

# NRHS

WISCONSIN CHAPTER

Volume 74 Number 6

EST 1950

June 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)



Robert Ball

Minnesota Commercial Alco RS27 #316 leads three covered coil cars away from Viking Materials in Minneapolis. Photo by Robert Ball.

### *in This Issue*

- ◆ *From the President*
- ◆ *#2816 Final Spike Tour Photos*
- ◆ *Do You Know*

# Wisconsin Chapter Meeting Schedule

## Upcoming chapter events

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

September 6 2024 Members Favorite Photo Night

Saturday October 5 2024 Chapter Annual Banquet—Pallas Family Restaurant

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 [membership@nrhswis.org](mailto:membership@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: 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](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 ©2024, Wisconsin Chapter, Inc., NRHS.

## Meeting Summary for May 3 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 7:29 pm. Keith started the proceedings by welcoming everyone to the May meeting at 7:31 pm. We then had 12 in the physical meeting room. This was after a beautiful spring day, with a forecast of a nice weekend.

### Announcements

Canadian Pacific "Empress" 4-6-4 Hudson-type steam locomotive #2816 will run from the Twin Cities of Minnesota to Portage, Wisconsin, on Sunday, May 5, and from Portage to Bensenville, Illinois, on Monday, May 6. There are no scheduled stops, except for the overnight stays, and no precise time schedule. The Empress was last in our area in 2007—17 years ago. Craig Willett informed everybody that it will enter Bensenville via Tower B-17 (at the west end of the yard) and not via Tower A-5 (Pacific Junction, in the near NW Side of the City of Chicago). That means it will leave the former Milwaukee Road main line at Techny (Tower A-20), and run on trackage rights over the Chicago & North Western (C&NW) (now part of Union Pacific) outer belt line, via Des Plaines and around the west side of O'Hare Airport. Good train-watching and photography weather is predicted for both days.

Most of the assets of closely-held (shares not publicly traded) Kalmbach Media (primarily railroad subjects) have been sold to Firecrown Publications, based in Chattanooga, Tennessee. Firecrown has had mostly aviation magazines, with a few other varied titles, before the acquisition. All or most Kalmbach employees will remain on staff for now. There will be more remote work. The future of the Waukesha headquarters building is unclear.

The final movement over the joint spur line to Allis-Chalmers in West Allis took place today. Allis-Chalmers was a historic manufacturer of tractors, pumps, electric motors and control products, steam and water turbines, and other heavy equipment that had been in West Allis for most of the 20th Century. The site was served by a joint spur, with C&NW (now UP) coming up from the St. Francis-Butler belt line from the south, and Milwaukee Road coming down from the north (southern secondary main from Menomonee Valley yards west to Elm Grove—now the Hank Aaron State Trail). Avalon Rail Car had done some work on the site some years ago. Avalon was best known for private passenger car work, and for restoring a former Wisconsin DNR fish stocking car for the Mid-Continent Railroad Museum in North Freedom. The last move today was the removal of a former Amtrak Superliner car that will be displayed at Penzey's Spices.

# From the President

On a happier note, our 2024 annual Chapter Banquet is confirmed for Saturday, October 5, at Pallas Family Restaurant on 108 th Street in West Allis. More information, including costs, will appear in the June issue of Sparks & Cinders. RSVP's and payments will be on-line via our new Square platform. We are working on securing a speaker.

Our latest Chapter Board meeting on Monday, April 22, discussed (among other topics) our upcoming 75 th anniversary in 2025. We have decided on a special 75 th anniversary logo.

Samples of commemorative merchandise should be available for inspection at our next regular meeting on Friday, June 7.

We are working to set up our East Troy dinner train, to be followed by a night photo session, on Saturday, August 24. Members will have the option of doing either event or both of them.

We are looking for photos of historic Wisconsin Chapter events. These will go into a special 75th anniversary photo panel for our Chapter Web Site.

Keith will be looking for photos of Canadian Pacific Empress 4-6-4 #2816 (above) for the upcoming June issue of Sparks & Cinders.

On Friday, June 7, Bill Edwards will present "Railfan Routes Rail Cars via Rondout to Resolve Receiver's Remorse." This will chronicle his interesting 1993 experience in trying to reduce rail transit times from Chicago-area steel mills to his Minneapolis distribution center.

