



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.

Visit the Chapter Webpage www.nrhwis.org



OOP's I think the someone misjudged distance here. Photo from about 1958 of a wreck on the Chicago and Northwestern in Two Rivers, WI Original photo by Carl Blahnik from the Dave Nelson Collection

In This Issue

- *From the President*
- *Historic Timetables and Map*
- *Local Author Looking for Help*

Upcoming Events March 2016

AMRC/MSOE All Star Railroad Night - 34th Season

MSOE 1025 N Broadway 7:30pm

Friday March 11, 2015

"Bill Kratville - His Life in Trains" by Cate Kratville-Wrinn

"Wisconsin Rail Lines from the Air" by Mike Slater

TMER&THS (Traction and Bus Club)

www.tmer.org

Saturday March 19, 2016

Chase Bank - Cudahy 7:30pm

SE Corner Packard and Layton Use East Lot

"Rebirth of Trolleys in the USA" by Dave Shtaida

WISE Division NMRA

www.wisedivision.org

Sunday March 20, 2016

Oconomowoc Historical Society Museum

103 W Jefferson St Oconomowoc, WI

12:30pm to 4:00pm

Swap Meet and Clinics

Layout Tours

Model Contest

Milwaukee Road Historical Association

www.mrha.com

June 23-26, 2016

Carleton, Montana

C&NW Historical Society

www.cnwhs.org

May 12 - 17, 2016

Minneapolis, Minnesota - Check webpage for information

NRHS National Convention

www.nrhs.com

July 19-24, 2016

Denver, CO

To Contact the Wisconsin Chapter NRHS

President Dave Nelson

Email at engine1385@aol.com

Thank You to all those that contributed to this issue of Sparks and Cinders. Member contributions make this newsletter YOUR newsletter. - Sparks and Cinders Editor

Wisconsin Chapter Now on Facebook !!

Thanks to Keith Schmidt the Chapter now has a Facebook Page. It Can be accessed at <http://www.facebook.com/pages/Wisconsin-Chapter-NRHS/170129169765334> (Must enter the number string)

Sparks and Cinders is published by the Wisconsin Chapter, National Railway Historical Society. President: Dave Nelson 1506 E Fox Lane Fox Point, WI 53217. Send all address changes and dues to the treasurer, Tom Hoffmann, 1102 Aspen Dr., Waukesha, WI 53188. Send all material for publication to the interim editor, Keith Schmidt 3286 S Springfield Ave Milw, WI 53207 or at sparksandcinders@gmail.com



March 4th Join Tom Danne man for "Montana Rail Link in the Digital Age"

Tom Danneman, art director at *TRAINS* magazine, has been traveling to Montana to photograph the Montana Rail Link since 1990, but his digital photography there began in 2005. This presentation will highlight some of his favorite photos of BNSF and Montana Rail Link trains between Laurel, Montana, and Sandpoint, Idaho. Over those 25 years, he's covered the railroad fairly extensively, but every year he finds new locations or angles he hasn't done before. "I tend to frequent certain locations along MRL to photograph, but my goal is for each photo to have its own distinct personality. Different lighting conditions, different seasons, and new compositions, breathe life into a location I've been to many times. Of course, Montana's spectacular scenery doesn't hurt!" As can be expected, the railroad has changed over those 25 years. Branch lines have been abandoned or mothballed, trains have been discontinued, and traffic levels have ebbed and flowed. But no matter the situation, Tom always enjoys time railfanning in the Big Sky State. Come along as we travel in the air, on top of mountains, along some amazing rivers, and sometimes even underwater, to show you what Montana Rail Link has to offer



Wisconsin Chapter Meeting Schedule

Friday March 4, 2016 - Tom Dannemann - Montana

Friday April 1, 2016 - Bob Baker - Soo Line in Transition

Saturday May 7, 2016 - Annual Chapter Banquet

MEETINGS NOW START AT 7:30PM !!!

Programs Subject to Change

If you would like to present a program
at a Chapter Meeting

Contact Dave Nelson at email engine1385@aol.com

February 2016 Meeting Summary

President Dave Nelson greeted the 38 people in attendance at 7:34 pm. He announced that he will provide our presentation tonight. Tom Dannemann, our original presenter for tonight, was called out of town. Tom will be giving his Montana presentation on March 4.

