

# NRHS

WISCONSIN CHAPTER

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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.*

Preserving Wisconsin Railroad History for 73 Years

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



Montana Rail Line #4404 Thank You to Essential Workers SD70ACe leads a MRL train eastbound at Flynn Creek Road near Livingston MT on August 23 2022. Photo by Dan Grudzielanek

### *In This Issue*

- ◆ *From the Editor*
- ◆ *Do You Know*
- ◆ *Chapter President NEEDED !*

# Wisconsin Chapter Meeting Schedule

## Upcoming chapter events

Friday May 5, 2023 Get 'em before there Gone by Dan Grudzielanek and Keith Schmidt

June 2, 2023 Tribute to Rod Robinson by Dave Nelson

September 8, 2023 Members Favorite Image Night

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. For more up to date information on meetings and speakers, and also any weather cancellations, check the chapter's webpage at [www.nrhswis.org](http://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](mailto:president@nrhswis.org).

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

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

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

Wisconsin Chapter officers are: President (currently vacant) Keith Schmidt, Vice-President; Tom Marcussen, Secretary; Tara Grudzielanek, Treasurer. Directors: Dan Grudzielanek, Mike Yuh as, Andrew Roach, Ward Wells and Neal Wegner.

Contributions to Sparks & Cinders should be sent to Editor Keith Schmidt at [editor@nrhswis.org](mailto:editor@nrhswis.org) (or USPS at PO Box 070758 Milwaukee, WI 53207) by the 15th of the month to be considered for the following month's publication.

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## Meeting Summary April 14 2023

### Introduction & Announcements

Keith Schmidt started the meeting at 7:30 pm. He was presiding from our in-person meeting site at the North Shore Congregational Church in Fox Point. He introduced himself as our current Chapter Vice President. The office of Chapter President has been vacant since the 2023 election at the annual business meeting on Friday, February 3, 2023. He started recording on Zoom at 7:32 pm.

Keith noted that today is the first effective day of the Canadian Pacific / Kansas City Southern merger. Today is also 414 day / Milwaukee day. That number is the original telephone area code for SE Wisconsin. It is still in use for the City of Milwaukee and close-in suburbs. Our next regular Chapter meeting will be three weeks from today, on Friday, May 5. Keith Schmidt and Dan Grudzielanek will present "Get'em before They Are Gone"—shots from their recent trip out west to Montana Rail Link and the joint UP-BNSF Powder River Coal Line. Dave Nelson is tentatively penciled in for Friday, June 2—the last meeting before the annual summer break. He plans to show Rob Robinson photos. Our 2023 annual Chapter banquet will be in the fall—probably early October. We hope to have a final date before the June 2 meeting.

As of 7:36 pm, we had 30 devices / computers in the Zoom meeting space, and 10 attending in person at the Fox Point church site. Your secretary saw Zoom attendance peak in the mid-30s during the presentation. Presentation

Keith introduced our presenter, 15-year-old Kenny Wright of Hanover, Pennsylvania. He found us on line, watched some of our presentations on You Tube, and

*continued from Page 2*

noted that we were looking for a presenter for tonight. He connected with us on Facebook to volunteer for that role. He was working on-line from his home. He gave us a very good credible knowledgeable presentation of present-day railroading (with some historical background and notes thrown in) in southern Pennsylvania, western Maryland, and northern Virginia. Your Secretary especially appreciated the inclusion of clear basic maps. We knew (in real time) where these pictures fit in as they were shown. The main parts of the presentation ended about 8:20 to 8:25 pm. A question and answer session followed.

#### Closing Announcements

Keith reminded us that all of our meetings, presentations, slide shows, other events, and internet / web presence are supported by our membership. If you see value in any of that, please join us. Annual Wisconsin Chapter dues remain at \$20.00 per person. There has been no increase with the recent bout of inflation. There are three ways to join (or renew). The first is cash payment while attending a Chapter meeting in person. The second is on-line payment via our website at nrhswis.org. It includes a \$1.00 fee for PayPal processing costs. The third is to send a check to Wisconsin Chapter NRHS, P. O. Box 070758, Milwaukee, WI 53207. Dues payments support Chapter activities and publications. Your support is much appreciated. Keith noted that Ralph McClure just turned 90 on Monday, April 10. Ralph is looking for some help to run our annual Chapter banquet in the fall. We are considering another East Troy excursion, probably an evening run with pizza, sometime in the summer. We are still looking for a Chapter President. We are looking for people who are willing to learn Zoom and other tech support so that we can organize some training sessions. We need more volunteers for the new set-up committee for the church meeting room before and after the meetings. They will also clean up and close up afterwards. We had snacks and beverages at the back table tonight. Anyone interested in volunteering for any of the above opportunities should contact Keith Schmidt at president@nrhswis.org. Keith has temporarily taken over that address.