Our first meeting of the next season, on Friday, September 6, will be Favorite Slide (now digital image) Night, per our usual tradition. If you enjoy the above, we invite you to consider joining us as a Wisconsin Chapter member. There are three ways to join (or renew). The first way is very easy. Go to the back of the room, and pay the 20.00 in annual dues (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. Dues payments support Chapter meetings like this one, other activities and publications. Your support is much appreciated.

Keith turned the podium over to Paul Swanson, the President of the Lake States Railway Historical Association, in Baraboo, Wisconsin, at 7:41 pm. The LSRHA is a 501c3 not-for-profit organization. They started out in Middleton, west of Madison, in 2006. They moved to the rail shops at the Circus World Museum in Baraboo, soon after that. They outgrew that space and built their own 5000 square foot building, between 2014 and 2016. It is across from the Circus World Museum, and close to the still-active former C&NW (now Wisconsin & Southern) track NW of Madison. Mr. Swanson estimated that they have about 1 million rail-related photos. About 115,000 of those have been digitized. They also have over 100,000 drawings, a lot of Fairbanks-Morse materials, including parts manuals, other reference materials, magazines, and movies. They just got a large collection of EMD builder's photos. This material is organized first by photographer / donor, and then generally by railroad and date. They have maintained the original photographer / donor organization methods as much as practical. The digitized material is searchable by railroad, date, location, and other attributes. They are hoping to digitize at least some of the movies so that they are accessible. The above building, which is shared with the Burlington Route Historical Society, is about 65-70 per cent full. More information can be found at [www.lsrha.org](http://www.lsrha.org). Memberships start at \$30.00 per year. Members receive a 20 per cent discount on images, searches and scans.

Mr. Swanson then treated us to about 200 Wisconsin images from the above collection, from 7:51 to 8:58 pm. Many of those pictures were many decades older than those that we usually see in Wisconsin Chapter meetings and slide shows. There was a short question and answer session. There were 12 in-person attendees in the church basement. Your secretary saw a peak of 52 devices connected in the Zoom meeting room. Subtracting the one device in the church basement tonight yielded a total attendance of 63. There was no on-line discussion group tonight. The recording ended, and the Zoom meeting room closed, at 9:06 pm.

Respectfully Submitted

Thomas W. Marcussen  
Wisconsin Chapter Secretary

Here we are at the beginning of the summer of 2024. It has been quite the spring so far. The CP #2816 "The Empress" graced southeast Wisconsin with her presence. The weather was great for her visit. Hopefully you were able to catch a glimpse.

Also a new Amtrak train premiered just today (05-21-2024) the day I am writing this. The "Borealis" features two trains a day. One departs St Paul in the morning and the other leaves Chicago in the morning. This is the first time since 1981 there have been two trains running between Chicago and Minneapolis. The new train will feature Horizon cars with a business class available. Also an AmCafe. The schedule is listed below.

Watch for more information on the chapter outing at East Troy Railroad. There will likely be a special mailing and emails regarding this event. It is kind of a kick off for the 75th Anniversary of the Chapter. Enjoy your summer and "Get Busy

---

## New Amtrak Train "Borealis" debuts May 21 2024

On Tuesday May 21 2024 a new Amtrak train from Chicago to Minneapolis will debut. This will be the first time two trains will run between Chicago and St Paul since 1981. The "Borealis" will feature Horizon coaches and a café car. It will offer Business class. The train 1333 westbound and 1340 will substitute for one of the current Hiawatha trains. Full route coach fares will start at \$41 with Business Class starting at \$98. The service is sponsored by the states of Minnesota, Wisconsin and Illinois.

St Paul MN 11:50am	Chicago IL 11:05am
Red Wing MN 12:35pm	Glenview IL 11:27am
Winona MN 1:40pm	Sturtevant WI 12:05pm
La Crosse WI 2:16pm	Milwaukee Airport 12:19pm
Tomah WI 2:57pm	Milwaukee WI 12:39pm
Wisconsin Dells WI 3:40pm	Columbus WI 1:41pm
Portage WI 3:58pm	Portage WI 2:13pm
Columbus WI 4:26pm	Wisconsin Dells WI 2:33pm
Milwaukee WI 5:45pm	Tomah WI 3:17pm
Milwaukee Airport 5:55pm	La Crosse WI 3:58pm
Sturtevant WI 6:08pm	Winona MN 4:36pm
Glenview IL 6:46pm	Red Wing MN 5:40pm
Chicago IL 7:14pm	St Paul MN 6:29pm

---

## CP #2816 Returns to Canada in June 2024

Hopefully you were able to get trackside and see the Canadian Pacific #2816 "The Empress" as it pulling the "Final Spike" train from Calgary, Alberta Canada to Mexico City. There are photos from the train in the area in this issue. Below is the schedule for the return trip. Unfortunately it won't be passing through the Milwaukee area but it will be in the Midwest. Hopefully you will be able to check it out. The dates below are the Midwest portion of the trip with a few exceptions.