Wisconsin has a new Railroad Commissioner pending approval by the State Senate. Additional details are shown on Page 6 of the February issue of Sparks & Cinders.

Additional details of Canadian Pacific's attempt to take over the Norfolk Southern are shown on Page 7 of the newest March issue of Trains magazine. Trains is providing frequent updates on their on-line News Wire.

Mike Yuhus provided a preliminary report on the annual audit of the treasury by himself and chapter member Jerry Krug approximately two weeks ago. All of the books were found to be in good order. A full and final report will be forthcoming. There was a Thank You and round of applause for Tom Hoffmann, who has been our treasurer for 30 years.

A call for guests to introduce themselves produced 8 responses. Many of these were associated with or interested in Bucyrus-Erie Company and had come for the presentation. We are still getting a good number from the monthly newspaper announcement.

Meeting Summary Continued from Page 2

Activities Committee Chair Ralph McClure is actively looking for ideas for 2 or 3 trips or activities per year, in addition to the monthly meetings and annual banquet. Some interesting possibilities were presented. The field is still open for more ideas to be considered.

Jerry Hilton reported that the City of Brookfield is looking to move their historic Milwaukee Road depot, probably early in 2017, and probably next to the abandoned grade leading toward Waukesha, when it is converted into a biking and hiking trail.

Dave Nelson reported on his attendance, with a number of other members, at the opening night for the North Shore Line exhibit at the Milwaukee School of Engineering Grohmann Art Museum on Friday, January 22. An estimated 150 people attended. The exhibit will remain there through April 24.

Al Lederman reported that all three of the Mitchell Park Domes are closed indefinitely due to falling chunks of concrete in the desert dome. The G scale garden railway exhibit in the desert dome is now closed to the public. The fates of the exhibit and the domes are unknown.

The announcements and discussion ended at 7:49 p.m.

President Dave Nelson took over the floor with his presentation on the industrial railroad operations at the Bucyrus-Erie factory complex in his (and your secretary's) native South Milwaukee. He relied mainly on his personal photo collection, 6 books published by B-E, and 2 articles by Keith Kohlmann in the April and May 2006 issues of Railroad Model Craftsman magazine. Inclusion of some interesting facts on the history of South Milwaukee, plus additional information contributed by the B-E veteran employees in attendance, made for a view into what really went on in that plant that had not been available in one place up to now, and an interesting and informative presentation. Some particularly noteworthy facts are:

Dave's great great great grandfather erected a grain mill at the site of the Mill Pond Dam (now just west of the bridge over Oak Creek north of 6th Avenue) in about 1840. It was not successful because there was too much clay in the soil to economically grow grain. It was turned into a lumber sawmill.

A large factory for the manufacture (using that same clay) of pale yellow Cream City brick started up later.

Aggressive promoters lured Bucyrus from its cramped 1.5-acre original site in Bucyrus, Ohio, where they had been founded in 1880, to its current Wisconsin site with promises of \$50,000 in cash, a large tract of free land, and a belt line going east to a Lake Michigan harbor and west to the Milwaukee Road main line in 1892.

In that same year the Village of South Milwaukee (which is now a City) broke off from the Township of Oak Creek (which is also now a City), and the Chicago & North Western built their brick South Milwaukee depot. The depot is still standing, as the headquarters of Benkowski Builders, south of the B-E factory.

Possibly because of the financial panic of 1893, the belt line going west to the Milwaukee Road, roughly along the line of Rawson Avenue, was never built. The line east was built, along the south edge of Grant Park, almost to Lake Michigan, to the Appleton Electric foundry at 5th and Milwaukee Avenues. It never got down to Lake Michigan because of the steep grade that would have been required. These two omissions left Bucyrus-Erie as a captive customer of the Chicago & North Western.

The double stone arch bridge carrying the Chicago & North Western main line over Oak Creek and the Oak Creek Parkway was built in 1883. The cut stones are the actual structural members. The steel beams above the arches were added in 1930 to bear the weight of the Class H 4-8-4 locomotives (808,000 pounds, engine and tender, when fully loaded with coal and water) introduced in 1929. More concrete were added in the early 1970's to carry the more concentrated weight of SD-45 diesel locomotives. Until that was done, and other bridges strength-

ened, the fuel tanks on these locomotives could be not be completely filled when operating over the Old Line Subdivision.

