

NRHS

WISCONSIN CHAPTER

Volume 73 Number 6

EST 1950

June 2023

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



CNW #1485 a AS-16M Baldwin EMD Hybrid crosses the bridge in Green Bay WI. Photo by Rod Robinson

In This Issue

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

Wisconsin Chapter Meeting Schedule

Upcoming chapter events

Friday May 5, 2023 June 2, 2023 Tribute to Rod Robinson by Dave Nelson
September 8, 2023 Members Favorite Image Night
October 2023 Chapter Annual Banquet Date to be Determined

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.

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 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 (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 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 noted that today is Cinco de Mayo.

Keith apologized for the May issue of Sparks & Cinders being later than usual. We had a short turn-around because Good Friday (April 7) pushed the April meeting date back to Friday, April 14. Then "Real Life Got in the Way" and caused further delays. He expects the June issue to return to a more normal schedule.

Our annual Chapter Banquet appears to be headed for October. It will most likely be on the first Saturday. That would be October 7. That is not definite yet. We are working on reserving a venue and obtaining a speaker.

We are considering another East Troy excursion sometime this summer. Available dates are filling up fast, especially on the weekends. We may be on a weeknight. We are looking at an evening schedule towards sunset. We will try to get some antique cars for photo opportunities.

Keith reminded us that all of our meetings and other events come with membership. Please consider joining us. Annual Wisconsin Chapter dues remain at \$20.00 per person. There are three ways to join (or renew). The first is cash or check payment while attending a Chapter meeting in person. The second is on-line payment via our website at nrhswis.org. That includes an additional \$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.

From the Editor

As of 7:36 pm, we had 29 devices / computers in the Zoom meeting space, and 15 attending in person at the Fox Point church site. Your secretary saw Zoom attendance peak at 35 during the presentation.

Presentation

We had two presenters tonight. Keith Schmidt and Dan Grudzielanek took a joint trip out west in late September 2022. They alternated back and forth through their presentation. Their first subject was the Montana Rail Link (on the portion of the former Northern Pacific main line between Billings, Montana and Sandpoint, Idaho) before its re-absorption into BNSF. Some slides showed former Milwaukee Road right-of-way. Then they went south to the joint UP-BNSF Powder River Coal Line in Wyoming. Traffic there is down 54% since 2010—with the reduction in coal-fired electric power—but still remains substantial. We also saw some shots of the Union Pacific and BNSF main lines across Nebraska, NE Colorado and southern Wyoming. They provided a 10-minute video, set to music, of the highlighted images from their trip. We finished with a short question and answer session.

Closing Announcements

Dave Nelson will be presenting on Friday, June 2—the last meeting before the annual summer break. He gave us a short introduction to Rod Robinson, a long-time employee of the Milwaukee Road, whose photos will be featured. There will be images of areas and subjects that were not accessible to the public. There will be other images of 1950s and 1960s Wisconsin railroading. This should be a good show.

The September 8 meeting will be our traditional Favorite Image Night. We are looking for other presenters going further into the 2023-2024 meeting schedule. Anyone with interesting material should contact Program Chair Dave Nelson at engine1385@aol.com. Mike Yuhas is looking for short subjects for a slide show on Tuesday, June 20. Interested parties should contact him at mike@mikeyuhas.org.

On-Line Discussion

Recording stopped about 8:30 pm. Mike Yuhas took over hosting the Zoom meeting room, allowing us to offer an extended online discussion group / chat room. Those who stayed around were treated to images of BNSF coping with the Mississippi River floods. We also discussed the Milwaukee Road pontoon bridges at Marquette, Iowa, and Reads Landing, Minnesota. The Zoom meeting room closed at 9:18 pm.

Respectfully Submitted
Thomas W. Marcussen
Wisconsin Chapter Secretary

Hopefully summer will be here soon. Time to get out and enjoy the weather in Wisconsin and anywhere. I was thinking about the title of the presentation that Dan and I did in May "Get'em before They're Gone". Take some time this summer to check out something you have always said "I need to go there". So go there before it's gone.

The announcements of any big steam events has been pretty light this year. The NKP #765 is heading back into Indiana for some trips. No word on whether or not the #4014 Big Boy will be out on the rails. The East Broad Top is now running steam again. I was out there several years ago and it was definitely worth the stop.

Heritage diesel units are becoming an item again. Union Pacific started with it's heritage fleet. Norfolk Southern also did heritage units and lined them all up in Spencer NC on the turntable. Canadian National has painted some heritage units that are seen occasionally in the area. Now CSX has entered the realm of heritage units. The first unit was unveiled recently. It features the cab of the locomotive that looks like a standard CSX unit. Then the paint fades to the heritage scheme. The first unit is the Baltimore and Ohio. According to the railroad there are more to follow. So again remember, Get 'em before they're Gone.