June 12 Laredo TX to Kendleton TX  
June 16 Heavener OK to Kansas City MO  
June 18 Kansas City MO to Davenport IA  
June 26 Davenport IA to St Paul MN  
June 27 St Paul MN to Thief River Falls MN  
June 28 Thief River Falls MN to Winnipeg Alberta Canada  
July 5 Medicine Hat Alberta to Calgary Alberta

## Friday June 7 2024 Railfan Routes Railcars via Rondout to Resolve Receiver's Remorse presented by Bill Edwards

In this presentation we will hear about the presenter's project in 1993 to fix rail transit times from steel mills in Northwest Indiana to his facility in Minneapolis. This involved using the railfan's knowledge of the EJ&E/Soo (MILW) interchange at Rondout, buying a Trackmobile, and creating a 1,000 foot long private railroad. We will hear why a customer said, "I hope you don't want us to use more rail shipments" and why a railroader said "I hope you don't grow your business with us!", see why a Soo Line crew was paid to watch football games on Sunday afternoons, look at some Rondout history and operations, learn about A.O. Smith cars to Milwaukee, and, finally, create a switching railroad using two derrails and a Trackmobile! Locations visited include Rondout and Bensenville, Illinois; BRC-Clearing and Commercial Avenue Yards; IHB-Gibson and Blue Island Yards; Detroit; Minneapolis and St. Paul; Lakefront Yard in East Chicago, Indiana; and, of course, Glendale Yard in Milwaukee. We learn about frame manufacturing at A.O. Smith, steel processing plants in the Twin Cities, and what happens when a railfan becomes a rail customer!

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.



Trackmobile at Burns Harbor, Indiana. Photo by Bill Edwards.

## Kalmbach rail magazines, Trains.com sold to Firecrown Media

Trains Magazine, the company's other rail magazines, and Trains.com are among assets that have been sold by Kalmbach Media to Chattanooga, Tenn.-based Firecrown Media, the two companies have announced today (May 1).

Other Kalmbach titles involved in the transaction are Classic Trains, Model Railroader, Classic Toy Trains, FineScale Modeler, and Astronomy, as well as Kalmbach's online stores. The publications involved will continue to be based in Wisconsin.

Firecrown Media owns a wide range of transportation brands including Flying, Plane & Pilot, Boating, Yachting, and the supply chain site FreightWaves.

Kalmbach employees were informed of the sale this morning and told that most employees working on the brands will be offered positions with Firecrown after screening. Kalmbach CEO Dan Hickey called it "a difficult day in our storied history" in an email announcing the sale.

Firecrown CEO Craig Fuller said in a press release that "The rail titles fit perfectly into the Firecrown portfolio and the breadth of experience of our staff ... Kalmbach has deep ties in the railroad community, having published magazines and books about railroads and model trains for over 90 years. There isn't a deeper connection in the rail enthusiast community than the one that Kalmbach built. The Firecrown staff will work diligently to continue and build on that connection moving forward.

"Additionally, the rail and aviation communities have a great deal in common. Besides the obvious — both being transportation modes and having similarities in business models — the enthusiast audience is vast in both categories. We believe that 'railfans' and 'avgeeks' are kindred spirits.

"With the acquisition, Firecrown plans to invest significantly in Trains' business editorial coverage, increasing the cadence and depth of coverage of the rail industry. FreightWaves, one of Firecrown's brands, provides a playbook to help achieve this." Fuller and other members of the Firecrown staff met with staff members who will be making the transition to the new ownership this afternoon. A 60-day transition period is planned for the magazines and other properties. More information on Firecrown's plans and what they mean for employees and readers will be forthcoming. *Courtesy TRAINS Newswire Kalmbach Media*

---

## Chapter Annual Banquet

SAVE THE DATE !!

