



Railway & Locomotive Historical Society, Inc.
Southeast Chapter
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www.rlhssec.org

Badger Rails

**The 2013 R&LHS Annual Convention at Madison, WI.
June 6th through the 9th, 2013**

This was a GREAT convention that included visits to multiple railroad museums and some very nice rides on trolleys, interurban cars and three train rides. The weather even cooperated for the entire convention.

Left: Chicago Transit Authority trolley #3142 stops to pick us up for a ride to another section of the museum.

Below: Yes, that's your editor in the 3142's motorman's seat after my running the car around the entire loop! Just kidding, dog gone it...



My wife and I flew to Chicago, IL, and then enjoyed the 150 mile ride on Amtrak's *Empire Builder* from Chicago to Columbus, WI. We were met by Ken Miller who chauffeured us and two other R&LHS members from the train to Madison.

The first event on Thursday night, June 6th, was a successful R&LHS Board meeting. The directors seemed upbeat throughout the session. As a result, our chairman, Bob Holzweiss, "broke a record" by finishing the meeting in less than three hours!

The next day we toured the Illinois Railway Museum in Union, Illinois. They pride themselves on having "America's largest collection of historic railway equipment." After an extensive walking tour, we decided to ride around the vast museum on a trolley. The trolley makes five stops as it goes by various outdoor exhibits. I was surprised at the number of steam and diesel locomotives; along with several electric trolleys, interurbans, and "motors." The IRM also has a huge number of passenger and freight cars!

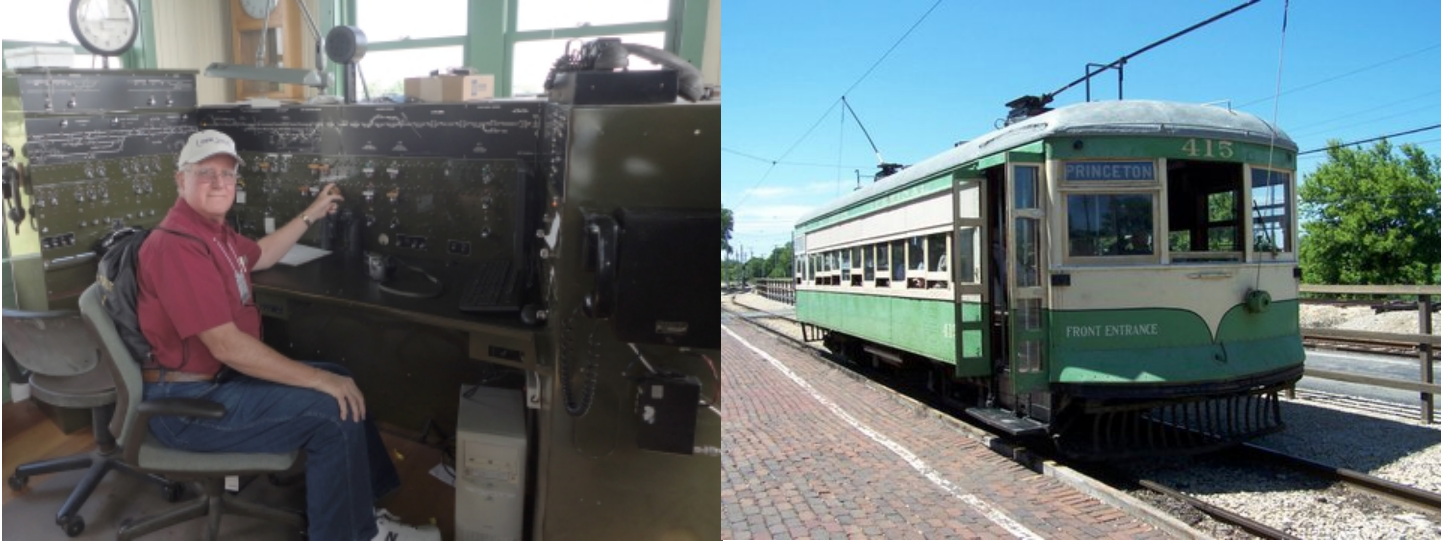


Southeast Limited

We got off the trolley to visit the Spaulding Interlocking Tower which is used to control traffic on the 9 mile “main line” when multiple trains are running.

We then rode on their nine miles of mainline trackage. Our accommodation was Illinois Terminal lightweight interurban # 415. We enjoyed the open window car and it was nostalgic to listen to the “clickety-clack” sound from riding at a nice speed on jointed rail!

The IRM has 12 wood “business” or parlor cars (that have a rear platform) housed in one large barn. They also have a number of old wooden cars that have been, or are in the process of being, rebuilt.



Above left: The Editor again, pointing to one of the switches on the “board” in Spaulding Tower. Above right: Illinois Terminal #415 was the first car to operate at IRM’s site at Union, IL. From 1966 to 2013 #415 has been in almost constant museum use!



Some R&LHS members about to board the combine to the left. Note that there are four other wood cars with some looking like new, while others are waiting for restoration.

SOUTHEAST CHAPTER OFFICERS

| | |
|------------------------------|----------------------|
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The *Southeast Limited* Newsletter is edited by James A. Smith, composed by Clifford J. Vander Yacht.

After visiting the Illinois Railway Museum we went to East Troy, WI, to ride on the East Troy Railroad. It is the last vestige of Wisconsin's approximately 385 miles of interurban railway track. The line carried passengers between East Troy and Milwaukee from 1907 until 1939. After 1939, the line existed as a railroad freight connection for the village of East Troy. Our evening dinner train ride would be in former Chicago South Shore & South Bend Railroad coaches that have been converted to dining cars. This is the only electric interurban dining car experience currently operating in North America!

