

# 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)



CNW #1385 leads a Butler 400 train at Belton Junction in June 1984. The Wisconsin Chapter sponsored the Butler 400 trains. Photo by Dave Nelson

### *In This Issue*

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- ◆ *Chapter Banquet Update*
- ◆ *"Do You Know"*

# Wisconsin Chapter Meeting Schedule

Upcoming chapter events

NOTE—NO Friday Meeting October 6th

October 7 2023 Chapter Annual Banquet Pallas Family Restaurant Chris Burger Guest Speaker

November 3 2023 Attending NRHS Conventions with Bob Joyce and Mike Yuhas

December 1 2023 Photography of Linn Wescott with Kevin Keefe

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 Yuhas [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 Yuhas, 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 September 8 2023

### Introduction

Former President Mike Yuhas started recording, and then started the meeting, at 7:32 pm. He was working from our in-person meeting site in the basement of the North Shore Congregational Church in Fox Point. He greeted all and suggested that we get started.

### Announcements

Dave Nelson said that Doors Open Milwaukee will be held in late September as usual. Something similar but a little different will be offered tomorrow—Saturday, September 9, 2023—Open Doors in the City of South Milwaukee. Buildings open to the public, from 10:00 am to 3:00 pm, will include: 1892 Chicago & North Western depot, at 11th and Milwaukee Avenue. It is now the headquarters of Benkowski Builders. They have done an excellent job of restoring it—interior and exterior—to its original appearance.

Bucyrus Erie Museum—on 12th Avenue north of Milwaukee Avenue.

Caterpillar Factory. They have taken over part of the former Bucyrus Erie plant. The main gate is on 11th Avenue north of Milwaukee Avenue. They will only be open from 10:00 pm to 1:30 pm. Photography will be limited.

Fire and police stations.

Numerous churches.

Numerous other older buildings.

Most of the above sites are not normally open to the public.

Al Baker announced the Kenosha Street Car Loop Open House this weekend—Saturday, September 9, and Sunday, September 10, 2023. The shop will be open to the public from 10:00 am to 2:00 pm. They will be running two cars continuously both days. Normal fare is reduced to \$1.00 per ride, or \$3.50 for an all-day pass.

Mike Yuhas reported that our Tuesday, June 15, 2021 slide show presenter, Mike Del Vecchio, the associate editor of Railroad & Railfan magazine, passed away on Thursday, August 31, 2023.

-Summary continued from Page 2

## Banquet

Our annual Chapter banquet will be held at Pallas Restaurant, located at 1657 South 108th Street, in West Allis, on Saturday, October 7, 2023. We will be offering good food, good fellowship, and a dynamic speaker. Doors open at 5:00 pm. Dinner will be served at 6:00 pm. Our speaker will be Chris Burger, who held many positions on various railroads over his 39-year railroad career. Twenty-two of those years were with the Chicago & North Western. Thirteen of those years were in Wisconsin.

We just gained a generous sponsorship, earlier today, from Wheel Rail Seminars. (They will hold the annual Wheel Rail Interface Conference in Chicago, Illinois, over May 21-24, 2024.) This will allow us to reduce cost from \$50.00 to \$40.00 for members and guests, and from \$60.00 to \$50.00 for all others. Those planning to attend should register on line, at our Chapter website at nrhswis.org. The old prices are still showing there now. The new prices will be posted soon. All of those who already registered, at the old prices, will receive a refund for the difference... Registration closes on Tuesday, September 26, 2023.

## Upcoming Programs

On Friday, November 3, the subject will be NRHS National Conventions—Past and Present. Long-time National Director Bob Joyce will present his attendance at multiple past conventions. Mike Yuhas will present his attendance at the most recent National Convention in Deerfield Beach, Florida, in early September 2023. All of these conventions included various railroad activities and trips, many of them not available to the general public.

On Friday, December 1, Kevin Keefe will present photos from the collection of long-time Model Railroader editor Linn Westcott. This is a presentation that was previously offered only to members of the Center for Railroad Photography and Art.

## Vice President Report

Vice President (and Sparks & Cinders editor) Keith Schmidt counted 14 in attendance in person at the church basement site, and 25 devices on Zoom. Subtracting the three devices in the church basement yielded a total attendance of 36.

He is continuing to look for good material to publish in Sparks & Cinders. It may be sent to editor@nrhswis.org. We are still in need of a Chapter President, if not for the remainder of 2023, then for 2024. The Annual Business Meeting and elections will be held on Friday, February 2, 2024. If you are interested, please consider volunteering. You will not be expected to know everything. There are lots of good experienced people to help you.