The Marquette Avenue Bridge was built in 1929. It replaced a nearby grade crossing that also carried the TMER&L Company's original electric railway line to Racine and Kenosha. That line was replaced by a new line to the west that only lasted from 1929 to 1947. The Marquette Avenue Bridge has a reinforced concrete core inside each pier. The cut-stone faces are ornamental and not structural.

A runaway B-E flat car caused a south-bound C&NW freight train to pile up in a massive wreck around Rawson Avenue on February 5, 1962 (54 years to the day before today's presentation). North-bound passenger train #209 was saved from piling into the same wreck by the first wreck turning a signal in Oak Creek red seconds before #209 passed it.

The presentation ended at approximately 9:05 p.m.

Respectfully Submitted
Thomas W. Marcussen
Wisconsin Chapter Secretary

FROM THE PRESIDENT

I was pleased to see so many "outsiders" at the February meeting. I have been trying hard to publicize our meetings in various media -- sometimes it seems to work, sometimes not. (Another reason to try to get our Chapter website active again.) I'd encourage all of you to talk up our regular Friday meetings to railfans and model railroaders in the area who might not be aware of what the Wisconsin Chapter NRHS programs have to offer. Tom Danneman's March presentation on railfanning Montana, for example, should be an evening of stunning photography that I would like many people to enjoy.

As you know if you have followed the discussions on the NRHS website, the national organization is now very much dedicated to focusing its limited resources on historic preservation efforts. Yes, there will be a national convention (in Denver) this summer and the Rail Camp for teens will also take place. Has any Wisconsin Division teen ever gone to Rail Camp? I'd encourage you to bring that program to the attention of any teens you know who have an interest in trains or model trains. It sounds like a wonderful experience, and it would be nice if we could help a local teen railfan get that opportunity, if not in 2016 then next year.

A couple of years ago we supported the Illinois Railway Museum as it applied for a grant from the NRHS for the rehabilitation of the North Shore Line "Electroliner" set. The NRHS did donate \$5000 and the Chapter was pleased to add its own \$500 to the total. At our last Board meeting the topic was raised of giving another modest restoration donation in 2016. The criteria, as previously voted on by the Board, was that the project or organization must have some "Wisconsin" tie or link, and that if organizations approached us, we would give preference to one where the contact came from someone who was themselves a Chapter member. Of course we could decide ourselves on a project or organization without that organization approaching us first but but if any of you are aware of a worthy rail-related "cause," be it a museum, local depot restoration, or whatever, that meets our criteria, please contact me now, so that I can report to the Board at our next meeting.

Lastly, I do not want to steal Jeff Marker's thunder (he was very much hoping Keith could attend the February meeting to announce this himself) but congratulations to Keith Schmidt, who has been named the 2016 recipient of Association of Model Railroad Club's "Chuck Zehner Memorial Award." Several other Chapter members have been so-honored since the award began in 2001. Not the least of Keith's services to the railfan community in Milwaukee is his service as "interim" editor of Sparks & Cinders, and that is greatly appreciated by us all.

Dave

Keith Schmidt named 2016 Chuck Zehner Award Recipient

Keith Schmidt, Chapter Vice President and Sparks & Cinders editor is the 2016 "Chuck Zehner Memorial Award" recipient. Considered the most prestigious railfanning award in the region, he will receive his honor at the December "All-Star Railroad Night" at the Milwaukee School of Engineering.

In announcing the honor, Association of Model Railroad Clubs Board Chairman Jeff Marker said Keith's life-long love of railfanning and his continued interest in helping when called upon set him apart from other candidates. "Keith is a remarkable individual who truly is an outstanding role model," said Marker.

He joins an elite list of 14 previous Zehner recipients including four current members of the Wisconsin Chapter. Included is Bob Baker (2006), Dave Stanley (2010), Tom Hoffmann (2011), and Jerrold Hilton (2012).

Keith's love of trains extends to his current employment at Walthers where he currently is employed as a repair technician and in the showroom. His love for trains started as a child and at age 12 became a model railroader continuing to this day in N Scale. He has long been a member of the Milwaukee-Northeastern Railroad Club in Cudahy.

