



NRHS



WISCONSIN CHAPTER

Volume 75 Number 10

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December 2025

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 75 Years

Visit the Chapter Webpage www.nrhswis.org



Milwaukee Road #1 southbound at Sturtevant WI. Painting by Russ Porter

In This Issue

- ◆ *From the President*
- ◆ *CPKC Holiday Train Schedule*
- ◆ *Do You Know*

Wisconsin Chapter Meeting Schedule

Upcoming chapter events

Friday December 6 2025 Russ Porter—Contributions to the Railfan Hobby. Presentation created by Bob Porter. Will be presented by local railroad historian and model railroader Keith Kohlmann.

Friday January 2 2026 Nona Hill and Clark Johnson present “850,000 Miles by Private Rail Car”

Monthly meetings are held in the lower level of the North Shore Congregational Church at 7330 N Santa Monica Dr. in Fox Point. The church is handicap accessible. For more up to date information on meetings and speakers, and also any weather cancellations, check the chapter's webpage at www.nrhswis.org.

Doors open by 7:00 pm, so arrive early to socialize. Meetings start at 7:30pm sharp. Please bring a friend! Our meetings are live-streamed on the Zoom platform. Connection details are shared with chapter members and other interested persons via email the day of the meeting, or before. To ensure you are made aware of this info, we must have a working email address on file - send yours to president@nrhswis.org.

If you have a program idea please contact Program Chair Dave Nelson at engine1385@aol.com

The Big Picture is your page!

We've changed the format of the Sparks & Cinders back page, giving us room to run a large photo. Member submissions are solicited. Please send one or two of your outstanding pictures to Keith Schmidt, editor@nrhswis.org.

Sparks & Cinders is published by and for the members of the Wisconsin Chapter, Inc., National Railway Historical Society monthly except for July and August. The Chapter meets at the North Shore Congregational Church, 7330 N Santa Monica Blvd, Fox Point, Wisconsin, on the first Friday of each month, except June, July and August, at 7:30 p.m. The Wisconsin Chapter is a not-for-profit corporation, affiliated with the National Railway Historical Society and the Wisconsin Historical Society, organized to preserve the history of railroading in Wisconsin and the surrounding area. Additional information is available on the chapter's website, www.nrhswis.org.

Membership in the Chapter is open to anyone having an interest in any aspect of railroading who is also a member of the NRHS. Paying \$20 annually to the Chapter will entitle you receive Sparks & Cinders. Paying the National dues of \$50 to the NRHS will entitle you to membership and subscriptions to the NRHS Bulletin and NRHS News. Full NRHS membership is required to participate in chapter business discussions and to vote in annual chapter elections. All address changes should be sent to Mike 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, Ralph McClure and Neal Wegner. One Vacancy

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 ©2025, Wisconsin Chapter, Inc., NRHS.

Meeting Summary Friday November 7 2025

President Keith Schmidt ran this meeting from the North Shore Congregational Church in Fox Point. We were again in the first-floor "Friendship Lounge," near the front entrance door. Our usual basement meeting room was flooded during the rainstorm of August 9-10. Repairs are almost complete. The church is using it for some of their activities. We were not able to get the big screen to work. Our start time was delayed by technical difficulties with audio in the Zoom virtual meeting room.

Keith welcomed all attendees at 7:37 pm. He thanked all of those who came to our 75th anniversary banquet on Saturday, October 4, at the Polish Center of Wisconsin in Franklin. We had close to 80 in attendance. We are exploring returning there in 2026. We are wrapping up our 75th anniversary year. Keith extended an extra Thank You to all of those who helped with our 75th anniversary events (described in detail in the September 5 meeting report in the October edition of Sparks & Cinders, and in the "From the President" column in the November edition of S&C).

