

# NRHS

WISCONSIN CHAPTER

Volume 74 Number 1

EST 1950

January 2024

## 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 74 Years

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



The North Shore Electroliner in Milwaukee near the Harrison Street Shops southbound. Unfortunately I lost my information on the shot. So if anyone has more information let me know. Definitely winter. From the cars I see a 58 Chevy so late 50's or early 60's. Russ Porter shot from Keith Schmidt collection

### *In This Issue*

- ◆ *From the Editor*
- ◆ *"Do You Know"*

# Wisconsin Chapter Meeting Schedule

## Upcoming chapter events

January 5 2024 The Old Reliable Lines - a history of Sheboygan County's street railways and interurban lines  
By Jim Rindt  
February 2 2024 To be announced

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).

---

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.

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 for December 1, 2023

### Introduction

Former President Mike Yuhas and current Vice President / acting presider Keith Schmidt ran this meeting from our in-person meeting site in the basement of the North Shore Congregational Church in Fox Point. They started recording at 7:30 pm. Mike greeted all, starting the meeting, at 7:30 pm. He identified himself as the Past President.

### Announcements

If you are a member, and have not yet renewed for 2024, please do so promptly. There are three ways renew (or join). The first way is very easy. Our Treasurer Tara Grudzielanek is here, accepting dues payments (\$20.00 by cash or check), tonight. The second way is on-line payment via our website at [nrhswis.org](http://nrhswis.org). That second option includes an extra \$1.00 fee for Square processing costs. The third way is to send a \$20.00 check to Wisconsin Chapter NRHS, P. O. Box 070758, Milwaukee, WI 53207. If you are not currently a member, and see value in what we are doing, please consider joining us. Dues payments support Chapter meetings like this one, other activities and publications. Your support is much appreciated.

Our next meeting will be on Friday, January 5, 2024. Jim Rindt will present the electric streetcars and interurban cars of Sheboygan County. There were three systems. The Milwaukee Electric Railway & Light Company (TMER&L) came up from Milwaukee and Port Washington, through Cedar Grove and Oostburg, to enter Sheboygan from the south. There was a network of Sheboygan city cars. Wisconsin Power & Light extended west from Sheboygan to Kohler, Sheboygan Falls, and Plymouth, and from there north to Elkhart Lake.

The Annual Business Meeting, with the election of 2024 officers, will be held on Friday, February 2, 2024. Keith Schmidt has decided to run for President. (That office is currently vacant.) We will then need a new Vice President. As

# From the Editor

-continued from Page 2

always, any member is free to run for any office. 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. Several possible presentations are being considered.

Tom Hoffmann will be offering another edition of his popular look-back series (20, 30 or 50 years ago) at the March meeting on Friday, March 1, 2024.

## Presentation

Kevin Keefe took over at 7:37 pm. His presentation was on the railroad photography of Linn Westcott. It had previously been offered as a members-only online presentation for the Center for Railroad Photography and Art in July 2023.

Kevin began by recalling his joining Kalmbach Publishing Company, and attending his first NRHS meeting, in the same church where we are tonight, in 1974. These events led to his first meetings with the "big names" in railroad hobbies and preservation, at age 23. One of those "big names" was Linn Westcott.

Linn Westcott was born on July 13, 1913, in Los Angeles, California. He attended Carleton College in Minnesota. He became one of the first employees at Kalmbach Publishing in 1935. They soon made good use of his skills at page layout, mechanical drawing, and map making. He provided the cover photograph, of a water tower in NE Wisconsin, for the first issue of Trains in November 1940. He was there for Kalmbach's move to their long-term address of 1027 North 7th Street in Milwaukee in 1942. He was the editor of Model Railroader from 1961 to 1977. He wrote many books, some of which are still available from Kalmbach Publishing today. He died on September 8, 1980, at the young age of 67.

The focus of tonight's presentation was Linn Westcott's photographs of classic railroad subjects, many of which are gone now. We were treated to some good shots.