Well known in area photography for more than 25-years, he specializes in railroad, air and ship subjects, maintaining an on-line collection of thousands of pictures with Steam trains his featured subjects. Keith carries his love of trains both big and small into many venues throughout the area traveling both far and wide for his program subjects. He is an extremely knowledgeable railroader.

As for the Wisconsin Chapter, Keith has been a member since 1988 and is currently in his third year as VP. He was the sole volunteer for Sparks & Cinders editor when Bob Joyce retired after 22 1/2 years in 2012. He also is responsible for the Chapter Facebook Page and served as a member of the Talgo Advisory Committee.

Despite his demanding schedule, Keith still found time to join the Trainfest Committee. He put his original career training as a Milwaukee County Deputy Sheriff to work serving as Security Chairman at this past November's highly successful show.



This Russ Porter photo was the cover photo on the January 2016 issue of Sparks and Cinders. Recently I received a typed letter (*yes people actually read Sparks and Cinders and use typewriters*) on Milwaukee Road paper from Chapter member Jay Lentzner. Jay commented on the photo.

The locomotives on Track 1 are #455 and #456. These are trolley battery engines. He mentions that

the photo was taken at Pettibone Yard in North Chicago, IL. He dates the picture near the end of the North Shore. The railings on the engines were applied in the late 1950's.

Jay also mentions that the piece of equipment on Track 2 is also interesting. He believes that it is the cupola of the double ended Russell snowplow #605. Unfortunately all of the rolling stock seen in the photo was eventually scrapped.

Thank You Jay for your great note and information about the photo.

Editors Note - Jay's note was written on January 21, 2016 53 years after the last run of the North Shore.

Save the Date - Annual Banquet

The annual Chapter banquet will be Saturday, May 7 at the Pallas Restaurant at 1657 S 108th St Highway 100 (the same as last year). Final details will be announced in the next couple of months. However it is never too early to get some good door prizes to Don and Debbie Goerke for the banquet.

CP Rail sets up webpage about NS Merger

The Canadian Pacific Railroad has setup a webpage with information regarding the proposed merger of the Canadian Pacific and Norfolk Southern. The webpage www.cpcconsolidation.com is filled with information.

With the Norfolk Southern refusing to talk to the CP this webpage is setup to get the Norfolk Southern shareholders to vote and force the NS board to meet with Canadian Pacific about a possible merger.

Some of the other topics covered in the webpage include how the proposed merger would eliminate delays and congestion in the Chicago area.

Also discussed is the benefit to shippers of a intercontinental railroad making things easier. Lastly the possible profits that shareholders could make with Norfolk Southern becoming part of the Canadian Pacific.

Please feel free to check it out and decide for yourself what is the best for the Canadian Pacific and Norfolk Southern.



Wisconsin Author Seeks Help with Research for Book

Arlyn Colby of Barron WI is an author of books about the abandoned railroads of Wisconsin. His website is www.wisconsinrailroadbooks.com. He is seeking pictures or information for a new book he is writing, to be called "Omaha Railway Branchlines in Northern Wisconsin". It will be about four branches he is most interested in:

1. Cornell Line--Norma, Anson, Jim Falls, Cobban, Hatch, Brunet, Cornell, Holcombe, Arnold, Donald, Hannibal, Hughey, Ruby.
2. Park Falls Line--Tuscobia, Brill, Angus, Birchwood, Yarnell, Lona, Lemington, Couderay, Radisson, Ojibwa, Winter, Draper, Loretta, Kennedy, Kaiser, Park Falls.
3. Ellsworth Line--Ellsworth, Beldenville, Severance, Cherma, River Falls, Glover, Hudson, Stillwater.
4. Spring Valley Line--Emerald, Woodville, Wildwood, County Line, Spring Valley, Elmwood, Comfort, Weston

Anyone with photos or information is invited to contact Arlyn at 427 Pine Street, Barron, WI 54812 715-418-0258. barronwgn@yahoo.com and barronrbooks@yahoo.com



Looking Back over 100 Years - Milwaukee Road

Plenty of trains running between Milwaukee and Chicago according to the June 12 1914 Milwaukee Road Public Timetable. Of course not all run all the way to Milwaukee or Chicago. Notice that in 1914 Sturtevant was still called Corliss in the Timetable. The Sturtevant name came about in 1923.

Chicago and Milwaukee Division.