Soo Line 1913 2-8-2 #1003 will be steamed up tomorrow for the Hartford Christmas parade from 10:00 am to 2:00 pm. Keith Kohlmann will be giving a presentation of the late Russ Porter's slides, loaned by his son Bob Porter, at our next regular meeting, on Friday, December 5. There should be some good old pictures in there.

Keith asked all in attendance to help keep these good things going with membership. There are three options to join (or renew) Chapter membership. The first way is to pay the 20.00 in annual dues (by cash or check) in person 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. Members and subscribers will receive

From the President

10 issues of our monthly newsletter Sparks & Cinders, plus admission to members-only events, and member discounts on other events and merchandise. If you see value in what we are doing here, please consider joining us as a Wisconsin Chapter member. Dues payments support Chapter meetings like this one, other activities and publications. Your support is much appreciated.

As of 7:40 pm, there were 20 in-person attendees at the church site, and 33 virtual attendees in Zoom.

Presentation

Keith introduced our presenter Rob Pfeiffer at 7:41 pm. There were some more short technical difficulties with loading his presentation. Rob Pfeiffer took over at 7:43 pm. He treated us to a look at railroading "Beyond the Frozen Tundra" in Green Bay, and extending north through north eastern Wisconsin up to Escanaba, Gladstone, and Iron Mountain in Upper Michigan. He gave us a mix of images that he purchased on-line and those that he had taken himself. There were a few from the 1960s. Most were taken from the early 1970s to the present. The presentation ended at 9:01 pm.

Conclusion

Recording stopped at 9:06 pm. There was no informal on-line discussion group. The Zoom meeting room closed at 9:08 pm.

Respectfully Submitted

Thomas W. Marcussen

Wisconsin Chapter Secretary

It has been quite the 75th anniversary year for the chapter. From a visit to the Christopher Transportation Museum, to a photo special at East Troy Railroad. Chartering the Soo #1003 to show off railroad history to the people of southeast Wisconsin. WOW !!. I just want to say THANK YOU !! To everyone that helped.

We also hosted the NRHS National conference in Milwaukee and had a great 75th anniversary banquet.

Again THANK YOU !!.

There's a few things already being thought about for 2026. 2026 is the 250th birthday of the United States. I think a few things can be done to help with that celebration. Watch for more information.

Remember the DUES are DUE and that's how support the activities and monthly presentations that you see.

To sign up or renew you can go online at www.nrhswis.org or send \$20 to Wisconsin Chapter PO Box 070758 Milwaukee WI 53207.

CPKC Holiday Train 2025 Schedule

CPKC US Holiday Train will be running again this December. The Holiday Train is celebrating 26 years of running and helping to raise money for local food pantries. This train decorated with thousands of LEDS draws large crowds where ever it stops. The purpose of the train also benefits the communities. The stops also feature a concert from the specially designed stage car. The concerts are a highlight of every stop. People attending the stops are encouraged to bring food items to donate. Those donations are given to local food pantries. Come out and see the train at one of these Wisconsin stops.

Tuesday December 9 2025

6:45pm Arrival 7:00-7:30pm Event Sturtevant WI
Amtrak Depot 9900 E Exploration Ct
8:05pm Arrival 8:15-8:45 pm Event Caledonia WI
Railway Crossing 5 1/2 Mile Road

Wednesday December 10 2025

4:00pm Arrival 4:15-4:45pm Event Wauwatosa WI
Railway Crossing Harwood Ave
5:30pm Arrival 5:45-6:15pm Event Hartland WI
Railway Crossing Cottonwood Ave
6:30pm Arrival 6:45-7:15pm Event Oconomowoc WI
Railway Crossing South Silver Lake
7:50pm Arrival 8:00-8:30pm Event Watertown WI
Brandt Quirk Park Parking Lot
9:05pm Arrival 9:15-9:45pm Event Columbus WI
Amtrak Depot 395 N Ludington St

East Troy Railroad Museum Christmas Parade Train

Come out and welcome Santa as he travels on his special Christmas parade train from Mukwonago to East Troy on the historic East Troy railroad museum tracks.