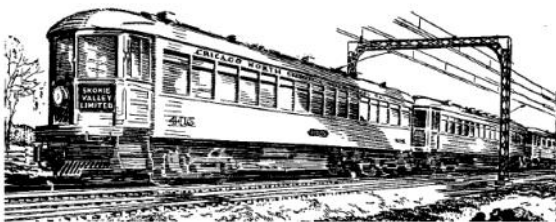
The presentation ended at 8:38 pm. The number of remote devices connected to Zoom peaked at 44 during the presentation. Adding the 19 in-person attendees at the church basement yielded a total peak meeting attendance of 63.

## Discussion Group

The recording stopped at 8:40 pm. Mike Yugas turned the host role over to Ward Wells. An informal on-line discussion group on various railroad subjects followed. The Zoom meeting room closed at 9:50 pm.

Respectfully Submitted

Thomas W. Marcussen  
Wisconsin Chapter Secretary



Happy New Year ! Welcome to 2024. I hope the holiday season has been enjoyable. Who knows what 2024 will hold for everyone. 2024 is the 74th year of the Wisconsin Chapter NRHS. Hopefully planning can start for 2025 and 75th Anniversary. If you would like to help with the planning let me know at [kschmidt626@gmail.com](mailto:kschmidt626@gmail.com). There are already some ideas being discussed. Be a part of the planning. We hope to have a meeting in January to kick things off. 2024 is the 60th anniversary of the chapter holding meetings at North Shore Congregational Church. What a great location for meetings. The chapter has a great relationship with the church and its staff. Some big events announced for 2024 are a system wide trip for the Canadian Pacific #2816 and the Union Pacific #4014. A great year to see some history in motion. Best Wishes for 2024 and beyond.

---

## Looking for Volunteers

Do you enjoy talking trains with people. Then the chapter is looking for you. The Wisconsin Chapter NRHS will be hosting a table at the Mad City Model Railroad Show in Madison WI. The show is Saturday February 17th and Sunday February 18th at the Alliant Energy Center. The show hours are from 9am to 5pm Saturday and Sunday from 9am to 4pm. We would be grateful if you could help us staff the table at any time during the show. There is no specific shifts or minimum time required. Any assistance would be welcome. If you plan to attend the show but can't help at the table please stop by and Say Hello.

If you plan to help we need to know by January 15, 2024. This way we can get the names of those helping to the show organizers and name badges can get printed out. Those helping would receive free admission to the show for the weekend. Please consider helping out. If you are interested in helping out please contact Ward Wells at [wwardw@hotmail.com](mailto:wwardw@hotmail.com).



Dave Nelson at a Chapter table at Trainfest several years ago

---

## Renew your Chapter Membership Today

Check your Sparks & Cinders address label. If it says your membership expiration date is 12/31/2023, it's time to renew! There are three ways to continue supporting the chapter:

1. Hand \$20 to Treasurer Tara Grudzielanek at our next meeting.
2. Send a \$20 check to Wisconsin NRHS, PO Box 070758, Milwaukee, WI 53207.
3. Renew online for \$21 at [www.nrhiswis.org](http://www.nrhiswis.org) - click the Join or Renew button.



## The Old Reliable Lines by Jim Rindt

Join the Wisconsin Chapter NRHS on Friday January 5 2024 for our first show of 2024. That evening our presenter will be Jim Rindt. Jim is a leading historian on Sheboygan area railroads. Jim will be presenting "The Old Reliable Lines" a history of streetcar and interurban lines in Sheboygan county. Jim's presentation will focus on the lines in Sheboygan proper and west to Elkhart Lake. This should be an excellent presentation. Join us in person at North Shore Church in Fox Point. The doors will open at 7pm with the program starting at 7:30pm. If you are unable to attend in person the presentation will be livestreamed via Zoom. Registration is required. Contact [membership@nrhs.org](mailto:membership@nrhs.org) for more information.