CHICAGO-CORLISS-RACINE-MILWAUKEE.

6-13-14

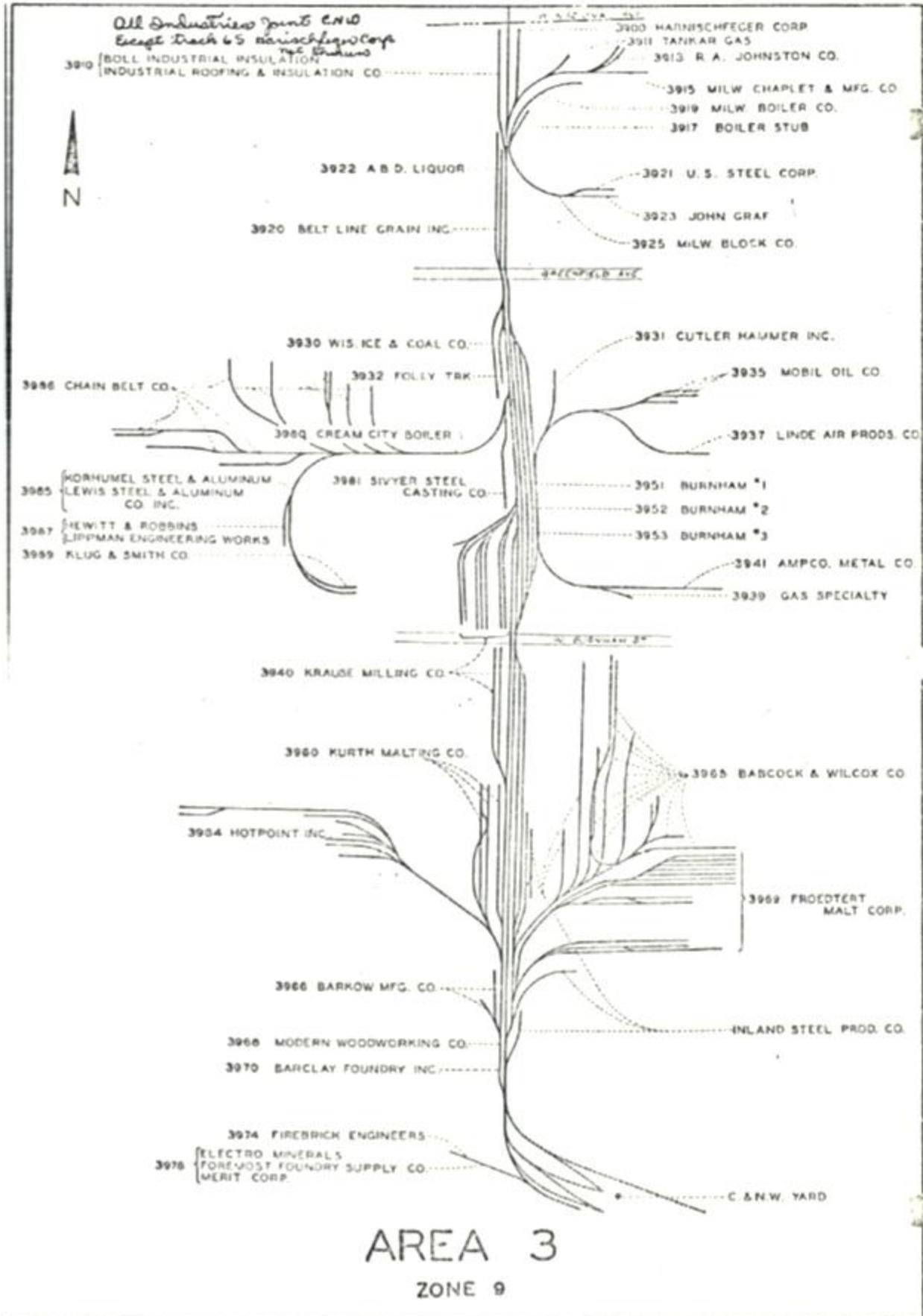
READ DOWN																						Pioneer Ltd. 1-101															
Table 24		Mil.	241	31	131	11	5	133	17	7	151	149	21	49	135	23	47	137	9	139	35	141	143	41	145	37	3	15	39								
		AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM														
Chicago	Lv	0	7:05	7:30	8:00	8:11	9:10	9:35	10:10	11:30	12:40	1:15	2:00	2:15	3:00	3:30	4:00	5:00	5:12	5:23	5:51	5:55	6:10	6:22	6:30	6:42	8:45	9:25	10:15	11:30							
Union Pass. Sta.	Lv	0	7:05	7:30	8:00	8:11	9:10	9:35	10:10	11:30	12:40	1:15	2:00	2:15	3:00	3:30	4:00	5:00	5:12	5:23	5:51	5:55	6:10	6:22	6:30	6:42	8:45	9:25	10:15	11:30							
Western Ave.	Lv	0	7:05	7:30	8:00	8:11	9:10	9:35	10:10	11:30	12:40	1:15	2:00	2:15	3:00	3:30	4:00	5:00	5:12	5:23	5:51	5:55	6:10	6:22	6:30	6:42	8:45	9:25	10:15	11:30							
Healy	Lv	0	7:05	7:30	8:00	8:11	9:10	9:35	10:10	11:30	12:40	1:15	2:00	2:15	3:00	3:30	4:00	5:00	5:12	5:23	5:51	5:55	6:10	6:22	6:30	6:42	8:45	9:25	10:15	11:30							
Grayland	Lv	0	7:05	7:30	8:00	8:11	9:10	9:35	10:10	11:30	12:40	1:15	2:00	2:15	3:00	3:30	4:00	5:00	5:12	5:23	5:51	5:55	6:10	6:22	6:30	6:42	8:45	9:25	10:15	11:30							
Mayfair	Lv	0	7:05	7:30	8:00	8:11	9:10	9:35	10:10	11:30	12:40	1:15	2:00	2:15	3:00	3:30	4:00	5:00	5:12	5:23	5:51	5:55	6:10	6:22	6:30	6:42	8:45	9:25	10:15	11:30							