Railfair 2023

Rail Fair hosts vendors offering 300 tables of railroad related merchandise. Patrons will have the opportunity to buy, sell and trade an outstanding selection of models, books, magazines, memorabilia, supplies, and many more related items. The La Crosse Short Line display will be open for tours.

Date Saturday July 15 2023

Time 10:00am to 4:00pm

Location Copeland Park

1130 Copeland Park Dr

La Crosse WI 54603

For More Information Contact

Don Anthony 608-781-9383

danthony052@centurytel.net

Admission Adults \$5 Children under 12 - FREE

Parking FREE

Check out the website for information

www.4000foundation.org

The Railroad Photography and Collections of Rod Robinson

On Friday June 2, 2023 join chapter member Dave Nelson for a tribute to Rod Robinson.

Until his tragic death in a motorcycle accident, Rod Robinson (1949-1999) enjoyed a 33 year career with the Milwaukee Road/Soo Line/Canadian Pacific as hostler, engineer and crewman. He often had his camera along with him at work, and insisted that it was "pure coincidence" that by some mysterious means, interesting locomotives and rolling stock at the Milwaukee Road shops tended to be parked in the best possible locations for photography. Rod befriended a number of outstanding Milwaukee and Midwestern rail photographers and arranged with them to offer good duplicates of some of their best work. He was a familiar sight at train shows and model railroad swap meets selling his boxed sets, never loose slides, and he took pride in the quality of most of these duplicates. Documentation was usually thorough but because these photographers came from an era of rampant slide-swapping, and because even basic information could be lacking, it was not always possible for Rod to know exactly whose slide he was dealing with, much less when or where it was taken. He would add whatever caption information was within his own knowledge or that of his friends.

Rod once told David Nelson that he was one of his best customers: Dave purchased over \$1000 worth of slide sets from Rod, and as a tribute to his late friend he has scanned his personal favorites and put together a "sampler" program of Rod's own photography and collection, as well as images taken by (or from the collections of) Russ Porter, Earl Ruhland, Owen Leander, Bob Gibson, Lew Martin, Kermit Bast and others. Topics include Milwaukee Road, Soo Line, North Shore, Milwaukee Electric, Milwaukee's car ferries, and a few surprises.



CNW S2 at National Ave Milwaukee WI



Washing the Skytop Coon Rapids

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.

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

Let's keep things going strong. Thanks Keith Schmidt

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 that might a way to get involved. Let me know if you are interested at president@wisnrhs.org.

NRHS Heritage Grants awarded to three Wisconsin organizations

In early May, the NRHS Heritage Grants committee announced the 2023 grant recipients. A total of \$124,950 is being awarded to 25 non-profit organizations across the country. Included are three groups in Wisconsin:

- Mid Continent Railway Historical Society, Inc., North Freedom: 16 reproduction bottom and seat back cushions for East Jordan & Southern No. 2 combination car. Reproduction of the seats is the last step in restoration. \$5,000.
- East Troy Railroad Museum Inc., East Troy: Upgrading Car 107 is part of a larger educational project to install ADA Bathroom. This grant is specific to ADA-related upgrades to accommodate students and to supplement the existing budget for classroom items. The ADA accommodation needs are specific to ingress/egress from the car and bathroom accessibility. \$5,000.
- Center for Railroad Photography & Art, Madison: The Center acquired the collection of Richard Steinheimer, one of the preeminent railroad photographers of the 20th century. Shirley Burman Steinheimer, transferred the first installment last summer. She plans to send more materials in the future, including her own railroad photography as well as Steinheimer's papers. All materials will be accessioned into the Center's archives as the Richard Steinheimer and Shirley Burman Steinheimer Collection. To preserve and provide access to the collection for posterity, we will arrange, rehouse, catalog, and selectively digitize the 30,000 color slides, 4200 prints, and 2700 negatives that are currently on hand. \$10,000.

The full list of 2023 recipients is available at www.nrhs.com.

Chapter Summer Excursion East Troy Railroad Museum

Let's ride a trolley for lunch again. Riders seemed to enjoy the pleasure of dining and enjoying some conversation. So the Chapter is looking at another lunch train. We are looking at possibly Saturday August 11th for the lunch train. Cost would be about \$70-\$75 per person for the ride. Nothing is confirmed at this point. This is just a note that something will be happening. Watch for a special email or mailing with more specifics and how to RSVP for the event. We will need a minimum of 30 people to make this a GO!