We enjoyed an EXCELLENT meal as we travelled from East Troy to Mukwonago, WI, and the Lower Phantom Lake. The only disappointment was not being able to open up the throttles on #'s 24 and 25 to about 60 MPH! However, it is only a six mile trip one way... BUT, we had a great meal and a great train ride!



#24, the *Beverly Shores* and #25, the *Ravenswood* shortly before we departed East Troy.



The interior of the *Beverly Shores* as rebuilt from a coach and the first course serving of our dinner. Thanks Ann for taking the picture!

The next day we visited the Lake States Railway Historical Association in Baraboo, WI, while in route to the Mid-Continent Railway Museum in North Freedom, WI. The LSRHA is collecting historical data for three main railroads (Milwaukee, Chicago North Western and the Rock Island.) It also gathers other Wisconsin historical railroad material. Upon arrival at the Mid-Continent Railway Museum we had lunch, then visited the 1894 Chicago & North Western Railway station (aka the “gift shop”).

Number 2645, is a former Soo Line 4-6-0 built in 1900 for the Wisconsin Central. After being displayed in a few locations, it was donated to M-CR in 1989. Number 49 is a 2-8-0 built in 1929 for the Kewaunee Green Bay & Western. In 1957 it was retired to display in the Wisconsin Rapids Zoo. Then in 1981 it was donated to the M-CR.



Two of the many steam engines M-CR owns.

After wandering through the station, we saw our engine running around our train. We got on board and soon were going to the end of the line at Baraboo Bluffs where a number of iron mines were once located. We were able to walk around the area at the end of the line while our engine maneuvered around the train and we returned to the station after a seven mile round-trip.



The motive power for today’s train was engine No. 7, a 69 year old Alco S-1 built in 1944.

After our visit to the museum, we returned to Madison for the R&LHS banquet. Sunday morning we attended the annual R&LHS Business Meeting and then headed home.



About half of the M-CR cabooses that serve as a “motel” for member volunteers working at the museum.



A wood passenger car being rebuilt at the M-CR.

Next year’s 2014 convention will be held in Ely, Nevada on June 5th thru the 8th. Current plans are to assemble in Las Vegas on the 5th, travel by motor coach to Ely on the 6th, and explore and ride the Nevada Northern Railway. We’ll tour their shops and ride the *Steptoe Valley Flyer*, pulled by Nevada’s official state locomotive, #40. We’ll return to Las Vegas on Sunday the 8th in time for afternoon flights. So make plans to attend!

Union Pacific buys R&LHS Southern California chapter's "Big Boy"

The Union Pacific has confirmed that it will purchase and restore the 4-8-8-4 "Big Boy" steam engine # 4014, now owned by the Railway & Locomotive Historical Society in Pomona, Calif., usually called the Southern California R&LHS Chapter.

The engine has been on display since 1962 at the Rail Giants Train Museum in Pomona (the museum is on the grounds of the Los Angeles Fair Grounds).

The restoration to operating condition will be done at the Union Pacific's Cheyenne, WY, "steam shop" where both the UP 4-8-4 #844 and the UP 4-6-6-4 Challenger are maintained.

Trains Magazine, published by Kalmbach, recently noted that the R&LHS chapter chairman, Rob Shatsnider, wrote a letter to the chapter members noting that the museum will probably make an "equipment trade" with the UP to display another locomotive at the LA Fair Grounds.

The following quote, from Trains, is a portion of a letter that was sent to Southern California chapter members. "A lot of time, consideration, and thought were invested by the Chapter's leadership to arrive at this decision over the past seven months, and to craft an agreement with Union Pacific. We recognize that no piece of railroad equipment equals the historical fame and stature of a Union Pacific Big Boy, and the equipment that will soon occupy its space would not compete with its fame or recognition," the letter says. "After its restoration, Union Pacific will operate a special passenger train in Southern California as a fundraiser, for the benefit of the Chapter, using No. 4014 and Union Pacific's historic passenger car equipment."

New Florida Train Viewing Platform at Plant City, Florida

A new railfan viewing platform will begin construction later in 2013 at the crossing of two CSX Transportation routes through Plant City. The routes are the former Atlantic Coast Line and Seaboard Air Line. The viewing platform will be on the south side of the former ACL tracks, which run east-west through the city. The city has raised \$200,000 in donations to construct the platform, which will be adjacent to the preserved Plant City Union Depot at the crossing. The depot, used by both predecessor railroads, was added to the National Register of Historic Places in 1975.

Cornelius W. Hauck Awarded Dubin Medal

Cornelius W. Hauck is a man of many interests and pursuits. Happily, for 70 years the Railway & Locomotive Historical Society has been among them. At a ceremony being held on August 8th at the University Club in Cincinnati, Corny (as he is known by friends and associates) will become the third recipient of the Society's Dubin Medal. The award, named for historian, author and long-time R&LHS director Arthur D. Dubin, honors lifetime contributions to the study of railroad history that have shaped the field immeasurably and helped to better understanding of why railroads are important to our county's development.

Corny joined the Society during World War II and was elected a director in 1977. He immediately took an interest in the organization's financial health and was named Vice President Finance in 1981. Over the years he has played a major role in guiding the Society, determined to make it the premier organization in North America for the study and documentation of railroad history.

Corny has generously contributed his services, articles for publication and financially. Drawing upon experience in advertising agency work and, later, as a stockbroker and portfolio manager, he has helped the R&LHS stay financially sound and focused on the promotion of railroad history in ways to retain the interest of current members and to attract future generations. Through a succession of Society presidents, Corny has served as wise counsel, mentor and corporate historian.