

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 74 Years

Visit the Chapter Webpage www.nrhswis.org



NYO&W train at Liberty, New York, date unknown. Photo from O&WHS archives. See more photos like this Friday April 5th at the chapter monthly meeting.

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Wisconsin Chapter Meeting Schedule

Upcoming chapter events

April 5 2024 Ed Kohler presents "A glance at the New York Ontario & Western"

May 3 2024 Paul Swanson presents "Wonderous Wisconsin"

June 7 2024 Bill Edwards presents "Railfan Routes Railcars via Rondout to Resolve Receiver's Remorse"

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 membership@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 Yuhas membership@nrhswis.org (or via USPS at PO Box 070758 Milwaukee, WI 53207).

Wisconsin Chapter officers are: Keith Schmidt, President; Ward Wells, Vice-President; Tom Marcussen, Secretary; Tara Grudzielanek, Treasurer. Directors: Dan Grudzielanek, Mike Yuhas, Andrew Roach, Ralph McClure 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 ©2024, Wisconsin Chapter, Inc., NRHS.

Meeting Summary for March 1 2024

Introduction

President Keith Schmidt ran this meeting from our in-person meeting site in the basement of the North Shore Congregational Church in Fox Point. Recording started at 7:27 pm. Keith opened the meeting by bidding all attendees a good evening and welcome at 7:31 pm. We then had 14 in the physical meeting room and about 40 more attending virtually on Zoom.

Announcements

Treats were available in the back of the room. Keith will turn 60 on Tuesday, March 5.

Keith offered a big THANK YOU to all of those who helped staff our table at the annual Mad City Railroad Show at the Alliant Energy Center in Madison on Saturday, February 17 and Sunday, February 18. Ward Wells coordinated our participation in this event. Keith also credited Mike Yuhas, Neal and Cathy Wegner, and Tom Hoffmann "and others" for their help. Paid attendance was about 7200. There were maybe about 200 volunteers who got in for free. Total attendance was therefore close to 7500.

Our next big show will be the Milwaukee Trainfest. That event has been relocated to the Baird Center in downtown Milwaukee, and delayed to Saturday, November 23 and Sunday, November 24. That is the first weekend of the gun deer hunting season, and the weekend before Thanksgiving (which is maximum late this year—on Thursday, November 28). The delay was driven by a spike in the cost of advertising before the upcoming high-stakes election on Tuesday, November 5.

We had no East Troy event, or any other special event, in 2023. We are considering a full dinner train, to be followed by a night photo session, on or about Saturday August 24. We are trying to get the TMER&L electric motor and the North Shore Line maintenance car for the photo session. There will be three options—for the dinner train only, the night photo session only, or both. We will be offering a discount for members.

There are three ways to renew (or join). The first way is very easy. Dan Grudzielanek is in the back of the room, accepting

From the President

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dues payments (\$20.00 by cash or check) tonight. The second way is on-line payment via our website at nrhswis.org. That second option includes an extra \$1.00 fee for credit card 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 75th anniversary year is coming up next year in 2025. Work is in progress on a new special logo. More events are likely. None are scheduled yet. Member discounts are possible. We just got one new member. Fred Firkus, a well-known modeler, and a member of the Soo Line Historical and Technical Society, joined tonight.

Mike Thaller came up to announce that Jeff Haber, a Wisconsin Chapter member for at least 50 years, passed away last week. Jeff had assembled and mailed Sparks & Cinders for about 10 years. A moment of silence was observed in his honor and memory. More details will be published in the April edition of Sparks & Cinders.

Keith said he will need all input for the April Sparks & Cinders by Friday, March 15.

Our next meeting will be on Friday, April 5. Ed Koehler will present "A Glance at the New York, Ontario, & Western," which the US Bankruptcy Court ordered abandoned on March 29, 1957. That was the largest single rail abandonment in US history up to that date. Ed has been a member of the Ontario & Western Railway Historical Society since 1975. His presentation will include slides, video, and some music.

On Friday, May 3, Paul Swanson will present "Wondrous Wisconsin—from Benton to Superior," a collection of images from the archives of the Lake States Railroad Historical Association in Baraboo, Wisconsin.