Do You Know ? by Dave Nelson

The recent Norfolk Southern derailment in East Palestine OH gave televised views of how train wrecks are handled in modern times: huge side-loading Caterpillar tractors of the sort used to lay pipe, heavy-duty mobile cranes, and other land-based equipment. The classic old "wreck train" with a heavy duty railroad derrick was not seen -- most railroads have disposed of their wreck trains and hire contractors such as Hulcher to handle wrecks. But until recent years, a complete wreck train would be kept ready to go at a moment's notice, and in the days when the big railroad derricks or cranes were steam powered, the firebox might have a banked fire at all times and the boiler would always be hot because it was connected to roundhouse steam lines, so that little or no time was lost bringing the crane to full steam pressure. The highly trained and specialized wreck crews were almost like volunteer firemen in that they all had other "real" railroad shop jobs, but kept their travel bags packed and ready for when the alarm horn would sound.



Railroad derrick cranes are ranked not by their weight but by their lifting capacity, so a 100 ton crane can lift about 100 tons,

and so on; as locomotives and rolling stock got larger and heavier, so too did the derricks, and the largest were 200 and even 250 ton monsters. Industrial Brownhoist and Bucyrus-



Erie in South Milwaukee constructed most of the big ones; American Hoist mostly built the smaller cranes still used in routine trackwork. A few of the big ones were built as diesel-electrics, but most were steam powered (with their own tenders holding fuel and water) and converted to diesel before being retired. On many railroads the very last workers skilled in the time-honored intricacies of boilers, fireboxes, injectors, feedwater heaters, and valve gear worked on steam wreckers (and pile drivers) into the 1960s and even '70s.

Do You Know ? continued

The crane and its tender were usually not coupled right behind the locomotive to avoid concentrated weight on light rail and bridges. The crane's boom would face the rear of the train to avoid having it swing out during transit and perhaps derail the crane. The boom would be lowered over, and secured to, an

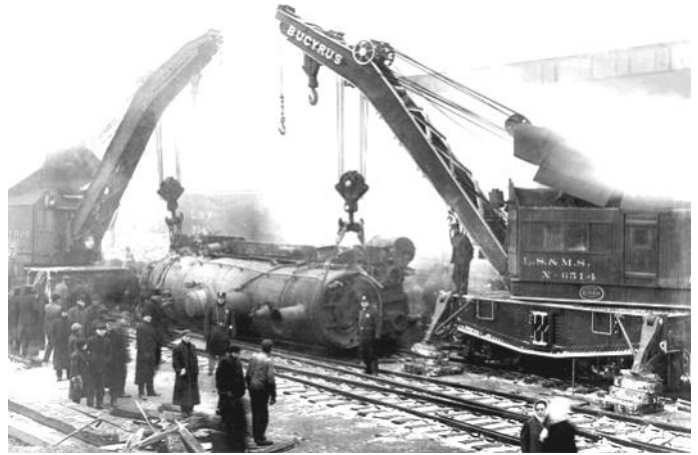


idler flat or a retired passenger car frame with some or all of the car body removed. That boom car often held the timbers to support the crane's outriggers at the wreck site. The train would include sleeping and dining cars for the crew, boxcars of tools, perhaps a tank car of water for the crane's tender, and



flatcars or gondolas with "shop trucks" for salvageable rolling stock whose own trucks or wheels were too damaged, so they could be rolled to repair shops. Fully destroyed rolling stock was moved to the side and scrapped on site. Since usually a wreck destroyed nearby track, a gondola might hold temporary panel track. Every wreck was urgent but the train traveled at reduced speed given the top-heavy nature of the crane. Major wrecks and derailments had wreck trains with derricks approach from both sides, meaning crews from multiple divisions might be involved and need to be coordinated by one wreck master.

Approaching the wreck site, the crew supply and camp cars would be dropped off at a nearby siding, and the train consist rearranged so that the crane would be slowly backed to face the wreck. The first chore might involve rebuilding enough track so the crane could do its work. While operating the crane took experience and skill, setting up the outriggers (usually three per side of the crane) and the supporting timbers under the outriggers played a key role in the success of the clean-up. Hardwood shims and wedges were needed to perfectly support the timbers and outriggers, and every movement by the crane along the rails meant the entire delicate balance had to be re-done. It was even planned-for how to place and support the



outriggers if the crane recoiled should a cable snap or a hook break loose. Soo Line crane operator Bill Raia wrote of how a Soo crane toppled over from the sudden imbalance when a stock car was being righted and the hogs inside all panicked and ran to the far side of the car. This was precision, skilled work, and dangerous work. It is odd to see older photos of wrecks and note the workers had no hard hats or safety shoes and that casual spectators were evidently tolerated at the site!