Sheboygan Light Power and Railway Co #26 crosses St Peters Road during a 2015 Wisconsin Chapter charter. Photo by Keith Schmidt

## SS Badger gets OK for key fix

The Lake Michigan Carferry received good news on Wednesday that will allow you to sail from Manitowoc, Wis. to Ludington, Mich. next year. The U.S. Army Corps of Engineers gave the LMC the final permit to begin work on the S.S. Badger after a broken lift gate sank the rest of the ship's 2023 season. The failure of the S.S. Badger's counterweight structure on its portside failed on July 21st, rendering the apron ramp non-operational. Work is expected to start this week so crews that need to go underwater to make the repairs can do so before ice begins to form. The repairs are expected to take several months, but LMC General Manager Sarah Spore says they should be ready to welcome back guests in 2024. "We're very excited to receive the much-anticipated federal and state permits to start construction on the lifting mechanism for the apron here in Ludington," said Spore in the release. "It's a major step forward in the concerted effort to get the Badger underway to serve our port communities and carry passengers and transport freight across our marine highway on Lake Michigan." by Tim Kowols [DoorCountyDailyNews.com](http://DoorCountyDailyNews.com)



Progress continues on Wisconsin Great Northern's Mark Twain Zephyr trainset. In autumn 2023, all units were reunited with their trucks, and coupled on a live track at WGN's Trego facility. Much of the train's interior is complete. There's still plenty of work to be done, specifically the locomotive's engine, controls, and traction motors. Aerial photo taken by Mike Yuhas, October 2023.



## Wisconsin Dells Riverside and Great Northern gets original locomotive back.

Built in Janesville, Wisconsin in 1947, No. 4001 is a 4-6-4 oil fired Hudson type steam locomotive and the first locomotive built for the Riverside and Great Northern Railway by Sandley Light Railway Equipment Works. In 1952 the Sandley Works moved the R&GN's locomotives 4001 and 348 "The BUG" and several cars to the Lake Wales, Great Masterpiece & Southern Railway in Lake Wales, Florida, where the train was called the Phantom Grove Express. On the occasion of the trip, 4001 was re-numbered 218 in honor of the American Legion 40 & 8 Voiture Locale #218, which sponsored the event. After the at the GM&S, Thomas C Marshall Jr. purchased 218 and eight passenger coaches for his Auburn Valley Railroad, eventually donating them to Historic Red Clay Valley Inc in Wilmington, Delaware. On October 31, 1987, the HRCV sold 281 and the eight passenger coaches to Mercer Locomotive Works in Trenton, New Jersey. In 1997, the Mercer Works rebuilt and renumbered the 218 to be in the style of a New York Central J-1e 5320 Hudson and sold it to Robert Panella for his private 16" gauge Panella Pacific Railroad near Stockton California. Several years ago Panella contracted with the Merrick Light Railway Equipment Works in Marshall, Wisconsin to rebuild the 5320 to facilitate a sale of the locomotive and in 2022 the American Heritage Railway purchased the 5320.

On December 7 the Board of Directors authorized the purchase of the No 4001 4-6-4 Hudson steam locomotive and No. 305 12 passenger semi open day coach from the American Heritage Railroad in Greenville, Illinois. The deal includes trading AHR our No 129 4-4-2 Atlantic steam locomotive and two pairs of Swanee River Railroad Co trucks, and additional funds provided as a donation from R&GN Preservation Society member Bill Gardner. With this purchase all the Sandley built 15" gauge steam locomotives and the five original series R&GN passenger semi-open day coaches will now be back at the R&GN! Visit [dellsstrain.com](http://dellsstrain.com) of follow our Facebook page for more details to come. *R&GN Press Release*



#1916 and #1924 are also Sandley Railway Works built locomotives. Both of these steam locomotives currently reside at the Milwaukee County Zoo. During the warm weather season they pull trains around the zoo. Here they are doubleheading a special train on April 22, 2007. 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.

---

## Mid-Continent museum launches restoration of oldest surviving Electro-Motive motor car

Mid-Continent Railway Museum is launching a project to restore to operating condition its Electro-Motive Corp. motor car, the oldest surviving piece of EMC equipment.

Montana Western No. 31, built by EMC in 1925 for Great Northern Railway as its No. 2313, is the 13th railcar built by the company that celebrated its 100th anniversary in 2022. It was featured in this Trains Live video last year. The museum said in a press release that it will work with FMW Solutions, a rail engineering firm with experience in preservation projects, to restore the gas-electric car, named as a Historic Mechanical Engineering Landmark in 20023 by the American Society of Mechanical Engineers. The project is expected to cost \$300,000; volunteers are welcome to support the project and contributions are welcome at the museum's website.