The train will be decorated with thousands of lights and more. The train will run from Elegant Farmer to East Troy where Santa will arrive into the center of town on a fire truck. Here's the schedule (subject to change)

Depart Elegant Farmer 5:00pm

5 Minute Stops at

Army Lake Road North	5:25pm
Army Lake Road South	5:42pm
St Peters Road	5:56pm
Byrnes St	6:13pm
Division St	6:25pm
East Troy	6:30pm



What are the Chances ?

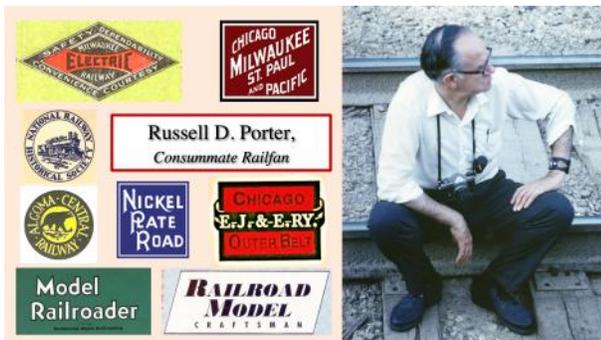
By Keith Schmidt

Friday December 5 2025

Russ Porter—Author, Photographer and More

Come and join the Wisconsin Chapter as we will be featuring Russ Porter. Russ was a member of the chapter. This program was put together by Bob Porter, Russ' son and presented at the NMRA 2025 National Convention in Novi MI. The presentation featured rarely seen family photos, original artwork and publications to give a unique look into this Milwaukee railfan. The presentation was then given to Keith Kohlmann. Keith is from Racine and a historian and model railroader. Bob told Keith to fix any errors and use the presentation. So Keith Kohlmann will be the presenter on Friday December 5th at 7:30pm.

We'll be at our usual meeting place, the North Shore Congregational Church, 7330 North Santa Monica, Fox Point. For those unable to travel to Fox Point, the meeting will also be streamed, via the Zoom platform. Information regarding the Zoom meeting link will be sent out a week or so before the meeting. To register for the Zoom meeting send an email to membership@nrhswis.org. To become a member of the Wisconsin Chapter and support these presentations check out www.nrhswis.org.



Milw #1006 GP30 leaving the Southwestern Line at Sturtevant to run north to Milwaukee March 1973 Russ Porter

Dues are DUE !!

Check your Sparks & Cinders address label. If it says your membership expiration date is 12/31/2025, 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.nrhswis.org - click the Join or Renew button.

The chances of getting struck by lightning is 1 in 1,122,000 in a given year. The chances of winning Powerball is 1 in 2,920,000. Now what about the chances of seeing the same boxcar 11 years later. Well it happened to me.

In February 2014 I had gotten a new DSLR camera and wanted to try it out. After church on a bright sunny, but cold day I headed to the the Third Ward area of Milwaukee where the Union Pacific does some local switching and I saw a car with some interesting graffiti. It said "Spring is in the Air". I said to myself No it's not. Below is the photo from Feb 2014.



Several friends of mine saw the photo and said I should send it to Micro Trains a manufacturer of N scale models and see if they would want to produce it. Micro Trains was one of the only manufacturers producing freight with factory applied graffiti.

Micro Trains liked the idea the car was produced in N scale later that year. Below is photo of the N scale car. They had to change the reporting marks due to a licensing agreement.



While driving on Hwy 30 in Nebraska on a trip with Dan and Tara Grudzielanek we were following an eastbound train on the Union Pacific and guess what we roll past. Yes "Spring is in the Air". Some other graffiti had been applied but 11 years later its still hauling freight. The chances of us seeing the car and the correct side are unbelievable but it happened. Below is the photo from August 2025 along Highway 30 Nebraska



75 Years of Sparks and Cinders

by Keith Schmidt

In 2026 the Wisconsin Chapter NRHS newsletter will be 75 years old. Volume 1 Issue 1 is dated Jan 2 1951. The chapter is lucky enough to have what might be a complete collection of Sparks and Cinders from Volume 1 Issue 1 to present. Currently every issue since 2004 was done in an electronic format and PDF copies are available and stored on my computer.

