 series that used the same distinctive "wagon-top" construction that the B&O used for boxcars and covered hoppers, and the Milwaukee Road's "rib-side" steel cabooses, built in the railroad's own shops in Milwaukee from 1939 to 1951. Rib sides were a Milwaukee Road trademark on rolling stock in the 1930s and 40s; the ribs gave structural strength to thinner and lighter steel, saving costs and weight. The passenger-car style trucks on Milwaukee Road cabooses provided a smooth, comfortable ride.



Sources for this article include "Milwaukee Road's Rib-Side Cabooses," by Jeff Kehoe (Milwaukee Road Historical Association).

From the Archives

September 1957 - 65 Years Ago

Steam power still operates regularly in Wisconsin. Four saddletankers work six days a week at the Dresser Trap Rock quarry one mile north of Dresser Junction....Laird Ross visited the Soo roundhouse in Gladstone, Michigan in July and reported three Mikes were ready to run. Soo plans to use them between Rhinelander and Sault Ste. Marie during the grain rush....Soo Line No. 2719 powered a Minnesota railfan trip to Rice Lake in August.

September 1962 - 60 Years Ago

Carl Solheim, editor of S&C, apologized for the abbreviated issue as he was on military duty at Camp McCoy from June 17 to August 25....It was noted that the first RPO car operated on July 28, 1862 on the Hannibal & St. Joseph Railroad....L&N, owners of the Civil War locomotive The General, offer a set of six 35mm slides of the loco plus a collapsible viewer for \$1.35....Mid-Continent Railway Museum completed its first season of operation at Hillsboro.

September 1967 - 55 Years Ago

The Burlington is operating the combined Empire Builder/ North Coast Limited via the Milwaukee Road between La Crosse and Chicago due to a freight derailment which reportedly knocked out a bridge. The detour is expected to continue at least until September 2....Forty-six RPO mail handler jobs on the Milwaukee Road were eliminated on September 1. Much of the RPO business in the west is being shifted to other modes of transportation....HUD's Urban Transportation Task Force visited Milwaukee July 7 to discuss Milwaukee's future rapid transit plans. The feds were not impressed with the busway plan for 1990.

September 1972 - 50 Years Ago

Worthington L. Smith has taken over as president of the Milwaukee Road, succeeding Curtis E. Crippen, who is retiring. Smith comes from the Great Northern/Burlington Northern....Amtrak will begin service from Montreal to Washington, DC via Springfield, Massachusetts and New York on September 29....The shops of the Cass Scenic Railroad were destroyed by fire on July 23. A Climax was destroyed and a Shay was badly damaged....Amtrak plans to close Cincinnati Union Terminal and replace it with a new station measuring 32 x 40 feet. The new station is 1/28th the size of the CUT waiting room and is actually smaller than the foyer of the men's room at CUT!

September 1977 - 45 Years Ago

On August 13 the last two Milwaukee Road box cab electrics still on the active roster, Nos. E50A&B, arrived in Milwaukee for repainting and donation to the Lake Superior Transportation Museum in Duluth....Milwaukee County Executive Bill O'Donnell has proposed an extensive light rail system running on the old C&NW corridor along the lake front and also running parallel to the east-west freeway

September 1982 - 40 Years Ago

Mid-Continent's ex-C&NW No. 1385 will be making a trip to Boone, Iowa for "Pufferbilly Days." It will spend the winter in Green Bay for necessary flue and superheater work....The Milwaukee Road has closed the stations at Brookfield and Oconomowoc and it is rumored that the DuPlainville Tower will be automated....The Milwaukee Road has completed purchase of 98 miles of former Rock Island trackage in eastern Iowa for \$17 million....The Milwaukee Road has also reached an agreement with the RTA for transfer of Chicago-area commuter operations....Also, the Milwaukee Road has signed a stock acquisition agreement with the Grand Trunk Corp. An eventual merger of GTW and MILW is foreseen.