"Great Northern No. 2313 is already an important display piece, but we want to provide visitors with an immersive and moving experience that tells the story of railroad technology through the last century," said Rusty Schramm, project manager. "We have recently undertaken repairs to the roof, radiator, control system, and fuel tank, but the antique Winton engine has not operated since 1987, and will be our first major undertaking."

Restoration of the engine will be aided by a large supply of original Winton parts donated to the museum by the Sperry Rail Service when it was retiring its Winton-engined rail inspection cars.

"As someone who has spent my career dedicated to the maintenance and preservation of EMD locomotives, having the chance to oversee the restoration of this historic engine is a distinct privilege," said FMW Senior Mechanical Associate and Winton Project Lead Allen Rider. "The engine/generator arrived at the FMW Tennessee machine shop earlier this month, and we will begin the initial disassembly and inspection in the coming weeks."

A formal restoration plan will be developed following that initial inspection and assessment, with engine restoration at the FMW facility in Soddy-Daisy, Tenn.

"Our goal is to have her up and running in time for her centennial in 2025," Schramm said. "It's a worthwhile goal and achievable with donations and volunteer help."

*Courtesy Kalmbach Media—Newswire*



# Do You Know ?

by Dave Nelson

In 1959, during his 30+ year career as a civil engineer with the Chicago & North Western, Eugene Lewis determined to find out just how many different types (by weight, height, contour) of mainline rail the railroad was currently using (this would include branch lines but not sidings, yards, and facilities). The chief engineering office's records showed weight of rail (pounds per 3-foot section), year of manufacture, year track was laid, and milepost location for every rail, and showed if the rail had ever been reheated and re-rolled (an obsolete practice by 1959) and whether it was part of continuous welded rail (CWR) which was just starting to be used by the C&NW at that time. From those records Lewis initially concluded that the C&NW had 19 different types/sizes of mainline rail (there was even 50-pound rail dating back to 1879!), but when Lewis laboriously went back to all the track charts for the entire railroad, he concluded after eliminating some obvious errors that in 1959 the main lines of the railroad were using 34 types of rail. As Lewis put it, "a real patchwork quilt of steel." The Lakeshore Division alone, much of it in Wisconsin, had 27 types of rail on its main lines, some dating to 1882 or earlier.



Why so many types? Locomotives and rolling stock got constantly heavier, and speeds got constantly faster. Civil engineers and steel mills relied on assumptions about the optimal sizes of base, web (the vertical part) and head, to create heavier rails that could hold up under the new conditions, but this was a trial-and-error process. And until the development of the controlled cooling process for rolling steel rails, the metallurgy and production methods of an earlier era were not suited to heavier rails. Many railroads, C&NW among them, became dissatisfied with some rail profiles prematurely approved by the American Railway Engineering Association (AREA) and developed their own rail profiles, also subject to much trial and error.

Looking at the average age (35.7 years) and size (91 pounds per yard) of the C&NW's rail holdings, Lewis came to "the inescapable conclusion that the Chicago & North Western Railway in 1959 was rapidly failing to modernize their physical track structure to provide transportation services safely and expeditiously." Moreover, at then 80 miles per year rate that the C&NW was replacing rail due to size or age or defect, Lewis calculated it would take 125 years before the entire 10,032-mile railroad would have satisfactory rail, not even taking into account how many times the first laid rail would itself have to be replaced due to age. The C&NW's response to Lewis's surprising findings had less to do with more aggressive rail replacement and more with aggressive abandonment of unprofitable branch lines, where the oldest, lightest and worst rail tended to predominate. Lewis agreed with this approach.

And then there were the many ancillary expenses associated with having so many types of rail. The C&NW did not keep 34

sizes of rail in inventory, so failure of just one rail of a rare size could mean replacing many rails. Joint bars, the steel supports bolted to both ends of rails to hold them in place, are manufactured to suit a single size of rail, meaning the same joint bar should not be used to join 112- and 136-pound rail. Railroads keep a variety of joint bar sizes in inventory for this reason, as can be seen in a photo taken in Earlville IL along the BNSF. There are special (and expensive) "compromise" joint bars made to join two different rail sizes, but they too are specific to the size and profile of the rails they join. Complicating this further, a railroad's proprietary version of 90-pound rail might have an entirely different height and head width than 90-pound rail rolled to the AREA contour. The photo shows a compromise rail joint between CNW 90-pound rail and AREA 112-pound rail.