Saturday October 5 2024

Pallas Family Restaurant West Allis WI

Come and join fellow chapter members for some food and fellowship.

We are working on a speaker for the banquet.

Watch for more information about signing up

# Do You Know ?

By Dave Nelson

Most Chapter members are old enough to have started their serious railfan photography with 35 mm film, print or slide. Perhaps our oldest members used large format black and white film cameras and may even have had a home darkroom. Recent presentations at the Chapter's meetings prove that marvelous work was possible using those formats; if anything, today's photo editing technology can make older photographs look better than ever. The great David Plowden, for example, famous for his meticulously planned black and white images, used scanning rather than darkroom work to create the fresh large display prints seen in his several exhibits at MSOE's Grohmann Museum. But today's youngest railfans came of age entirely in the era of digital cameras and benefit from the enormous strides made by digital (and drone) photography without personally ever having to tangle with the restrictions and quirks of 35 mm film. And among the most restrictive of those quirks was that slide film came in 24 or 36 exposure rolls, a rigid limit unthinkable to digital photographers who can and do shoot that many frames in a few seconds!

Sure, the camera would tell you what exposure you were on, but in the heat of battle -- say, madly chasing a steam excursion -- it was easy to lose count. You learned not to bother wasting shots when the train was distant (in the digital era we just shoot away and delete at leisure), but you patiently waited for just the right moment. My cameras always had manual

sometimes this trick partly ruined exposure #1 by exposing the film to light and sometimes the film leader would slip out of the take-up spool after the camera was closed). But you never actually knew if you had a usable exposure #37 or #38 until you hit the shutter button, and you never knew the ultimate results until you got your slides back from Kodak. Partial images for exposure #1 and/or exposures #37 or #38 weren't uncommon, and unfortunately, I generally discarded them, never dreaming of the day when those "defective" partial images could be scanned, cropped, and salvaged. Sometimes the developer would not even bother putting the partial image in a slide mount, such as the 2006 Amtrak shot at Princeton IL. But I came across some partial images that I did save and have scanned and cropped; see both versions of a Santa Fe westbound at Chillicothe IL in 1987. And some #37s and #38s turned out complete and just fine -- glad I have 'em. The example is a CP eastbound at Milwaukee's Waterford Ave. on June 27, 1992. It was exposure #37.



up spool after the camera was closed). But you never actually knew if you had a usable exposure #37 or #38 until you hit the shutter button, and you never knew the ultimate results until you got your slides back from Kodak. Partial images for exposure #1 and/or exposures #37 or #38 weren't uncommon, and unfortunately, I generally discarded them, never dreaming of the day when those "defective" partial images could be scanned, cropped, and salvaged. Sometimes

the developer would not even bother putting the partial image in a slide mount, such as the 2006 Amtrak shot at Princeton IL. But I came across some partial images that I did save and have scanned and cropped; see both versions of a Santa Fe westbound at Chillicothe IL in 1987. And some #37s and #38s turned out complete and just fine -- glad I have 'em. The example is a CP eastbound at Milwaukee's Waterford Ave. on June 27, 1992. It was exposure #37.



advance to the next exposure, and it was not uncommon for the "perfect" shot to arrive and ... oops, you'd already reached the end of the roll. You not only missed the shot, now came the task of rewinding the film, getting out a fresh roll of film, loading it in the camera in great haste, and advancing to exposure #1. Even if you'd learned to swap out film at breakneck speed, the locomotive and maybe the entire train had long since passed you by. Even if you carefully kept track of your exposure number so #36 was available for that "perfect" shot, the fireman then might unexpectedly throw sand into the firebox to create nice black smoke for the photographers ... and you missed it.



Or not. If you very carefully loaded the film so the smallest possible portion of the film leader would be held by the take-up spool before closing the camera back, there could be enough film so that an exposure #37 or #38 was gifted to you by the kind folks at Kodak (or course,

Or not. If you very carefully loaded the film so the smallest possible portion of the film leader would be held by the take-up spool before closing the camera back, there could be enough film so that an exposure #37 or #38 was gifted to you by the kind folks at Kodak (or course,