September 1987 - 35 Years Ago

Trading of C&NW stock on the NYSE was suspended after rumors of a pending sale or restructuring of the company caused the price to rise from \$20.12 to \$41.25 within a week....Officials of the Irving Trust Co. toured the Lake States Transportation Division property on August 21. This is related to the pending sale to Wisconsin Central, Ltd., scheduled to be closed on Sept. 15.

September 1992 - 30 Years Ago

The Wisconsin & Southern will soon be purchasing the WICT from parent company Chicago West Pullman. The purchase is scheduled to be completed August 21. WICT will reportedly remain a separate entity at the corporate level but operations will be consolidated with WSOR....WC hosted Amtrak specials for the EAA convention at Oshkosh on August 1 and 2. The 16-car trains made for excellent photo opportunities in the Oshkosh area on both days....Chicago's elevated transit system turned 100 years old on June 6. To celebrate the centennial, the CTA provided birthday cake to passengers at the Quincy and Wells Street station. Santa Fe announced that steam locomotive No. 3751 will run from Los Angeles to Chicago and return as part of an Employee Recognition Excursion Train.

September 1997 - 25 Years Ago

Canadian Pacific announced that it would be spending approximately \$12 million on capital projects in the Milwaukee metropolitan area in the next year. It also announced that the Air Line would be severed due to Miller Park construction.... The NTSB released a final report on the WC Weyauwega derailment. The report states that the derailment was probably caused when "the switch point rail broke, due to an undetected bolt hole crack that progressed from improper maintenance." The derailment caused evacuation of the area after several tank cars filled with propane caught fire. Approximately 2,300 persons were kept from their homes for 18 days while the propane burned off.

September 2002 - 20 Years Ago

UP No. 3985 paid a visit to Butler on June 15 and 16....Ex-Soo Line No. 1003 powered the Circus Train on July 8. UP's Global III intermodal facility in Rochelle, Illinois opened on May 29....The St. Louis Steam Train Association announced that ex-Frisco No. 1522 would be retired after trips on September 28 and 29. Upcoming mandated boiler work, high insurance costs, and limited operating opportunities were factors in the retirement announcement....CP began work on replacing the century-old swing bridge over the Black River at La Crosse with a lift bridge....A 107-car CN train bound from Chicago to Winnipeg derailed on July 15 in the Allenton Marsh in Washington County. The train caught fire but hazardous materials were not involved.

September 2007 - 15 Years Ago

Milwaukee Road single stall enginehouse still standing in Waukesha as part of Dixon Oil complex on St Paul Ave. An original Kodachrome slide of NP FTA #5403A sold for \$1009.99 on Ebay. Hang onto those slides. Brighton Park interlocking has been upgraded. It was still controlled by a switch tender and manual semaphores. New diamonds and interlocking were installed. Brighton Park sees 70-80 trains per day.

September 2012 - 10 Years Ago

This was the first issue after Bob Joyce retired as editor. Keith Schmidt and others agreed to take over as interim editor. Bob was editor for 23 years. THANK YOU !! Reports on the 2012 NRHS Convention and a successful METRA trip to Indiana were included. Milw #261 passed hydrostatic testing. This will allow for final assembly of #261 on the road to running again in 2013.

September 2017 - 5 Years Ago

35 chapter members and guest enjoyed an evening ride on a South Shore car at East Troy Railroad Museum on Saturday July 29th. The evening started with pizza at Roma's. Then an evening ride on the South Shore cars. Several photo run by's were done on the way. The cars were running with white flags and lanterns. After the trip several attendees enjoyed ice cream at Laubers Ice Cream parlor. While tearing up Milwaukee Street for the new streetcar relics of the past street car system were unearthed. Lengths of rail and brick pavers were laying on the street next to the freshly dug holes. The pavers were being saved it appeared.

The Big Picture



Last year the National NRHS Convention was held here in Milwaukee. 10 years ago in 2012 the National NRHS Convention was in Cedar Rapids, IA and featured Iowa Interstate 2-10-2 QJ #6988. Here #6988 is running down the streets of Davenport IA. Photo by Keith Schmidt