Fall Harvest Days will be held at the Racine County Fair Grounds in Union Grove this weekend—Saturday, September 9, and Sunday, September 10, 2023. There will be one building with portable model railroad layouts. There will be extensive displays of antique tractors and other farm machinery.

## Presentation

Presentations took over at 7:50 pm. Tonight was our annual Members Favorite Slide Night. Five members gave us presentations:

Keith Schmidt—From The Air—Drone Shots. Keith started in the Milwaukee area, and then expanded nationwide.

Dave Nelson. Two-day trip, stopping in Fort Dodge, Iowa, to the Chicago & North Western Historical Society Convention in Sioux City, Iowa. Galesburg Railroad Days in Galesburg, Illinois. The latter event may be in trouble. The entire board / committee resigned.

# From the Editor

The first meeting of the season has come and gone. There were some great presentations. Members Favorite Slide Night is a great tradition. Another great tradition is coming up soon.

The Chapter's Annual Banquet is Saturday, October 7th at the Pallas Restaurant in West Allis, WI. This year's banquet will feature a meal of beef stroganoff, baked chicken, garlic mashed potatoes, veggie blend, ice cream and coffee. A cash bar will also be available. The doors will open at 5pm. Dinner will be served at 6pm. Thanks to another generous sponsorship from Wheel Rail Seminars (WRS), the cost for the banquet is only \$50.00 per person or \$40.00 for chapter members. WRS is the presenter of the annual Wheel Rail Interaction (WRI) Conference.

The speaker for this year's banquet is Chris Burger. He will be presenting "Workin' on the Railroad". Mr. Burger worked 39 years in railroading. It should be a great banquet and presentation. For more information on how to sign up, and purchase tickets, see page 4 of this issue.

Be sure to get out and enjoy fall in Wisconsin. It's a great time of year. There is plenty to see. Maybe you will catch one of the newly repainted Wisconsin and Southern SD60M's. Check out one of the coaling towers that Dave mentions in "Do You Know". Be Safe and remember "See Tracks ? Think Trains"

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## - summary continued

Terry Peterson. Janesville Area. Wisconsin & Southern (former Milwaukee Road) and Union Pacific (former Chicago & North Western).

Mike Yuhas. Mississippi River shots from Sabula, Iowa (across from Savanna, Illinois) up to Prescott, Wisconsin (about 25 miles SE of Twin Cities).

Al Baker. Mostly drone shots. From around the southern half of Wisconsin, and the northern parts of Illinois.

The number of devices connected to Zoom peaked at 32 during these presentations. Adding the 17 in-person attendees at the church, and subtracting the three devices there, yielded a total peak meeting attendance of 46. The presentations ended, and the recording stopped, fairly early, at 8:44 pm.

There was a short informal discussion on the upcoming banquet (above) before the Zoom meeting ended at 8:50 pm. There was no on-line discussion group.

Respectfully Submitted

Thomas W. Marcussen

Wisconsin Chapter Secretary

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## Model Train Show and Swap Meet Kettle Moraine Ballast Scorchers

When - Sunday October 8 2023 9am to 3pm

Where - Washington County Fairgrounds Hwy 45 and Hwy PV  
Cost - \$4.00 Donation Children under 12, First Responders, and Service Members are FREE.

The show has been expanded and will feature more sellers and model train layouts.

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

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

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

## Chapter Annual Banquet Saturday October 7 2023

Wisconsin Chapter NRHS banquet returns in 2023. This is our annual gathering for the purpose of fellowship, good food, and a dynamic speaker. It all takes place on Saturday, October 7, in West Allis, Wisconsin at 6pm.

Our keynote speaker is Chris Burger, who will present "Workin' on the Railroad." Mr. Burger's thirty-nine years of railroading included time on the New Haven, New York Central, a US Army Railway Operating Unit, Chicago & North Western, Central Vermont and Indiana's "Central Railroads." Twenty-two of those years were with the North Western, of which thirteen were in Wisconsin (in four different locations), where, in addition to managing the railroad's Wisconsin Division, he was the moving force behind the railroad's "Good Will Ambassador" steam program in the 1980's.