#### On-Line Discussion

Recording stopped about 8:30 pm. Ward Wells took over hosting the Zoom meeting room, allowing us to offer an extended online discussion group / chat room. Our presenter Kenny Wright stayed with us, providing even more information. The discussion focused heavily on northeastern US railroading. Ward may host another on-line Zoom-only railroad Gab Fest on Friday, April 21. He will send an e-mail notice to the members if that happens. The Zoom meeting room closed about 9:20 pm.

Respectfully Submitted

Thomas W. Marcussen

Wisconsin Chapter Secretary

## From the Editor

As of 12:01am Friday April 14 2023 the CPKC became a railroad. The Canadian Pacific and Kansas City Southern merged into a new railroad. Not much changed around the Milwaukee area as far as train traffic. Some new signage went up at various locations displaying the new logo. Will have to wait and see what happens in the future.

It will be interesting to see if the promise made by Canadian Pacific CEO Creel will come to fruition. CEO Creel said that once the merger was completed that the CP #2816 4-6-4 steam locomotive would be brought out and run system wide. Be nice to see the "Empress" grace the rails once again.

Thank You to Kenny Wright for his presentation on Friday April 14<sup>th</sup>. He did an excellent job on his presentation. He is probably the youngest presenter the chapter has had. I was told that his Grandparents were watching the presentation on Zoom. I heard they shared some stories about their grandson in the after meeting chat. Friday May 5<sup>th</sup> Cinco de Mayo will feature a program by Dan Grudzielanek and Keith Schmidt(me) titled "Get'em before they're Gone". There's more information on Page 4 of the newsletter. Go Out and preserve history. Be Safe.

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## Planes, Trains but no Automobiles Luckily

A single-engine aircraft made a forced landing on the double-track mainline of Canadian National Railway's Flint Subdivision Thursday morning, April 20.

The pilot, the plane's sole occupant, was uninjured in the landing near Linden and Bristol roads west of Flint. According to Michigan State Police, the railroad was contacted to immediately shut down traffic, and both the Federal Aviation Administration and the National Transportation Safety Board are investigating.

The aircraft, a prop-driven Piper PA-28, had just taken off from Bishop International Airport when it developed engine problems and crash-landed on the tracks here. The pilot, the sole occupant onboard was uninjured.

The line is part of the former Grand Trunk Western Railroad.

Two people suffered minor injuries early Saturday morning when their single-engine airplane crashed onto CPKC railroad tracks in Buffalo, WQAD-TV reports.

Responding to a report of a vehicle accident about 1:40 a.m. on State Route 22, officers from the Buffalo Police Department found a single-engine aircraft had crashed. The pilot was attempting to make an emergency landing on the highway, which closely parallels the railroad tracks, when the plane's wing clipped a telephone pole, sending the plane onto the tracks. The pilot and a passenger were treated at the scene and released. The Buffalo Volunteer Fire Department also responded (and said in a Facebook post that the aircraft accident was "a first"), as did the Scott County Sheriff's Department. Buffalo is just south of Davenport, Iowa, on the CPKC main line along the Mississippi River. The line currently sees about eight trains a day.

It was the second time in three days a light plane had ended up on railroad tracks while making an emergency landing.

*Courtesy TRAINS Newswire Kalmbach Media*

## May 5 2023 Get'em before they're Gone

Join the Wisconsin Chapter NRHS for its May 2023 Presentation "Get'em before they're Gone !! Dan Grudzielanek and Keith Schmidt will be presenting a multimedia presentation on a trip they took to Montana and Wyoming in September 2022. The trip was made to catch the last of the Montana Rail Link (MRL) and also the dwindling coal traffic in the Powder River Basin. The show will feature shots of MRL trains in central Montana running on former Northern Pacific rails with helpers and tunnels. The Powder River Basin still has plenty of trains but traffic has slowed down from its peak. There will be shots from the ground and the air. The show will end with a video featuring drone shots taken during the trip.