Presentation

We continued with another long-running tradition tonight. Keith introduced Tom Hoffmann at 7:41 pm. Tom is the librarian at Kalmbach Media in Waukesha. He is an in-demand active presenter for Operation Life Saver, with special emphasis on high-school driver education courses / classes. Tom is continuing his longest-running series "Twenty Years Ago," tonight looking back at 2023

Tom Hoffmann took over at 7:43 pm. He mentioned that he has 20 years ahead of Keith (which would make him age 80). He thanked Dave Nelson for digitizing his slides—allowing them to be shared remotely tonight. There were at least 49 in the Zoom meeting room through the presentation. It ended at 8:45 pm. There were then 16 in-person attendees in the church basement. There was a peak of 51 devices in the Zoom meeting room. Subtracting the one device in the church basement tonight yielded a total peak attendance of 66.

Discussion Group

The recording stopped at 8:47 pm. Mike Yuhus and Ward Wells took over as Zoom hosts, so that the physical meeting room could be closed up. An extended informal on-line discussion group on various railroad subjects continued until about 9:50 pm.

Respectfully Submitted
Thomas W. Marcussen

We've had some glimpses of spring and now winter returns with snow forecasted the day after I am writing this. Spring and summer will arrive eventually. Then it's time to get out and enjoy Wisconsin or wherever. Plenty happening this summer with the CP #2816 running from Canada to Mexico. The UP #4014 Big Boy is supposed to be out and running also. Plus there plenty of museums and locations to visit. The Milwaukee County Zoo steam engines are moving to the Wisconsin Dells Riverside and Great Northern to join other Sandley built locomotives. Also in August the chapter will be holding a dinner train and night photo session at East Troy Railroad. The NRHS National convention will be in Harrisburg PA in late August. Watch for more details. So as Jim Wrinn would say "Get Busy Livin". Enjoy and Be Safe.

K

In Memoriam—Jeff Haber

It was announced that chapter member Jeff Haber had recently passed away. Jeff was a long time member of the chapter. I met Jeff through the chapter and several steam photo charters that he participated in. Whenever I would see Jeff his first question was usually "What's going on with steam in the area". Jeff was a very good photographer. Jeff's dad was also a railroad photographer. Just a coincidence that a photo that Jeff had shared with me was featured as the "Big Picture" on the back page of the March 2024 Sparks and Cinders.

Jeff was also a model railroader. He would visit Walthers frequently looking for parts for his modeling projects.

For the chapter Jeff did the collating, stapling and mailing of Sparks and Cinders. Mike Thaller mentioned this when he announced Jeff's death at the meeting. Tom Hoffmann mentioned that he would sometimes help Jeff assemble Sparks and Cinders before it was mailed out. Below is the obituary from the Milwaukee Journal-Sentinel. *by Keith Schmidt*

Jeff Haber was born the son of Roy and June Haber and was raised in Milwaukee. After high school graduation, he served in the United States Army in Vietnam in Intelligence, and then worked for the US Forest Service. After graduating from the Layton School of Art, he worked as a photographer, and also as a draftsman at Rexnord, Generac, and other companies.

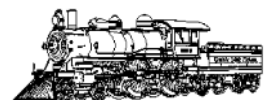
Jeff was a lifelong railroad enthusiast and an active member of the Wisconsin chapter of the National Railroad Historical Society and the Milwaukee Electric Railroad Historical Society. He was also an aficionado of jazz, particularly Big Band music, which he enjoyed at many venues in the Milwaukee area. Jeff was a kind and gentle person who will be missed by his family and friends at Milwaukee's jazz clubs and railroad associations.

Model Railroad Show and Swap Meet 28th Annual Metro Spring Train Show

Sunday April 7 2024 9am to 4pm

Ozaukee County Fairgrounds—New Larger Facility
W67N866 Washington Ave. Cedarburg

Several Operating Model Railroad
Layouts
70+ Swap Tables



Admission \$4.00 12 and under Free
For more information <http://www.metrorrclub.org>

Friday April 5th A glance at the New York Ontario & Western by Ed Koehler

Join us on Friday April 5, 2024 for another great presentation. Our presenter, New York City-based Wisconsin Chapter member Ed Koehler has been a member of the Ontario and Western Railway Historical Society since 1975.