Retired since 1998, Chris credits his North Western time and people for the experience and convictions that later helped him "turn-around" unprofitable operations in his native New England and Indiana. In retirement he has done some railroad related consulting, served on non-profit rail and related boards and leads a Kokomo IN based photo club. In addition, he authored a retrospective on his railroad career and photography series of articles in CLASSIC TRAINS magazine. His railroad photographs have won numerous awards in state and local shows and contests in addition to being published in magazines and books. Mr. Burger sums up his twenty-plus railroad jobs, the people he worked with, his wife Rita, and his life in retirement by quoting an early C&NW slogan "The Best of Everything" - which was also the title of his CLASSIC TRAINS series.

Our banquet will be held at Pallas Restaurant, South 108th Street in West Allis, Wisconsin. The menu: House salad, beef stroganoff and baked chicken, garlic mashed potatoes, veggie blend, ice cream, coffee. Cash bar is available.

Sponsored by



This will be a memorable evening! Price is \$50 per person, or \$40 each for Wisconsin Chapter members and their guests, and NRHS members and their guests. Go to <https://wisconsin-chapter-nrhs.square.site> to order your tickets or to the Chapter website [www.nrhswis.org](http://www.nrhswis.org) to order tickets

Within a day or two of receipt of your order, we will send you a confirmation email. You will not receive printed tickets. Just check in at Pallas and enjoy the meal! Registration deadline is Friday, September 30, 6:00 PM CDT.



New Haven's westbound Bay State passes a derailment site in Providence, Rhode Island, March 1962. *Photo by Chris Burger*

## East Troy Electric Railroad Updates

The East Troy Electric Railroad has been busy recently. The maintenance of way crew especially. The MOW crew did some brush cutting along the right of way using a neat piece of equipment.



The MOW crew also reopened the Trent Spur. The Trent Spur was cleaned up and checked out in August and September. The reason for the cleanup was the Wisconsin Oven 50th Anniversary Celebration. On Saturday September 16 the Milwaukee Car #846 ran down the Trent Spur. The Chapter had the pleasure of also taking Car #846 down the Trent Spur on August 18 2018. It was some very rare mileage. It also stirred up a hornet's nest. Oh Well. Congratulations to the volunteers at East Troy for a job Well Done !!



Above two photos from High Wire Flash Newsletter



Chapter excursion on August 18 2018 Photo by Keith Schmidt

## 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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## 2 is better than 1 Cooling Towers

With Dave's "Do You Know" on cooling towers here are a pair of sentinels on the Canadian National mainline. This is former Illinois Central lines. These two cooling tower would have served trains running in and out of Chicago. This line still hosts several Amtrak trains including the train made famous in a song. The City of New Orleans comes past these two towers on a daily basis. Article and Photos by Keith Schmidt



## Is This the End-Roadrailers ?

The Roadrailer is a trailer that appears to go easily from road to rails. Just pick up the trailer and put it on the bogey truck between two trailers. Easy Peasey. It appears that the Roadrailers are on the way out. Norfolk Southern still runs two Roadrailer trains 6 days a week from Detroit to Kansas City on the old Wabash line. I took a trip to central Illinois and Indiana with fellow Chapter member Dan Grudzielanek and his wife Tara. We caught the eastbound train near Cerro Gordo IL. This train was pulling quite a string Roadrailers.

Around 2004, there was a Roadrailer train that ran through Milwaukee on the Union Pacific. It ran from Chicago to Minneapolis. Unfortunately, when the Ford plant in Minneapolis closed a few years later, the train was discontinued. Article and Photos by Keith Schmidt



One of the first Roadrailers trains in Wisconsin at Petersen Road in North Lake WI 07-25-2004.



Roadrailer train east of Cerro Gordo IL 08-16-2023.

# Do You Know ?

by Dave Nelson

Just as steam locomotives required a large workforce dedicated to keeping them going, so too did they require a specialized and expensive infrastructure of roundhouses, turntables, water tanks, ash pits, sanding towers, and coaling towers. Surviving relics of this steam-era infrastructure are now rare. Sure, some roundhouses and turntables are still in railroad service, and some sanding towers were modified to better suit servicing diesel locomotives. Here and there a wood railroad water tank was converted to municipal purposes until it too needed expensive maintenance. A few "modern" steel water tanks of the CB&Q were re-purposed into grain bins -- I photographed an example in Mendota IL about 20 years ago.