## Chapter President Needed !!

As of Friday February 3, 2023 the Wisconsin Chapter NRHS is without a President. This office really needs to be filled. The President runs the chapter meetings on the first Friday of the month. The President also runs several board meetings throughout the year. The President is also the host of the annual banquet. Please consider running for this position. A special election can be held at anytime. There will be help in running the monthly meetings to help eliminate any fears of what is involved with that. Please consider this.

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### Chapter Meeting Setup Committee

Would you like to get more involved in the chapter without being on the board. If you are willing to get to the chapter meetings at least 30 minutes early and stay a few minutes after you might be a good candidate for the Meeting Setup Committee. I am looking for a pool of people that are willing to help with setting up and tear down for the chapter meetings at the church in Fox Point.

Before the meeting would include setting up the speakers and video projector. Also preparing the setup for the computers for the Zoom portion.

I would like see another group within the committee that would be willing to learn and help with the sound system and Zoom connections. I can tell you right now I am not very proficient with Zoom and will need some help. Training would be scheduled to get everyone up to date on what needs to be done.

With a group of volunteers I would like to setup a schedule of who is available for meeting dates. That way we can make sure that there are enough people with the proper skills to run the meeting.

Lastly I was wondering if someone would be interested in taking over the refreshments. It was nice to have some refreshments at the meeting. If you are interested in being the treat person let me know at [president@nrhswis.org](mailto:president@nrhswis.org)

Let's keep things going strong. Thanks Keith Schmidt

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### Banquet Committee

The chapter has had an annual banquet almost every year of its existence. One exception was during the Covid pandemic. In 2022 the annual banquet returned. The event was held the first Saturday in October. It was well attended and enjoyed by all in attendance. We would like 2023 to be the same. If you are interested in helping organize and plan the banquet let me know. Ralph McClure and Neal and Cathy Wegner have helped with organizing the banquet recently. It never hurts to get some others involved. That might be a way to get involved. Let me know if you are interested at [president@wisnrhs.org](mailto:president@wisnrhs.org).

## Wisconsin Great Northern Railroad Acquires GN Coffee Shop Lounge Car

A former Great Northern Railway ranch car that was once part of the storied Empire Builder streamliner has been purchased and moved to the Wisconsin Great Northern Railroad in Trego. The ranch car, No. 1244, named White Pines Lake, was purchased from a former conference center operation in Columbus, Ohio, in January 2023. It was recently trucked from Ohio to Northwest Wisconsin completing eight days of work as part of the move.

The car was one of six coffee shop lounge cars built by American Car & Foundry in 1951 for GN's newly branded "Mid-Century Empire Builder." Five of the cars survive today. The car sports an iconic interior from the streamliner era, based on a Montana ranch house.

The car is planned to improve the experience of first-class ticket holders on the overnight bed and breakfast and dinner trains operated out of Trego. Few alterations were made to the car during its operation as part of the conference center. "We made a thorough inspection of the car and realized it would fit into our business plan for the Bed & Breakfast Dinner train," said Wisconsin Great Northern President Greg Vreeland. The car still retains its original Great Northern décor, including seating at the bar, art-deco style Great Northern interior lettering and several western paintings and wood artwork. Four original Great Northern decorative branding irons are part of the interior.

Modern heating and air conditioning systems were installed beneath the car when it was at the conference center. WGN repaired and upgraded its electrical systems to 480-volt operation and have replaced a water tank and waste tank to make the car self-contained.

One major modification was a large hole cut in the middle of one side to connect it to the conference center. That door will now be used to service the bar area of the ranch car.

Another ranch car, No. 1242 Hidden Lake, is currently under restoration at the Niles Canyon Railway in Sunol, Calif.

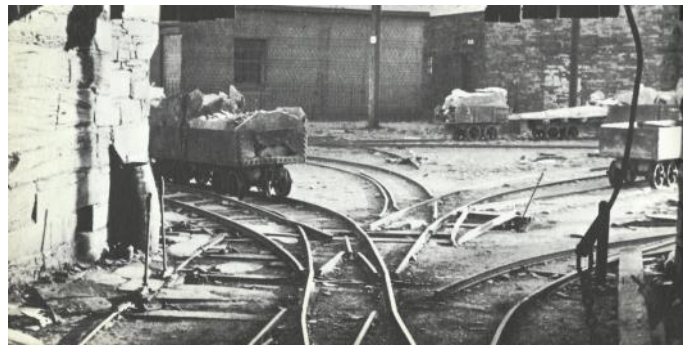
Restoration work continues on the Mark Twain Zephyr streamliner that WGN purchased in 2019. For more information go to [spoonertrainride.com](http://spoonertrainride.com).