March 29, 2024 marks the 67th Anniversary of the shutdown of the New York, Ontario and Western Railway. This presentation was designed to commemorate this event with coverage of a trip from Weehawken, New Jersey to Norwich, New York and then a video of a milk train operating from Oneida to Sidney, both in the state of New York.

The second section of this show has six images of one of the last trains in the Cadosia - Norwich area while the third section has images of the aftermath of the shutdown. The New York, Ontario and Western Railway at one time was the fourth busiest coal hauler from the northern Anthracite coal field in the state of Pennsylvania and since it was shut down the myths and legends have endured.

Join us in person in the lower level of the North Shore Congregational Church at 7330 N Santa Monica Dr. in Fox Point. Doors open at 7pm for socializing and the program begins at 7:30pm. Or join via Zoom. Contact membership@nrhswis.org to receive notice of the meeting and the link to the meeting.



NYO&W F3 501 at Middletown, New York, date unknown. Photo from the collection of John J. Scala

Upcoming NRHS National Events

Here's some advance notice on 2024 NRHS events - save the dates!

NRHS is holding an annual conference in Cedar Rapids, Iowa, in May. Advisory Council and NRHS Board meetings are scheduled for Sunday, May 5. A special inspection trip on Iowa Interstate is being planned for Monday, May 6. The trip will include a tour of the IAIS locomotive shop and a nearly 80-mile rare-mileage trip on a portion of the former Rock Island mainline.

The NRHS annual convention will take place in Harrisburg, Pennsylvania, August 26-31. Included are trips to Strasburg (a ride on the Strasburg Railroad and a visit to the Railroad Museum of Pennsylvania), the East Broad Top, a trip behind Reading 4-8-4 2102, a meeting day, and more.

These opportunities are open only to members of the national NRHS organization. All NRHS members will receive full details of the events. To join NRHS, visit www.nrhs.com.

New hotbox and defect detectors installed by both CP and CN

Thanks to local railfan Andy Mueller it was noted that the Canadian Pacific has installed two new hotbox detectors on the Watertown Subdivision. One is located at MP 123.0 in Ixonia and the second at MP 118 in Oconomowoc. The Canadian National has installed new hotbox detector on the Waukesha Subdivision at MP 86.1 in Mukwonago. These were likely installed due to some new requirements that were instituted after the derailment in New Palestine, OH in February 2023. Below are some photos of the new detectors. Photos by Andy Mueller.



New hotbox detector at MP 123 in Ixonia WI on Canadian Pacific.



New hotbox detector at MP 118 in Oconomowoc, WI on Canadian Pacific.



New hotbox detector at MP 83 in Mukwonago, WI on Canadian National.

Chapter Display at Madison Train Show

The Chapter sponsored a table at the annual NMRA Mad City Railroad show in Madison, WI on the weekend of February 17-18, 2024. The table had information about the Wisconsin Chapter and the national organization, along with fliers, newsletters and free copies of recent NRHS Bulletins. Chapter members Brian Hechel, Mike Yuhas, Dave Nelson, Tom Hoffmann, Thomas Williams, Neal and Cathy Wegner and Ward Wells promoted the two organizations to the approximately 7,500 attendees and exhibitors. *By Ward Wells Chapter Vice President*



On February 17 and 18, Wisconsin NRHS staffed an exhibit table at the Mad City Model Railroad Show, in Madison. The chapter's presence was largely the work of board member (now Vice President) Ward Wells, who coordinated our exhibit at the show and scheduled our volunteers. Here Ward stands in front of our display at the start of the second day of the



Barry Becker, meet Bill Becker: Two chapter members named Becker met for the first time on the show floor. Barry Becker, at left, is a retired Canadian National conductor, and Barry Becker is a retired Canadian Pacific engineer. They are not related. *Photo by Mike Yuhas*



Nice wood panel tablecloth on the Chapter table at Trainfest in November 2007. *Photo by Keith Schmidt*

National Railroad Museum announces \$15 million dollar expansion plan

The National Railroad Museum is excited to announce the start of our Capital Campaign for our Fox River Expansion. Thanks to the generosity of our donors and a \$7 million grant- ed by the State of Wisconsin, the National Railroad Museum's Fox River Expansion has already raised 86% of our fundraising goal of \$15 million.