A few years ago I was given printed copies of Sparks and Cinders from 1977 to around 2003 or 2004. I was able to scan them into a PDF format so our collection went back that far in an electronic form. With the box of printed issues that Dave Nelson currently has the chapter should soon have close to entire collection of Sparks and Cinders. This is a great look back at the chapter as it grew and changed throughout the years. It's also a statement that many railroad enthusiasts never throw anything away. Thanks for that. Below are some excerpts from Volume 1 Issue 1.

I have retyped them because due to the age of the paper the scans are not the greatest but for the most part they are readable.

Dated January 2 1951 Volume 1 Issue 1
NEW PUBLICATION FOR MILWAUKEE CHAPTER
????????????????

At a meeting of the officers of the Milwaukee Chapter on December 15, 1950 it was that a good policy would be to publish a monthly paper to keep all railfans informed of coming events and past items of interest to members and non-members alike.

This is our first attempt at this project. Criticism will be appreciated since this is actually your publication. Stories by members will always be welcome, and we plan to have a feature article each month in addition to chapter and railroad news.

As you notice, there is NO NAME at the top of this paper. We will have a valuable for the reader who suggests a suitable name. Your editorial committee and the officers will act as judges. RDR.

New Date and Time for January Meeting

Your Milwaukee Chapter officers decided on December 15th to try a new procedure for scheduling our meetings in the hopes of increasing attendance which dropped to an all-time low at the December meeting largely because of the Christmas holidays. To allow members to have Friday evenings free we have decided to call the January meeting for 8:00pm, Thursday January 11th, and we hope that this will meet with your approval and stimulate attendance.

Highlight of the January 11th meeting will be the election of new officers for 1951. It is rumored that Ed Wilkommen and Joe Barth will seek offices. Of course, the present officers will seek re-election. Anyone else want to toss his hat into the ring? This is your opportunity to help decide the policy of your club in 1951. Please make every possible attempt to attend this important meeting.

We have not forgotten about the entertainment angle either. We will present a movie that is an absolute "must" for all railfans to see. It is Norfolk & Western "Modern Coal Burning Locomotives". This 16mm sound and color movie features 4-8-4 and articulateds in beautiful southern mountain scenery.

The location of the meeting place remains the same: Jim Grace's Hobby Center 1812 W Atkinson Ave. We'll see you there Thursday January 11th at 8:00 PM. JS.

Editors Notes—I just wanted to make a few comments on the paragraphs above. Volume 1 Issue 2 was also scanned. It is named Sparks and Cinders. I looked and I didn't see anything saying who came up with the name or what the valuable prize was. Oh Well.

I also noted that they were already looking for ways to increase attendance at meetings back in 1951. Moving the meeting to a Thursday night was quite a change. Be interesting to see when it went back to Friday nights. The movie sounds great. I searched YouTube and it's available for your viewing pleasure. It's about a 30 minute movie.

I hope to have more clips from some of the first years of Sparks and Cinders.