*Courtesy TRAINS Newswire Kalmbach Media*

*Photo by Greg Vreeland*

## Do You Know by Dave Nelson

There were railways before there were locomotives; the ancient Greeks had their stone "rutways" complete with sidings and passing sidings, and by the 1530s some German coal mines had carts with flanged wooden wheels on a guided pathway of wood track. By the middle 1700s Newcastle in England had over 20 separate wagonways in the coal fields; the wagons were pushed by men or pulled by animals. Each problem resulted in improvements, some lasting, some dead ends. Wooden wheels wore out too fast, but the iron wheels that replaced them chewed up the wood track, so the wood rails began to be faced with iron straps. Those straps worked loose, so by 1767 iron rails were introduced. Because gauge was not exact, having flanges on both sides of the wheels was tried, and although it worked well enough, the trackwork needed for double flanged wagons was of such bewildering complexity that it made more sense to have one flange and focus on making the gauge more precise.



Richard Trevethick's first-ever locomotive, in 1804, started a process that resulted in railroading as we know it today, to the point where the basic design of American railroads has changed so little since its early development that a locomotive or railroad car of the 1840s or even earlier, if built to "standard gauge," could readily run on today's tracks. Yes, there have been improvements to wheel contours and the shape and outline of the rails themselves, but not to the extent of making them seriously incompatible.

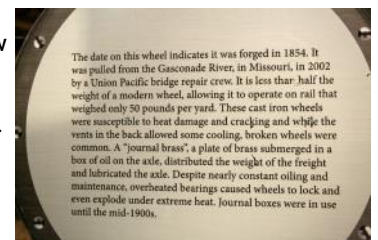
Early railroad wheels were made of iron, not steel -- there is an example from the 1850s in the Union Pacific Museum in



Council Bluffs IA -- and the museum's caption mentions that the back of the wheel had vents to enable the wheel to cool. Because railroad wheels in essence must also act as a brake drum, they heat up when brakes are applied, and then cool off;

this repeated heating/cooling cycle causes cast iron to grow brittle.

As air brakes allowed freight trains to become longer and faster, the heat from braking became more pronounced and iron wheels eventually went through a



The date on this wheel indicates it was forged in 1854. It was pulled from the Gasconade River, in Missouri, in 2002 by a Union Pacific bridge repair crew. It is less than half the weight of a modern wheel, allowing it to operate on rail that weighed only 50 pounds per yard. These cast iron wheels were susceptible to heat damage and cracking and while the vents in the back allowed some cooling, broken wheels were common. A "journal brass", a plate of brass submerged in a box of oil on the axle, distributed the weight of the freight and lubricated the axle. Despite nearly constant oiling and maintenance, overheated bearings caused wheels to lock and even explode under extreme heat. Journal boxes were in use until the mid-1900s.



## Do You Know continued

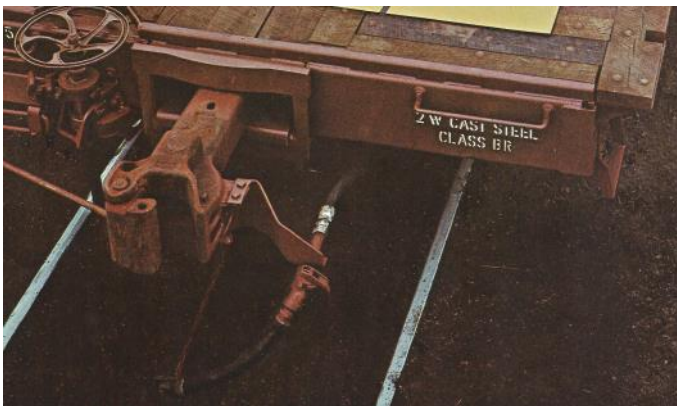
heat-treating process to address the brittleness problem, and were known as "chilled" wheels. Chilled wheels could be identified from the ribbed pattern on the back which was intended to dissipate the heat created by braking. [Insert photo]



Chilled iron wheels are no longer seen in service. Steel began to replace iron even in the 1920s, and due

to the continued tendency of iron wheels to become brittle and fail, they were banned from use on new railroad cars in 1957, and banned from cars in interchange after 1970. Chilled iron wheels lingered on in work train service for a few years, but now chilled iron wheels are seen only in museums and other preservation situations.