If you would like to help us towards our goal for the Fox River Expansion or to learn more about the Fox River Expansion visit www.nationalrrmuseum.org

The Fox River Expansion's main exhibit gallery will allow families to explore four tracks of rolling stock and small exhibits. This expansion also allows families to take part in educational programs and other events in both the daytime and evening hours.

A mezzanine overlooking the lower level will feature breathtaking views of the Fox River and the exhibits below, as well as provide space for guests to explore some of the 150,000 artifacts in the Museum's collection.

-from the National Railroad Museum webpage

Below are some photos from the NRHS National Convention held in Milwaukee in August 2021 as we visited the National Railroad Museum in Green Bay WI and enjoyed lunch with the GG1 and Big Boy. *Photos by Keith Schmidt*



Do You Know ?

by Dave Nelson

A recent announcement by Fincantieri, the last of the big Door County ship-building companies (and yes, I know, on the Great Lakes they are "boats" regardless of size, not ships) is that the Ahnapee & Western Railway passenger depot in Sturgeon Bay needs to be removed from their property "the sooner, the better." Once the A&W stopped serving Sturgeon Bay in 1968, this 1914 brick structure served as a tavern, microbrewery and restaurant - when it housed the Railroad Inn, Cherryland Brewing and Dal Santo's Restaurant. It is not listed on any historic registers, and in 2016 when the Sturgeon Bay Common Council agreed to vacate nearby roads at Fincantieri's request mostly for parking lots for employees), it placed no conditions on preservation of the structure.



The Ahnapee & Western Railway, formed in 1890 and essentially complete by 1894, was the only common carrier railroad in Door County, running from Casco Junction (near Luxemburg WI in Kewaunee County), where it met the Green Bay & Western's line to Kewaunee and its ferry dock, northeast to Algoma (previously known as Ahnapee), and then meandered north through Forestville and Maplewood to Sawyer (now known as the south side of Sturgeon Bay), where it crossed the bay on a



rather precarious bridge into Sturgeon Bay itself. Agriculture (including potatoes, cherries and other fruit), milk, quarried rock, wood and wood products, sawdust, furniture, and fish were among the commodities it carried, in addition to passengers, but in Sturgeon Bay it served the boat building complex delivering steel and machinery.

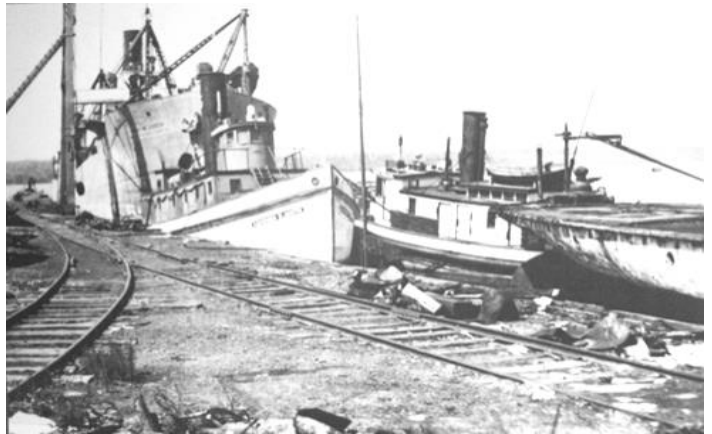
Throughout its existence the A&W was plagued by a right of way often undermined by water, by a tendency for boats to smash into its Sturgeon Bay bridge, and by a traffic base that was easily served by trucks once better roads came to the area.



Its last substantial shipper in Sturgeon Bay closed in 1968, the same year the bridge over the Bay was hit (yet again) by

a boat and condemned by order of the government, resulting in the A&W being abandoned north of Algoma. The truncated A&W went through several changes of ownership, eventually becoming part of the McCloud River Railroad, and at the end was owned by Itel, as was the GB&W).