The old wood coaling towers, such as the Milwaukee Road's here in Milwaukee, came down early because the bolted tim-



ber construction lent itself to careful dismantling, so the track below was not badly damaged or put out of service for long intervals. But in the early 1900s steel (rebar) reinforced concrete coaling towers made by such firms as Ogle, Fairbanks-Morse and Roberts & Schaeffer, became favored due to their greater durability and less need for maintenance (some were truly enormous). That very durability resulted in this irony: they are so damaging and costly to pull down (or blow up) that a surprisingly large number still stand. Four good examples, all former C&NW structures, are within a day trip from Milwaukee. Clyman Junction (between Slinger



and Columbus) is on the UP/CNW "Adams" line. A less-known and relatively small example is at Montfort Jct. WI (near Hywy 18) in the middle of a farm field; the tracks have been gone for decades. Down in Illinois, about 20 miles east of Rochelle is DeKalb and its coaling tower; the tower at Nelson IL is about 30 miles west of Rochelle. The fact that three of these structures straddle active UP main line track explains why there is little appetite to pull them down or blow them up. There was a huge CB&Q concrete coaling station in Galesburg IL; the BN pulled it down in the early 1980s only when a major yard rebuild made it



acceptable to destroy the nearby tracks in the process.

For the modern railfan photographer perhaps the ultimate "catch" is a steam excursion running under one of these old coaling towers. But they are mere photo props -- the metal hardware associated with actually delivering coal to a tender was removed for its scrap value long ago, and the towers are empty shells.



# From the Archives

## October 1953—70 Years Ago

The October 10 fantrip turned out to be all we had hoped for. We had 51 persons leaving from Milwaukee, and six more who joined us at Madison. This meant we had our own car on the end of each train. Milwaukee Road train 55, which took us to Madison, was hauled by F-3 Pacific No. 171, instead of its usual diesel. This didn't "just happen" but was the result of Gary Duckert's negotiations with the round-house foreman. Nice talking, Gary!

## October 1958 - 65 Years Ago

We have been in a dither regarding the Fall Foliage Fantrip, since several complications have arisen. First, higher brass in the Milwaukee Road nixed our getting 5901, and 5900, though available, needs \$200-\$500 in repairs to move, so she's out, also. Then, there is some difficulty about the use of a baggage car, so that is being worked on now. Because of these factors, we have had to re-write the flyer. We have insisted on the orange and maroon equipment, so that aspect is quite definite. Don, Dan, and Jim have worked very diligently on the myriad details it takes for an event of this nature, so let's support them to the utmost. Milwaukee Road S-3 No. 261 and Soo Line No. 2718 are on the National Railroad Museum property located on the west bank of the Fox River between Green Bay and DePere. Fencing is on hand and it is hoped that volunteer labor will soon erect a fence around them. Weldon McGee, Operating Vice-President of the GB&W, and active in the museum, advises that anyone interested in becoming a charter member should send a one dollar contribution to the museum.

## October 1963 - 60 Years Ago

On October 9-16 the American Railway Progress Exhibition will be held in Chicago at McCormick Place and at the IC 31st St. Yards. On October 13 and 14 the exhibits in both places will be open to the public without charge - the meetings are closed to the public....Our recent fantrip to Green Bay via the Valley 400, visiting the National Railroad Museum, and return via the Lakeshore Line was fun, but where were all the Chapter members?

## October 1968 - 55 Years Ago

The C&NW has completed the renumbering of the former CGW locos. As was the case with the former Omaha Road, Litchfield & Madison, and M&StL, only units with conflicting numbers have been renumbered....About 6:30 p.m. on September 20, a westbound Milwaukee Road freight had an unscheduled meet with a flatbed semi-trailer which got hung up on the Sawyer Road crossing near Nashota. The train was going an estimated 60 mph at the time and all four units and 27 cars were derailed. The fuel tank on the second unit ruptured and the units caught fire and were destroyed. Fortunately, no one was injured.

## October 1973—50 Years Ago

The hoped-for through service via Turbo from Milwaukee to St. Louis will not materialize and train changes in Chicago will once again be necessary. Bob Adams reported the Turbo train did, in fact, make a trip to Milwaukee to try out "sundry sidings, cross-overs, and alternate routes" (including a side trip from Sturtevant to Racine). It reportedly returned to Chicago via the C&NW.

## October 1978—45 Years Ago

The Milwaukee Road has added another pair of Sprint trains (Nos. 208-209) between Bensenville and St. Paul....Milwaukee Road SD40-2 No. 156, still in its Bi-Centennial paint job, arrived at the shops for a rebuild and a new orange and black paint job.