The cranes had two hooks, main and auxiliary. The stronger of the two, closest to the crane cab, was the main hook; it would take on the heaviest loads such as derailed locomotives. But the auxiliary hook at the far end of the boom had the greater versatility for it could pick up and set down loads at the farthest distance. When turning over derailed rolling stock, a technique known as a rolling hitch was employed: the auxiliary hook was so attached that the cable would (it was hoped!) automatically drop off and away from the car when it was fully upright -- yet another example of the precise, delicate, dangerous and highly skilled work that a wreck train involved.



Sources for this article include Bill Raia "Wrecking on the Soo, Part 2" The Soo Magazine Vol. 27 No. 2 (Soo Line Historical Society Summer 2005); Eric Peterson "Wreck cleanup - a complex and difficult business" Model Railroader January 2010 p. 22 (Kalmbach); Jim Hediger "Taking a wrecker on the road" Model Railroader September 2009 p. 23 (Kalmbach); Boomer Pete [Al Kalmbach] "Wreck Train" Model Railroader August 1950 p. 35 (Kalmbach); and McDermott Gibson "Wrecking derricks - derailment dinosaurs" ABCs of Railroading May 1, 2006 trains.com (Kalmbach).

From the Archives

June 1958 - 65 Years Ago

The Twin Cities 400 is down to one unit and six cars weekdays....Passenger service between Janesville and Mineral Point finally ended June 21 with the removal of the combine from trains 21 and 6....Because of the wreck of Soo train 233, Soo trains 2 and 17 were detoured over the CMStP&P's Northern Division between Slinger-Iron Ridge-Fond du Lac. The spur at Thiel's Mill in Slinger was used as it connects with both roads and no backing was necessary....Green Bay & Western operated its last train between Scandinavia and Iola (the former Iola & Northern) on May 31 and began to take up the branch on June 2....The wye at Berlin was retired May 13th

June 1963 - 60 Years Ago

On June 23, the Milwaukee Road's bi-levels will run Chicago- Green Bay to visit the National Railroad Museum. Departure Milwaukee 10:10 a.m. DST, returning 7:15 p.m. DST. Fare, including bus to and from the Museum and admission: \$6.30

June 1968 - 55 Years Ago

Although the Circus Parade has been canceled because "of the possible problem of controlling animals in the dense crowds," the Circus Train, powered by ex-GTW 4-6-2 No. 5629, will run from Baraboo to Milwaukee via the C&NW as scheduled. Since there will be no parade, the train has been renamed the Old Milwaukee Special....The 5629 is also scheduled to power an excursion from Chicago to Kalamazoo and return on July 7. The fare is \$16.50....The SP has applied for permission to discontinue the Sunset Limited, the last passenger train between New Orleans and Los Angeles....On May 15, the Justice Dept. won a stay blocking the merger of the GN, NP, and CB&Q only hours before it was to take effect.

June 1973 - 50 Years Ago

It is rumored that Amtrak will increase service in the Chicago- Milwaukee corridor with the coming of the Turbotrains.... Wisconsin Governor Patrick Lucey's task force on mass transit has recommended that every Wisconsin city with a population of 25,000 or more be connected by "an interurban rapid transit system."...Burlington Northern announced that it is studying the feasibility of electrifying its main lines. The BN is encountering difficulty in obtaining diesel fuel and would like to turn its coal reserves of 62 billion tons into electricity. The BN currently consumes one million gallons of diesel fuel each day.

June 1978 - 45 Years Ago

Starting Monday, June 5, at 2:00 a.m., the Milwaukee Road will inaugurate the "Sprint Trains," a new intermodal train service between Chicago and St. Paul. The tentative schedule calls for three trains each way Monday through Friday and one train each way on Saturdays. The trains will be powered by two GP40s and will consist of twenty 86 ft. TTX flats loaded with forty containers or trailers and an assigned caboose. The reduced crew trains will operate on a 10-hour schedule.

June 1983 - 40 Years Ago

Butler Railroad Days are scheduled for June 4 and 5 and will feature the Butler 400 powered by ex-C&NW 4-6-0 No. 1385. The June Chapter meeting will be conducted aboard the 400 at 6:00 p.m. on June 5

June 1988 - 35 Years Ago

The Great Circus Parade is scheduled for Sunday, July 17th, and the Circus Train will operate on July 12th and 13th on the C&NW via Madison, Janesville, Waukegan, Kenosha, and Racine. The threat of a strike on the C&NW has been delayed to August 4th so there should be no problem with the Circus Train.