The failure of a different bridge and loss of still more traffic finally doomed the A&W. It ceased to be a common carrier in 1990, and by 1995 the rails were pulled up and the right of way became the popular Ahnapee Trail for biking and hiking. Many interesting original bridges and culverts can be seen on the trail, but apart from that, remaining artifacts of the Ahnapee & Western are few and far between, making the potential loss of the depot even sadder. The National Railroad Museum in Green



Bay has a wood A&W caboose. The excellent Door County Maritime Museum in Sturgeon Bay has photos, displays and artifacts relating to the bridge and to the A&W's service to local boat builders, but this 1914 brick passenger depot in Sturgeon Bay is surely one of the last, if not the last, remaining A&W structures. Perhaps a few A&W sheds live on in farm fields here and there.

In February of 2024, Fincantieri Bay Shipbuilding of Sturgeon Bay stated it needs the former A&W train depot building to be removed from its property as the company plans to further develop its land along North 3rd Avenue. Fincantieri has razed other old structures in the vicinity as part of the same project.

Sources for this article include "Fincantieri Bay Shipbuilding Wants to Move Train Depot," by Kevin Boneske, Peninsula Pulse newspaper (February 22, 2024).

From the Archives

April 1954—70 Years Ago

Train service which began in 1871 from Fond du Lac to Princeton, and later to Marshfield, on what is now a part of the C&NW, ended on April 5 when a ten-wheeler brought train 10 into Fond du Lac....Milwaukee Road train 23, Milwaukee to Madison, is currently leaving Milwaukee behind diesel power but at Watertown crews and engines change and the train continues on to Madison behind steam power. The process is reversed for train 12.

April 1959 - 65 Years Ago

"Wisconsin Railroads," published by Don Dietrich, gave additional data on the latest Milwaukee Road diesel order. The 52 units being disposed of are FTs. They will be traded in on GPs....SP has applied for permission to abandon its narrow gauge lines between Keeler, Owenyo, and Laws, California

April 1964 - 60 Years Ago

Milwaukee Road bi-level coaches will appear in Milwaukee as the Girl Scouts make a Milwaukee-Watertown round trip April 4 "just for a train ride."...CERA's two volumes on the North Shore "Interurban to Milwaukee" and "Route of the Electroliners" are available from CERA for \$9.00 each....Milwaukee Road summer passenger schedules have been announced with the advent of daylight saving time. Several less-than-one-hour adjustments were made since Illinois, Wisconsin, and Minnesota cannot agree on DST start and end dates - there are two starting and three ending dates

April 1969 - 55 Years Ago

This year's operation of the Schlitz Circus Parade Limited has been tentatively set for July 1. An engine has not been selected as yet as Dick Jensen's ex-GTW No. 5629 will not be able to pull the longer train up some of the grades, ex-CB&Q No. 4960 is not in serviceable condition, and other steam engines are too heavy for the North Western's track. Severe flooding is expected this spring on the Mississippi River so be on the lookout for unusual train movements through Milwaukee....A reenactment of the driving of the golden spike is scheduled for 1:47 p.m., May 10, 1969, at Promontory, Utah. The original spike and maul will be used. Unfortunately, Promontory is no longer on a rail line.

April 1974—50 Years Ago

Soo Line will resume laying of welded rail north of Duplainville - the work had been halted for the winter.... Burlington Northern has closed its Aurora Shops. Commuter cars will now receive heavy repairs at Como Shops in St. Paul....The C&NW will install 100 miles of 136-pound rail (the heaviest ever put down on the C&NW) in 1974 and 1975 between Proviso Yard and Nelson, Illinois.

April 1979—45 Years Ago

Sixty-eight cars of the Broadway Limited will be converted to all-electric heating and air conditioning. A similar program is under way for cars on the Lake Shore Limited. Amtrak's new Superliner coaches were officially introduced into revenue passenger service on Monday, February 26, on a regularly scheduled train out of Chicago's Union Station. The cars are being operated in the Chicago-Milwaukee service for the next few weeks in order to familiarize crews with their operation.

April 1984 - 40 Years Ago

Taconite trains made an appearance on the C&NW Wisconsin Division for the first time since 1978. The 100-car trains of ore jennies are received from the DM&IR at Itasca Yard in Superior and handed over to the EJ&E at Upton, Illinois....Butler Railroad Days will take place during the last weekend in June. The Butler 400, powered by ex-C&NW No. 1385, will run again....A change in its plan to acquire the bankrupt Milwaukee Road was offered in Federal bankruptcy court on March 5 by the Grand Trunk Corp. The modification would give rail operating rights and joint facilities over Milwaukee Road lines to its acquisition competitors, the Soo Line and C&NW. This proposal grants to the Soo Line and C&NW the bulk of the operating benefits each was seeking through their individual plans.