Today's wheels are cast and turned high quality steel and essentially are of two kinds: single-wear (1W) and two-wear



(2W); freight cars are marked to show which they have. The main difference is the thickness of the wheel tread; when a wheel is so worn that it has lost the proper contour, a 2W wheel has enough tread to be reshaped and reused, while a 1W wheel must be scrapped. Heavy cars tend to have 2W wheels which have a higher initial cost but a lower net cost,



although any retired railroad wheels bring a high scrap price due to the quality of the steel used.

Even steel wheels are not immune from problems. The metallurgy that makes them resist wear must be extremely pure to prevent fracturing and brittleness. In the 1970s the National Transportation Safety Board attributed several highly publicized derailments to the fracturing of high-carbon 33" steel wheels made by Southern Wheel Company from 1958 to 1969. The Louisville & Nashville had 11 such incidents in 1977 alone. On March 31, 1978 the FRA took action: all freight car wheels of 70 tons or less with 33" wheels had to be inspected. If the wheels were not the problematic Southern Wheel products, an inspection stencil of a 12" black square with a 6" yellow dot was applied to the car, and that car could be used in any service. If the wheels were the Southern Wheel product, the black square had a white dot. Cars with white dots could not carry hazardous materials and could not be used on any train after December 31, 1978, until the wheels were removed and replaced, when a yellow dot would be applied. Newly constructed freight cars built up to December 31, 1978, left the factory with the yellow dot already applied. There was never a requirement to remove the inspection stencil, so they were



seen on freight cars for many years (although ironically over time the yellow dot often turned almost white).

Sources for this article include J.B. Snell "Early Railways" (G.P. Putnam 1964); J. Wilson "Detailing Freight Cars" (Kalmbach 2007); "Arrivals & Departures" Trains Magazine June 1978 (Kalmbach).

# From the Archives

## May 1958 - 65 Years Ago

**DERAILMENT AT ELM GROVE:** On April 19 a hotbox on Western Fruit Express No. 9212 caused a 30 plus car derailment with approximately \$500,000 damage to rolling stock, buildings, cargo, etc. It was a rather dismal spectacle. Most mail and passenger trains (eight) ran via the Northern Division (Hartford, Iron Ridge, Horicon, Cambria, etc.) between Milwaukee and Portage. Olympian Hi No. 16 detoured from Portage through Madison and Janesville and a bus was chartered from Portage for its Milwaukee passengers. Freight trains were run through Savannah. Bunk car X916359, brought in from Tomah Shops, has become the new depot, with use listed as temporary....On May 26 the C&NW and the Wisconsin Public Service Commission will meet to determine the fate of 104 one-man stations which the C&NW is requesting permission to close. There are 196 such stations in Wisconsin; 81 central stations would take the place of those being abandoned....The Milwaukee Road again has the top speed rating in the country for a start to stop run. No. 16, the Olympian Hiawatha, does 61.9 miles, Tomah to Portage, in 45 minutes for an average speed of 82.5 mph.

## May 1963 - 60 Years Ago

Walt Bubbert reports that the agreement between the Soo Line and the Milwaukee Road regarding the use of the Milwaukee's line Rugby Jct. - Milwaukee is up for renewal soon....From Jim Scribbins: the Milwaukee Road is getting 16 GP30s from EMD per statement by F. A. Upton, Chief Mechanical Officer....The Chapter is planning a fantrip on either September 15 or 22 to the Circus World Museum at Baraboo and the Mid-Continent Museum at North Freedom via the C&NW. We need at least 240 full fares (\$6.90) to make the trip, the museum admissions are extra.

## May 1968 - 55 Years Ago

Though the Jos. Schlitz Brewing Co. has cancelled the Circus Parade, the Circus Parade Limited will run on June 29, powered by ex-GTW No. 5629....Extensive schedule changes for the C&NW Chicago-Green Bay trains effective May 5 will have the net result of eliminating one of the remaining four round trips between the two cities....MILW trains 9 and 10, the Cop-per Country Limited, completed their final runs on March 8. MILW trains 117 and 118, the Varsity will operate at least until July 26 in order that hearings may be held relative to their discontinuance

## May 1973 - 50 Years Ago

The featured speaker at the annual Chapter banquet on May 18 will be industrial designer Brooks Stevens, best known to rail-fans as the designer of the original Hiawatha streamliner....At about 2:00 p.m. on April 16th, about 250 feet of the roof of the C&NW tunnel at Tunnel City, the only remaining tunnel on the old Madison Division, caved in due to extremely heavy rainfall in the area. There are no plans to reopen the tunnel....The Jos. Schlitz Brewing Co. announced that ex-Southern 2-8-2 No. 4501 would power this year's Circus Parade Limited on June 29....The April rains have wreaked havoc on Milwaukee Road tracks and bridges, including a big washout at 62nd & State, the bridge near Grand Ave., and the westbound main at Calhoun Rd. in Brookfield.