# Canadian Pacific #2816 Final Spike Tour visits Minnesota, Wisconsin and Illinois



Southbound at Maple Springs MN May 5 Keith Schmidt



Wisconsin River Bridge, Wisconsin Dells WI May 5 Keith Schmidt



Canal Street Milwaukee WI May 6 Dan Grudzielanek



Duplainville WI May 6 Keith Schmidt



Oakwood Road Oak Creek WI May 6 Dan Grudzielanek



Near Lanark IL on a rainy May 9 Dan Grudzielanek

# From the Archives

## June 1954—70 Years Ago

Our "Railway Historical Special" excursion on May 23 was a whopping success — nine coaches and a baggage car pulled by No. 171. We had 537 passengers by official count and a better behaved crowd of this size couldn't be found, according to one of our conductors. (This trip celebrated the centennial of the first Milwaukee-Madison train, May 23, 1854.)...Milwaukee Road 4-6-4s, 4-6-2s, and 2-8-2s were noticed under steam at Rondout, Illinois, recently from the Super Dome of Hiawatha 100. 100, by the way, hauled over 1000 passengers into Milwaukee on May 31.

## June 1959 - 65 Years Ago

Barb and Jim Scribbins Out West: Tuesday, April 14. Bouncing Along on the Bug. Our vacation actually began on Monday when we rode Milwaukee 16 to Chicago, then GMO 3, the Abraham Lincoln, to Bloomington, but this was a repeat through uninteresting territory. GMO 9 is one of the few motor trains still operating — moreover, it is the only train we know of, in addition to the Wabash Banner Blue, which regularly carries an open platform observation car, in this case an RPO-coach trailer. At no time were there more than 8-10 passengers. Pulling the nostalgic little train was motor 2506, built by Electro-motive in 1929, since converted to D-E. In starting it sounded like an RDC and had fast pick-up. The train stopped everywhere and it was interesting to note that whenever a switch had to be thrown, the "driver" would pull the train over the switch so the conductor could step off at the switch stand, then would back up so the switch could be moved and would make another stop to pick up the elderly gentleman. Conductor for the short end, Bloomington to Roodhouse, Illinois, was Billy Fenton; from there to Kansas City was Bill O'Hearn. Both of these were pictured in MR's "doodlebug" story (April, 1959, w/photos and plans of the car and trailer); both are 50-year veterans and are well-accustomed to railfans

## June 1964 - 60 Years Ago

Coming excursions include two of interest to area fans. The Milwaukee Road is running a Dells trip, adults \$5.00, children 5-12 half-fare, lv. Milwaukee 9:30 a.m. CDST, ar. Dells 11:30 a.m.; lv. Dells 5:30 p.m., ar. Milwaukee 7:25 p.m. Our members would probably want to visit Sandley's outfit or the Minirama, though the Upper Dells trip may be taken for \$2.60, the Lower for \$1.60, children 5-12 half price. Then on June 21 a Green Bay trip is on. Lv. Milwaukee 10:10 a.m., ar. Green Bay 11:45 a.m.; lv. Green Bay 4:45 p.m., ar. Milwaukee 7:15 p.m., this for \$6.30, children 5-12 at half-fare. Oh yes, LS&I No. 24 will be under steam for that day.

## June 1969 - 55 Years Ago

At 6:15 a.m. on July 1, the Circus Parade Limited will pull out of Baraboo with 23 cars and over 60 circus wagons. The train will be die-diesel-powered as the C&NW feels that 4-6-2 No. 5629, which powered the train last year, is not powerful enough to pull the train with the addition of two cars this year...The Soo Line's entire Chicago-Twin Cities main line is being operated under 40 mph slow orders after a series of derailments since the early part of the year climaxed by three derailments recently near Allenton

## June 1974—50 Years Ago

A Chicago plan will spell the end of the famed "L" by 1985; all operations will be replaced by subways. (So much for those plans — ed.)...From a Milwaukee Road press release: "The Chicago, Milwaukee, St. Paul and Pacific Railroad Company has set June 16, 1974, as the date on which it will terminate all electrified operations and go to fully dieselized service on its Rocky Mountain Division in Montana, Idaho, and Washington, Worthington L. Smith, president of the railroad, announced."

## June 1979—45 Years Ago

Amtrak No. 7, the Empire Builder, derailed at New Lisbon on April 29 at 5:15 p.m. Engines 248 and 251, a heater car, and nine of the eleven passenger cars derailed but remained upright. One passenger and the engineer received minor injuries. An interesting footnote is that the same train broke in two, between the locomotives, in Wauwatosa and the diesel shop worked on them for at least an hour before the train continued on its journey.