April 1989 - 35 Years Ago

A funeral train of 28 wrecked cars made its way to WC's Shops Yard at North Fond du Lac following a wreck at Colgate.... Reports from Colorado indicate that despite the damaging fire, the Durango & Silverton will be operating this summer as scheduled.

April 1994 - 30 Years Ago

The next few years will be good ones for major locomotive manufacturers. BN has ordered 350 SD70MACs from EMD, CSX has ordered 300 locomotives from GE. Santa Fe has ordered 50 Dash 9-44CWs. Closer to home C&NW is taking delivery of new Dash 9-44CWs. Other railroads are also purchasing new power....An ambitious excursion schedule is being planned for this summer for ex-Milwaukee Road No. 261....Mr. John Goldman, President and Chairman of the Minnesota Commercial Railroad will be the featured speaker at the Annual Chapter Banquet on May 6.

April 1999 - 25 Years Ago

WC and Amtrak have quietly been discussing the possibility of extending Amtrak service to Fond du Lac. The route would be Chicago-Milwaukee-Duplainville via CP and Duplainville-Fond du Lac via WC....The Midwest Regional Rail Initiative proposed 110 mph service between Chicago and Milwaukee

continued from below:

beginning in 2003 with 13 round trips daily. Six trains would continue on the Madison, also at 110 mph. Empire Builder service between Chicago and the Twin Cities would increase to three round trips daily....WC has completed signal and track upgrades in Waukesha. The searchlight signals have been replaced by tri-color and a power switch installed at the WSOR connection. Several signal locations were changed during the upgrade....On March 9 Amtrak unveiled its new 150 mph Acela tilt-train which will operate between Boston and Washington, DC via New York. The scheduled running time is 5 1/2 hours, 2 hours faster than the previous schedule

April 2004 — 20 Years Ago

The City of Burlington, Iowa, filed suit against BNSF Railway over the proposed closing of the West Burlington shops. The City claims an 1858 agreement prohibits the railroad from moving the shops out of the city. Soo Line No. 2719 will be heading west next month to Livingston, Montana, under a 10-year lease to 2719, Inc. of Portland, Oregon. The move was necessitated by the razing of the ex-C&NW roundhouse at Altoona, where it was stored. Excursions are planned on Montana Rail Link

April 2009 — 15 Years Ago

A freight train ran into about two dozen cattle that had strayed onto railroad tracks in southwestern Dodge County on February 25, leaving bloody remains scattered for about a mile and a half. Sheriff Todd Nehls said the collision killed 20 to 25 steers, but there was no damage to the Canadian Pacific train and no rail workers were injured. According to the sheriff, a herd of about 35 cattle had escaped from a pasture in the Town of Elba and walked on the railroad tracks toward Columbus for about a mile before the eastbound freight going about 50 mph hit the animals at 1 p.m.

April 2014 — 10 Years Ago

The long awaited day when Union Pacific's Big Boy No. 4014 will return to the national rail system is at hand. Mark Jan. 26 as a red letter day in the history of American steam railway preservation. Early in the morning that day, crews will sever Metrolink's track just outside the Los Angeles County Fairgrounds, slide the track over, and connect this giant of the rails to the outside world. The work that began months ago to prepare the 1941 Alco 4-8-8-4 for its return is about to pay off with the locomotive's move from its display location of 52 years to UP's shop at West Colton, about 40 rail miles away. -ed. The #4014 is scheduled to be under steam in May 2019.

April 2019— 5 Years Ago

Norm Carlson board member with METRA will be banquet speaker for the chapter annual banquet in May 2019. The UP announced the schedule for the #4014 Big Boy and #844 to make their way to Ogden UT to celebrate the 150th anniversary of the Golden Spike. The two steamers will be nose to nose at the Ogden depot like the famous photo from Promontory taken in 1869.

The Big Picture



The CN #103 E9A sits in Neenah WI on 02-28-2024. The locomotive is on its way to the National Railroad Museum in Green Bay, WI. The CN donated the locomotive to the museum. Photo by Kim Kafura