Do You Know Part 1

by Dave Nelson

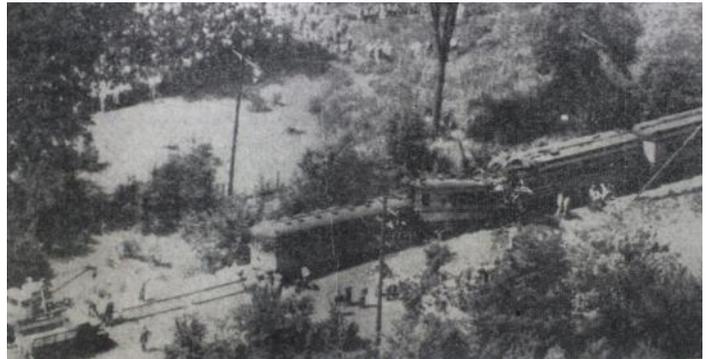
Our Chapter has been celebrating the 75th anniversary of its founding, but September 2, 2025 marks a more somber 75th anniversary of something that also took place in Milwaukee: the greatest disaster ever to befall the hobby of model railroading, and quite probably organized railfanning, a head-on collision between two electric interurban trains filled with members of the National Model Railroad Association (NMRA), who were in Milwaukee to celebrate the 15th anniversary of the NMRA's founding. Ten people died, and some 47 were injured, some seriously. The exact causes of the collision are still matters of dispute and controversy.

By 1950 little was left of Milwaukee's once-extensive electric rail transportation system. The last city streetcar routes lingered into the 1950s. The remaining fragment of TM's interurban route, and some of its heavyweight equipment, were acquired by Cleveland businessman and railfan Jay Maeder, who renamed the system "Speedrail" and trimmed it to a core "T"-shape. It ran west from Milwaukee, turning south approximately at 92nd Street. The line to Waukesha split off at West Junction (where TM/Speedrail crossed over the C&NW); the secondary single-track line headed south from West Junction to Hales Corners. Maeder had sought to modernize Speedrail's image by buying modern-looking used equipment from downsized systems around the country, but by 1950 Speedrail was still running plenty of old but rugged TMER&L heavyweight coaches as well as the far lighter cars -- a mix that was to prove so fatal that Labor Day weekend.



To minimize interference with regular trains on the busy line to Waukesha, the specials diverted at West Junction to Hales Corners. The line was fully signaled using the Nachod system used by many interurban railroads. Due to the volume of the NMRA trains, special rules and precautions were in place that required motormen to call in before passing important sidings and meetings points. This, and the many photo run-bys, caused all special trains to run well behind schedule. A heavy ex-TM two-unit articulated, 1192-1193, was on its second round trip heading south towards Hales Corners. Lightweight two-unit 39-40, under the control of Jay Maeder himself, with a regular motorman at the ready, was seriously behind schedule when it turned at Hales Corners and headed back north, stopping at a passing siding where the dispatcher was contacted per the special rules of the day. The signal for the single track block north to West Junction was -- allegedly -- permissive, but that block was already occupied by 1192-1193. At Cleveland Ave. Maeder, surrounded by standing railfans asking him questions, began to accelerate for the grade to elevated right-of-way at

National Ave. and to make up lost time. Curves, the grade, and perhaps distractions from the railfans, prevented Maeder, other Speedrail employees, and passengers from seeing the 1192-1193 until it was just a few hundred feet from them. Maeder shut off the controller, threw the train into reverse, and set the emergency brake, which automatically opened the door. Maeder jumped as did a few others including Speedrail employee George Gloff. Both trains had been doing about 30 mph but Gloff (later an art director for Kalmbach Publishing) believed the 39-40 had slowed to about 15 mph and the 1192-1193 to about 25 mph at time of impact. The 1192-1193 was so much taller than 39-40, and so much heavier, that at impact it simply plowed through the body and frame of 39-40 to about halfway through the car. Eight were killed instantly; two died shortly of their injuries. Another 47 were injured, many seriously. A taxi driver who witnessed the crash called his dispatcher on his radio. so help was summoned quickly.