## October 1983 - 40 Years Ago

SP is reportedly planning to run a full-length train in Daylight colors, powered by 4-8-4 No. 4449, to the New Orleans World's Fair. It will run east as a shipper's special and return as a public excursion....Amtrak is set to begin Auto Train service from Lor-ton, Virginia, to Sanford, Florida, on October 30.

## October 1988 - 35 Years Ago

"Sweet Soo," the ex-Soo Line steam loco on display at the Depot Restaurant in Waukesha will soon be moved permanently to the Mid-Continent Museum at North Freedom. The move was precipitated by the track rearrangements in Waukesha for connecting the WC and C&NW

## October 1993 - 30 Years Ago

Wisconsin Central's purchase of the FRVR and GB&W took effect at 12:01 a.m. August 28. At the same time, the Fox Valley & Western was brought into being. The first few days of operation were a bit hectic....A loaded WC/CNW/WPSX coal train ran into a problem on October 11 at Fox River Jct., on the FV&W Fox River Sub. Twenty-five cars got loose from the Appleton Yard and hit the coal train at 10 to 15 mph. The impact moved the coal train 25 to 30 feet backwards. The crew was able to escape the lead SD50 before the impact. The yard crew, who had no idea the cars had left without them, received a long and stern reprimand

## October 1998 - 25 Years Ago

Street traffic in Waukesha was snarled on September 2 when a semi hauling scrap steel was struck by northbound WC train 49 at Main Street. The train was traveling below 20 mph when it hit the truck, which ignored the flashing crossing lights. All three locomotive were derailed as well as a number of cars in the 103-car train. Ten crossings were blocked. A test run from Chicago to Madison was operated via WSOR as a prelude to possible Amtrak service between Chicago and Madison. The proposed service may start in the spring. A running time of 4 hours is projected.

## October 2003—20 Years Ago

UP officially opened its new Global III intermodal facility in Rochelle, Illinois, on August 27. The new facility can handle 720,000 trailers and containers annually....Chappie Fox, a driving force in the establishment of the Circus World Museum, the Great Circus Parade, and the Circus Train, passed away in Madison on September 12 at age 90. Metra's new MP36s are beginning to arrive and are being put into service on the various Metra lines, except UP. Apparently the new locos are too heavy for some bridges on the Kenosha Sub. For every MP36 re-ceived, an F40C is being retired

## October 2008 — 15 Years Ago

Union Pacific Railroad will spend \$9.1 million upgrading track between Adams and Lebanon, Wis., the railroad announced on August 20. The segment is part of UP's Chicago- Minneapolis/St. Paul "Adams Line." Crews will replace 77,000 ties, spread 30,000 tons of ballast, and surface 41 crossings. Work is already underway, and is expected to wrap up in October. Since 2003, UP has invested \$73.4 million for capital projects in Wisconsin, primarily upgrading the Adams Line, which saw deferred maintenance under UP predecessor Chicago & North Western. UP bought C&NW in 1995.

## October 2013 — 10 Years Ago

Canadian Pacific is replacing the Kinnickinnic Avenue overpass south of downtown Milwaukee. The project began in the summer, says railroad spokesman Andy Cummings. The bridge upgrade is part of the railroad's planned 2013 capital spending program. Because of the construction, CP is running all traffic on Track 2 south of Milwaukee. A railroad crew is lucky to be alive this morning after the train it was operating fell into the Spoon River after a bridge collapse. The historic Spoon River Bridge on the Keokuk Junction Railway collapsed on Monday afternoon Sept 17th under the weight of the eastbound train, near Seville, Ill. There's currently no indication of what caused the bridge to fail. A Keokuk Junction EMD-built GP20 locomotive was in the lead followed by two classic EMD FP9s.

## October 2018 — 5 Years Ago

About 400 Amtrak passengers were stranded overnight Tuesday in western Wisconsin after floodwaters damaged tracks. The national passenger rail company announced service on its Empire Builder trains had resumed a little before 12:30 p.m. Wednesday, with the eastbound train running more than 18 hours behind schedule and the westbound train more than 22 hours late. The east-bound train stopped near Tomah around 3 p.m. Tuesday, while the westbound train was held near Portage since Tuesday night, said Amtrak spokesman Marc Magliari. Magliari said it was safest to shelter passengers on the trains as roads were also impassable.

# The Big Picture



Who Am I ? Is the guy with the handheld radio our banquet speaker Chris Burger ? The photo from a CNW Prosperity Special in May 1982. The train and festivities were down at the Port of Milwaukee Jones Island. Photo by Dave Nelson