## June 1984 - 40 Years Ago

Butler Railroad Days are scheduled for June 23 and 24 with ex-C&NW No. 1385 powering excursions to West Allis and Wiscona...The 50th Anniversary of the longest, fastest, non-stop rail journey in history — the May 26, 1934, trip of the Zephyr from Denver to the Chicago World's Fair — was commemorated with a medal by the Midwest Railway Historical Society...The Chicago, Rock Island & Pacific Railroad will go out of existence on June 1. Its successor, the Chicago Pacific Corp., will liquidate the property.

## June 1989 - 35 Years Ago

UP, concerned about the future of the C&NW if the hostile takeover bid by Japonica Partners is consummated, has acquired an option to purchase the Iowa Interstate during the next three years...The Strong Funds Great Circus Train will operate on the C&NW from Baraboo to Milwaukee via Madison, Janesville, Arlington Heights, Illinois, Kenosha, and Racine. The trip will operate on July 11 and 12.

## June 1994 - 30 Years Ago

Ex-Milwaukee Road No. 261 powered excursions between Burlington and North Fond du Lac on May 14 and 15. Round trips between Green Bay and Neenah are scheduled for June 11 and 12.

## June 1999 - 25 Years Ago

Chapter members were looking forward to a rare mileage excursion on the Wisconsin & Southern from North Milwaukee to Oshkosh via Slinger and Horicon and return. The consist will include streamlined coaches and a dome observation car. The train will be powered by the WSOR's E-units. The 1999 edition of the Great Circus Train will operate from Baraboo via Madison, Milton, Janesville, and Waukesha, via WSOR; Waukesha, Oshkosh, Appleton and Green Bay via WC, return to Slinger via WC, Slinger to Milwaukee via WSOR. The trip will leave Baraboo on July 2 and arrive in Milwaukee on July 5th

## June 2004 — 20 Years Ago

WSOR President and CEO Bill Gardner was the speaker at the annual Chapter banquet on May 1...Chapter members enjoyed a charter trip on the East Troy Electric Railroad on April 24. The trip covered the entire line between East Troy and Mukwonago plus the Trent Tube spur...CP 2816, the Empress, will visit Milwaukee in June on its inaugural trip in the U.S

## June 2009 — 15 Years Ago

Four Metra Trips were being held during summer. These take advantage of the \$5.00 week-end pass. The Board of Directors of the Chapter and the Board of the Butler Library were going to have a meeting to discuss the recent transfer of the Chapter's collection to the Butler Library. Also to be discussed were jointly sponsored "Butler Railroad Nights". The Chapter's Summer Membership picnic is going to be held Saturday July 18th at the Milwaukee Light Engineering Society Park in Jackson, WI. Train rides will be available for all in attendance.

## June 2014 — 10 Years Ago

NKP #765 2-8-4 steam locomotive was in Chicago, IL on May 10th for an excursion trip. On June 15th a Union Pacific hopper train derailed at Clement Ave crossing on the southside of Milwaukee. All the cars stayed upright. Hulcher and Maggio were called in to help in clearing the derailment and getting the track back into service. On May 28th the Talgo Wisconsin trainsets departed Milwaukee for storage in Beech Grove. The sets were never put into service in Wisconsin. A pair of Amtrak P42 would power the two combined trainsets. Due to some issues with couplers the departure was delayed and happened after dark.

## June 2019— 5 Years Ago

On Saturday May 18th Talgo in Milwaukee graciously hosted 22 members of the Wisconsin Chapter NRHS for a tour of the plant. Currently Talgo is working on maintenance on subway cars from Los Angeles County Metropolitan Transportation Authority. These cars are actually two car sets. Talgo has also recently received a contract to work on Bombardier commuter cars from Metrolink in Los Angeles. Gary Young was our gracious host along with several Talgo employees. Norm Carlson was the guest speaker at the Chapter's annual banquet. Tom Hoffmann received the President's award. The UP #4014 Big Boy ran to Ogden and met the UP #844 to recreate the iconic photo of the meeting of the railroads at Promontory point. The 150th anniversary of the Golden Spike was celebrated with the historic recreation. Thousands of people from all over the world were in Ogden UT for the event.

# The Big Picture



CP #2816 steams southbound at Homer MN on Sunday May 5 2024 as part of the Final Spike Tour. Photo by Keith Schmidt