## May 1978 - 45 Years Ago

The British Columbia Royal Hudson No. 2860 paid a visit to Waukesha on April 21 and 22....The C&NW Sussex depot has been sold, and if everything goes well, the depot will be moved from Maple Ave. to the rear of Henry's Country Store on Main Street....The Kettle Moraine Railway is scheduled to begin the 1978 season on May 27. The schedule will not be finalized until negotiations are completed to operate the line an additional two miles to the east.

## May 1988 - 35 Years Ago

The speaker at the annual Chapter banquet on May 6 will be Ed Burkhardt, president of Wisconsin Central Ltd....The Fox River Valley Railroad startup is scheduled for May 6, but will probably be delayed at least a month....The Soo Line is planning to proceed with the single tracking of the main line along the river from La Crosse to Wabasha this fall. CTC will also be installed. The work should be completed by next summer. Then single tracking will proceed eastward from La Crosse to Duplainville....Kalmbach Publishing Co. is leaving the famous 1027 N. 7th St. address for new facilities in Waukesha County. That famous number will be perpetuated in railroad style as the new street number will be 21027.

## May 1993 - 30 Years Ago

The Soo Line eastbound passing siding between Calhoun and Brookfield Roads has been removed....Soo Line traffic has increased and even some ex-Milwaukee Road 2000-series locos have been brought out of storage....The WC is also busy and a number of ex-Santa Fe SD45s are on the property....As a result of the WC acquisition of the FRVR, the ex-Soo Line main line in Oshkosh from 20th Ave. to Harrison St. will be sold and the FRVR (ex-CNW) line will be upgraded from 10 mph to 25 mph with the proceeds from the sale. Our man in Oshkosh reports that the elderly C&NW bridge over the Fox River will either be replaced or completely rebuilt.

## May 1998 - 25 Years Ago

The inaugural run of the Hiawatha Extension service between Milwaukee and Watertown operated on Monday, April 13. The commuter service is intended to reduce traffic on I-94 while reconstruction is in progress. The service will end on July 11....The speaker at the annual Chapter banquet on May 2 will be Bob Nadrowski, Vice President-Mechanical of Wisconsin Central Ltd.

## May 2003 - 20 Years Ago

The speaker at the annual Chapter banquet on May 3 was Chuck Allen, Superintendent of the Chicago Transportation Coordination Office for Norfolk Southern. He spoke about the intricacies of moving freight through Chicago. He had a very interesting computer simulation showing rail operations in the Chicago area....Wisconsin Chapter members enjoyed a tour and trolley ride on the East Troy Electric Railroad on May 10th.

## May 2008 - 15 Years Ago

The 2008 Chapter banquet featured Norm Carlson as the speaker. Norm is the Vice-President and Curator of the East Troy Electric Railroad Museum. He gave a Powerpoint presentation celebrating the 100th anniversary of the East Troy Museum.

## May 2013 - 10 Years Ago

"Wisconsin Railroads Today and Tomorrow" will be the theme of our 63rd Annual Chapter Banquet on Saturday, May 4th. Wisconsin Railroad Commissioner Jeff Plale will be the guest speaker at the banquet. Employees and passengers on an Amtrak train got more scenery than they bargained for last week when a woman disrobed, sat on the floor and refused to get dressed.

## May 2018 - 5 Years Ago

Amtrak will no longer accept special car and train movements. They will no longer offer maintenance services to private car owners. The Association of Private Rail Car Owners is lobbying for the reversal of the decision. New or nearly new covered hopper cars are being seen with CNW (Chicago and Northwestern) and CMO (CNW subsidiary Chicago St Paul Minneapolis and Omaha). Those reporting marks are still owned by Union Pacific. They may be running out of UP numbers in their existing system.

# The Big Picture



Union Pacific #7314 leads a loaded coal train at Logan Hill in Wyoming. In the distance an empty train is headed back to mines to get loaded. Taken from USFS Road 942 overpass. August 25 2022. Photo by Keith Schmidt