June 1993 - 30 Years Ago

The Circus Train will operate on the Soo Line from Madison to Milwaukee via Portage. It will run Baraboo to Portage via Madison on July 5 and Portage to Milwaukee on July 6.

June 1998 - 25 Years Ago

WSOR has painted SD20 No. 2004 (an ex-IC "skunk") in a Wisconsin Sesquicentennial scheme and renumbered it No. 1848 (the year of Wisconsin's admission to the Union). It is painted in the red WSOR scheme, except the long hood is solid red with "WISCONSIN" on one line and "& SOUTHERN" on the second line. Two sesquicentennial logos flank the lettering on both sides....Interest in commuter rail has increased with the operation of the Amtrak Hiawatha Extension on the CP. The West Bend Common Council voted to ask SEWRPC to study the possibility of service from West Bend to Milwaukee. WSOR said it was willing to consider service from Hartford to Milwaukee if local government would kick in \$25 to \$50 million for track upgrades and if local governments purchased 3 or 4 trainsets. However, the Washington County Highway Commission voted 4-1 against the idea.

June 2003 - 15 Years Ago

Wisconsin Chapter members enjoyed a fun day at the East Troy Trolley Museum on May 10....The Great Circus Train will operate from Baraboo via Madison, Whitewater Hartford, Beaver Dam, and Oshkosh, arriving in Milwaukee on July 7....BNSF began implementing remote control switching in the North La Crosse Yard....The Black River Bridge replacement project continued on the CP....The proposed extension of commuter rail service to Milwaukee from Kenosha is garnering support at public hearings....The Union Pacific Railroad Museum opened in the Council Bluffs Carnegie Library on May 9....UP began testing GE's new Evolution series locomotives on several routes, including Sherman Hill. The Evolution series are powered by 12-cylinder GEVO diesel engines which produce 4,400 horsepower, the same as existing 16-cylinder engines but with greater fuel efficiency and 40 per cent fewer pollutants

May 2008 — 15 Years Ago

Union Pacific announced that it has increased the speed of its trains to 49 mph on nearly 16 miles of trackage between Nece-dah and Wyeville. The line is used by an overnight Triple Crown RoadRailer between Chicago and the Twin Cities. Train speeds were increased ten miles per hour on May 23, 2008, and nine miles per hour on May 30, 2008, when the new maximum speed limit was reached. Trains formerly operated through the area at 30 mph.

May 2013 — 10 Years Ago

With Wisconsin Railroad Commissioner Jeff Plale on track, our 63rd Annual Banquet, May 4, turned out to be a very entertaining night as we made our initial appearance at Meyer's Restaurant. The gathering of 37 was treated first class all evening long. Plale, spoke on "Wisconsin's Railroads- Today and Tomorrow," giving us a journey around the Badger state using state railroad maps. He spoke about the bright future of freight and the investments being made in railroads now underway. Milwaukee's Intermodal Station hosted National Train Day May 11, with members of the Wisconsin Chapter manning two exhibits. Besides the NRHS table, which sold Wisconsin Rails I & II books and promoted the Chapter for new members, we also assisted Talgo Inc. with a very successful display. It was an amazing "Labor of Love" having served as Sparks and Cinders editor for an amazing 229 issues, nearly 23 years, but Bob Joyce will never be forgotten, having retired with the June 2012 issue. President Bob Baker present-ed him with a Special Recognition Award at the Annual Chapter Banquet from a grateful membership

May 2018 — 5 Years Ago

Union Pacific confirmed Thursday May 10, 2018 that Big Boy 4-8-8-4 No. 4014 will be in Ogden, Utah, exactly one year from today in celebration of the sesquicentennial of the first transcontinental railroad. UP steam manager Ed Dickens said the restored Big Boy as well as 4-8-4 No. 844 will travel to Ogden, Utah, for the celebration. He said the engines will re-enact the scene made famous by the two American-type locomotives, the Central Pacific Jupiter and UP 119 on May 10, 1869 at Promontory Summit. Ogden is the closest UP point to Promontory, where the railroad was abandoned during World War II. He did not provide a schedule, but did say that the journey between the steam shop and Ogden would take several days in order to give the public plenty of opportunities to see the locomotive. Of the 25 Big Boy locomotives built in the 1940s, only eight survive, and none has run since 1959. He also said that No. 4014 will be seen in other locations on the UP in 2019.

The Big Picture



Lots happening in this photo taken by Lew Martin. This is the intersection of Water St and Seeboth St