Regardless of size and height difference of the rails, both need to be exactly the same height. Moreover the inner edge of the rail head, where the flanges roll, must be exactly even for both rails. Any difference in the width of the head of the rail must be confined to the outer side of the rail where the flanges do not roll. A photo shows an overhead view of two rails of very different widths -- if they met center to center that would result in a flange slamming into a hard edge. The compromise rail joiner has to not only account for different heights of rail but has to reflect the differing center lines.



Sources for this article include Eugene M. Lewis, "12,000 Days on the North Western Line -- the Life and Times of a Railroad Civil Engineer 1947-1980" (C&NWS 2003), and Eugene M. Lewis, "Tales of the Rails, The Web of Rail -- A History" (C&NWS 2009).

# From the Archives

## January 1954—70 Years Ago

In a surprise move, the Milwaukee Road Chippewa Hiawatha, trains 21 and 14, was terminated at Channing on December 28. Now only a way freight disturbs nature's silence on the 92 miles of line between Channing and Ontonogon....Iowa interurbans are rapidly going diesel. Crandic, which quit passenger service in May, was all-diesel by October 15, with delivery of three EMD 1200 hp locos. Fort Dodge has also decided to dieselize. It got one 1200 hp EMD loco November 15, with at least 10 to follow, but "when" is still in doubt....Illinois Railway museum has purchased Crandic No. 120, ex-Indiana RR No. 65, and has it stored at North Chicago, Illinois, until a site for a mile or so of track and overhead is obtained.

## January 1959 - 65 Years Ago

The Soo Line is discontinuing trains 1 and 2 which served Waukesha. Trains 17 and 18, The Laker, will be renumbered 3 and 4. It will not operate on Saturdays....A belated news item from March, 1958: On Friday, March 14 the last motorist in Wisconsin to be given a citation for passing a streetcar on the wrong side was cited by Wauwatosa police at 65th and Wells. Just 27 hours before the end of streetcar service, the streetcar had been stopped by curiosity seekers and traffic was obstructed. The impatient motorist pulled around the car on the left side and was promptly ticketed by an officer who had responded to help clear traffic. He paid a fine of \$25 for his impatience

## January 1964 - 60 Years Ago

S&C editor Carl Solheim visited the North Shore Line scrapping area near Lake Bluff, Illinois. He reports that some cars to be saved are stored at the North Shore/CNW junction. Highwood is reported clear of cars, but some may still be at North Chicago....Dues for 1964 are due:\$6.00....The first Chapter meeting at our current meeting place, the North Shore Church, was held on Friday, January 10, 1964. (-Note Meetings are still held there as of January 2024)

## January 1969 - 55 Years Ago

The Milwaukee Road took delivery of 10-GP40s, 3-SD45 slave units, 5-SDL39s, and 5-FP45s, during the last half of December. The FP45s are the first new passenger power purchased since 1956 and are scheduled for the Chicago-Council Bluffs service....The C&NW has 10-SD45s on order and the Soo Line is purchasing 10 SD45s

## January 1974—50 Years Ago

C&NW has leased 11-U50Ds from the Union Pacific....C&NW is also constructing a 78-mile branch line in Wyoming to handle coal traffic....Amtrak had planned to add a second section to trains 9 and 10 between Chicago and Minneapolis as of December 15 on days when the train went to the West Coast. However, the plan was scrapped because the equipment was pressed into service on the Chicago-St. Louis run due to the Turbo trains' continued bad luck at grade crossings....With possible gasoline shortages looming, planning for Mid-Rail '74 has been suspended. The feeling is that many potential attendees would have a difficult time making the trip and that securing charter buses may be a problem.

## January 1979—45 Years Ago

If the assets of the Milwaukee Road were to be completely liquidated, with none being sold for railroad purposes, they would have a market value of \$832 million after deducting the cost of dismantling. This study confirms the trustee's contention that the assets are more than sufficient to cover the approximately \$400 million debt....Amtrak took delivery of the first of 284 double deck long-distance Superliner cars from Pullman-Standard on Friday, October 27.