It's not possible here to list all the factors involved in this disaster. There was no slack in the schedules of the special trips even knowing that photo run-bys were going to occur. There were statements, disputed by the Nachod company, that if two trains entered a block at the same time the Nachod system would very briefly show a white "clear" signal to both before showing a red signal, or go dark, which was as restrictive as a red. Maeder was color blind and may not have been able to perceive a red signal. Employees trying to keep the trains on



schedule had chosen to over-rule some of the safety precautions. Speedrail employees were not trained in Maeder's special operating rules for the day, and the Speedrail communications system was not suited to them. There were allegations that some testimony at hearings was inaccurate or untruthful. Part 2 will be in the January 2026 Edition

From the Archives

December 1955—70 Years Ago

The last run of streetcars on Route 18 was on November 26 and crews are already busy removing the wire. A newspaper story said that the only remaining streetcar line was Route 10, but a disgruntled citizen pointed out in a letter to the editor that cars still operated on Route 11, although waiting for a car would cause one to believe the line was abandoned....Rumor has it that the C&NW will extend its Lander, Wyoming, branch to Ogden, Utah, for direct connection with the SP.

December 1960 - 65 Years Ago

The Wauwatosa depot, now owned by a bank, will be razed and a 12 ft. by 20 ft. shelter erected....C&NW is entertaining the idea of abandoning its lakefront depot and some lakefront trackage in favor of using the Milwaukee Road depot and/or alternate routing....UW football specials afforded the opportunity to ride freight-only trackage between Watertown and Madison. For the Marquette game, 16 cars; for the Purdue game, two trains, 14 cars each; for the Michigan game, 24 cars

December 1965 - 60 Years Ago

Electric operation at the Cold Spring Shops will end by January 1 with the removal of the last trolley wires....From Bob Bullermann: "Northwestern Steel and Wire is still running ex-GTW O-8-0s. On November 4, 1965, Bob Ferge, Tom Bullermann, and myself, left Hales Corners at 4:30 a.m. for Sterling, Illinois. We had planned the trip so that we would arrive early enough to have good light on the fronts of the engines as they always run with the front end facing east. The first engine we saw was No. 25 which was working the east end of the mill near the water plug. Number 73 was working the furnace area, shuffling cars (ex-CB&Q tenders) full of scrap into the large furnaces. After a time we were able to photograph both engines together under steam, as No. 25 also started working the area. Six NYC combines, one NYC coach, and one NYC baggage car were at the extreme west end, waiting for the oilers to soak them so that the interiors could be burned. We watched No. 25 until the light failed at about 3:15 p.m., then headed for the nearest custard stand!"

December 1970—55 Years Ago

Jim Scribbins reported that C&NW no longer operated any regular type 800-series coaches into Milwaukee, the last train converted to bi-level push-pulls was 149/160 on November 17. Also, MILW Nos. 24 and 23 will carry 10 extra coaches and that two eight-car bi-level passenger extras will operate on December 12 to transport a large contingent of Girl Scouts to Chicago and return

December 1975—50 Years Ago

Note was made of the new through Amtrak Turboliner service to Detroit....The Grand Trunk car ferry Madison has been undergoing repairs and will soon be back in service on the Milwaukee-Muskegon route....The return of Amtrak's Abraham Lincoln (replacing Turboliner service) was noted.

December 1980 - 45 Years Ago

MidRail '80 on November 7, 8, and 9 was a huge success with all activities proceeding as planned. Jerry Hilton was elected VP-Public Relations of NRHS at the Board meeting during MidRail '80....A two-page report detailed the current state of the Milwaukee Road bankruptcy reorganization....Tom Hoffmann reported on the October one-week revival of the Cannonball using SPV2000 equipment....Tom also reported on the 9th Annual Friday of Teachers' Convention Outing with Chuck Porter and Don Reck in which they covered the Soo Line from Neenah to Manitowoc....In yet another report, Tom covered railfanning in the Fort Wayne, Indiana, area.

December 1985 - 40 Years Ago

This issue marked the end of Tom Hoffmann's eleven year tenure as editor....It was reported that the Grand Canyon steam railroad project was in serious financial difficulty. (It began operations in 1990 - ed.)...A major flood hit Roanoke, Virginia, on November 4th, completely shutting down operations on the N&W. Most of the equipment in the area was in water over the journals and severe damage was sustained at the Roanoke Transportation Museum....American Coal Enterprises announced that it was discontinuing development of the ACE2000 coal burning locomotive due to lack of investors and depressed oil prices.