## January 1984 - 40 Years Ago

The January 1984 issue of Model Railroader marked the publication's 50th anniversary. The press run for the first issue in January 1934 was 262 copies; by 1984 this had increased to 185,000 copies....Jean-Pierre Fortin of the French Railways has proposed that there exists a "rail-wave barrier" for trains similar to the sound barrier for aircraft. This theory of the physics of track movement with high speed trains postulates that the limiting speed is dependent upon track construction and may be relatively low for conventional construction.

## January 1989 - 35 Years Ago

At 12:01 a.m. on Saturday, December 10th, the Fox River Valley Railroad commenced operations. The first train left the ex-C&NW Green Bay depot, the road's headquarters, in zero degree cold at 10:05 a.m. on the 10th.

## January 1994 - 30 Years Ago

The Soo Line has put single-track CTC into operation between Pewaukee and Watertown. The former westbound main is now out of service and has been removed west of Oconomowoc.... The new CTA Midway Airport line began service on October 31. This is the first CTA rail expansion since 1984....CSX has raised the insurance liability requirements for excursion trips from \$10 million to \$200 million. Many fan trip operators said that this requirement would put them out of business. It is estimated the premium for one-day \$200 million coverage would be \$200,000.

## January 1999 - 25 Years Ago

The new WC "yard" at Ackerville is nearly ready for service. The switches that will connect the new yard to the WSOR main are under construction the old fashioned way - constructed in place rather than with the WC-style pre-built panel switches.... The Byron siding extension is in the works. Grading is being done using fill dirt from the new Quad/Graphics retention pond. No information yet about when track laying will begin

## January 2004— 20 Years Ago

On Monday, December 15, Amtrak displayed a prototype self-propelled Diesel Multiple Unit railcar at the downtown Milwaukee Amtrak depot. This type of equipment is being considered for use on the Chicago-Milwaukee Hiawatha service and other short haul routes, including a proposed commuter rail system in Madison....The state Department of Transportation says it has reallocated \$1.2 million in federal funds for renovating Racine's former Chicago & North Western station for the proposed Metra extension, according to an Associated Press report

## January 2009 — 15 Years Ago

President George W. Bush has signed a new law giving federal authorities the power to investigate and fine freight railroads for not giving priority to passenger trains, according to a story in The Kansas City Star. On-time performance is a problem for Amtrak passengers nationwide, especially in Missouri where tardy trains between Kansas City and St. Louis have contributed to declining ridership in recent years. Amtrak trains were at least 30 minutes late almost one-third of the time in 2007-08, state figures show.

## January 2014 — 10 Years Ago

Amtrak is reducing the operation of its Empire Builder to normalize equipment and schedules and help recover from on-going time-keeping issues. It will operate stub trains between Chicago and Minneapolis/St. Paul and between Spokane and Seattle on select dates through Dec. 16. Union Pacific announced it will be restoring UP #4014 4-8-8-4 Big Boy to operating condition in time for the 150th Anniversary of the Golden Spike in 2019. The #4014 is coming from the Southern California Railroad Museum. The #4014 will run from Southern California in a special train to Cheyenne where it will be restored.

## January 2019 — 5 Years Ago

Photos published on Facebook news groups showed Union Pacific steam shop crews on Tuesday lifting the smoke-box and boiler of #4014 with side sideboom tractors and sliding the rebuilt front engine (the 4-8 in 4-8-8-4) under the boiler. The photos also show what appears to be an almost completed boiler with only the steam dome cover and smokebox inspection hatches missing and a complete backhead with valves, piping, waterglasses, and other controls. On Thanksgiving Day the Soo #1003 a restored 2-8-2 USRA Mikado was steamed up and pulling a special train from Hartford, WI to Plymouth, WI. On Friday November 23rd the #1003 took that train with a flat car loaded with Christmas trees up to Elkhart Lake for delivery. Then on Saturday November 24th the #1003 steamed back to Hartford to be prepared for the winter inside the Auto Museum.