December 1990 —35 Years Ago

During the month of December, Metra is offering an unlimited ride Saturday and Sunday pass for \$5....The seasonal grain traffic has made the WICT a busy railroad with grain moving regularly from McFarland to Prairie du Chien for loading into river barges....The WICT Dinner Train operation has moved to Madison.

December 1995 —30 Years Ago

Amtrak launched a new marketing campaign for the Northeast Corridor dubbed "Northeast Direct." Upgraded club car service and other amenities will be provided....The Wisconsin Chapter's Great Railroadiana and Model Railroad Auction is scheduled for December 8.

December 2000— 25 Years Ago

The first run of Amtrak's Acela Express on November 16 was a big success. Regular service is scheduled to begin on December 11....WC management and ousted CEO Ed Burkhardt's group have both distributed proxies for a showdown vote for control of the WC....According to a Vail, Colorado, newspaper, revival of the UP Tennessee Pass route may be a future possibility....UP announced on November 1 that it would construct a new 25-story headquarters building in Omaha. It will be across the street from the present 12-story headquarters constructed in 1915....A test of automated stationary locomotive horns has been authorized for grade crossings in Lake County, Illinois, on the WC. The tests will begin in January and run for 13 months.

December 2005 — 20 Years Ago

Amtrak's Board of Directors said on November 9 it had released President David Gunn, noting that the passenger railroad needed to intensify the pace and broaden the scope of its reforms. The board named David Hughes, Amtrak's Chief Engineer, Acting President and CEO, and said a national search has been launched to find the railroad's next leader....The Izaak Walton Inn, a landmark hotel in Essex, Montana, popular with railfans, hikers, and skiers, has tentatively been sold. The current owners plan to retire....A federally-funded test of wireless technology designed to prevent accidents in dark (unsignalled) territory by electronically monitoring the position of switches is underway.

December 2010 — 15 Years Ago

Soo Line 2-8-2 No. 1003 made its last run on November 13, the engine's operators, Soo 1003 Operations LLP, announced. The privately owned locomotive is due for its 15-year Federal Railway Administration 1472 service day inspection in 2011. The 1003 group said it hoped that operations in southern Wisconsin would someday resume, but that a decision to rebuild 1003 has not been made and will depend on funding if it becomes available.

December 2015 — 10 Years Ago

No one was killed or injured, but railroads are earning another round of public scrutiny after two high-profile derailments in Wisconsin this weekend, one of which spilled ethanol into the Mississippi River. The bare facts are these: BNSF derailed near Trevino, Wis., about 70-miles northwest of LaCrosse, Wis., Saturday about 8:55 a.m. Central time. The derailment sent 20 auto-rack cars and five tank cars loaded with ethanol off the tracks on a causeway. One of the tank cars spilled more than 18,000 gallons of ethanol into the Mississippi. About 2:04 p.m. Sunday, a Canadian Pacific eastbound unit crude oil train derailed near a diamond with Union Pacific in Watertown, spilling less than 1,000 gallons of crude oil. Thirteen cars came off the tracks.

December 2020 — 5 Years Ago

Two railroads unveiled Veterans Tribute Locomotives. The Montana Rail Link release MRL #4407 an SD70ACe painted as a tribute to veterans. The railroad also plans to release a locomotive dedicated to all essential workers that have been working during COVID-19. The Canadian National on Veterans Day Nov 11 unveiled two veterans tribute locomotives. The CN #3015 and #3223 have special paint schemes to honor veteran from Canada and United States. The locomotives feature camouflage paint along with the standard CN paint.

The Big Picture



Soo #1003 rounds the curve at Rubicon WI on August 23rd during the Chapter's 75th Anniversary Charter. Photo by Keith Schmidt