Forest Glen	Lv	0	7:05	7:30	8:00	8:11	9:10	9:35	10:10	11:30	12:40	1:15	2:00	2:15	3:00	3:30	4:00	5:00	5:12	5:23	5:51	5:55	6:10	6:22	6:30	6:42	8:45	9:25	10:15	11:30							
Edgebrook	Lv	0	7:05	7:30	8:00	8:11	9:10	9:35	10:10	11:30	12:40	1:15	2:00	2:15	3:00	3:30	4:00	5:00	5:12	5:23	5:51	5:55	6:10	6:22	6:30	6:42	8:45	9:25	10:15	11:30							
Morton Grove	Lv	0	7:05	7:30	8:00	8:11	9:10	9:35	10:10	11:30	12:40	1:15	2:00	2:15	3:00	3:30	4:00	5:00	5:12	5:23	5:51	5:55	6:10	6:22	6:30	6:42	8:45	9:25	10:15	11:30							
Golf	Lv	0	7:05	7:30	8:00	8:11	9:10	9:35	10:10	11:30	12:40	1:15	2:00	2:15	3:00	3:30	4:00	5:00	5:12	5:23	5:51	5:55	6:10	6:22	6:30	6:42	8:45	9:25	10:15	11:30							
Glenview	Lv	0	7:05	7:30	8:00	8:11	9:10	9:35	10:10	11:30	12:40	1:15	2:00	2:15	3:00	3:30	4:00	5:00	5:12	5:23	5:51	5:55	6:10	6:22	6:30	6:42	8:45	9:25	10:15	11:30							
Techny	Lv	0	7:05	7:30	8:00	8:11	9:10	9:35	10:10	11:30	12:40	1:15	2:00	2:15	3:00	3:30	4:00	5:00	5:12	5:23	5:51	5:55	6:10	6:22	6:30	6:42	8:45	9:25	10:15	11:30							
Deerfield	Lv	0	7:05	7:30	8:00	8:11	9:10	9:35	10:10	11:30	12:40	1:15	2:00	2:15	3:00	3:30	4:00	5:00	5:12	5:23	5:51	5:55	6:10	6:22	6:30	6:42	8:45	9:25	10:15	11:30							
Everett	Lv	0	7:05	7:30	8:00	8:11	9:10	9:35	10:10	11:30	12:40	1:15	2:00	2:15	3:00	3:30	4:00	5:00	5:12	5:23	5:51	5:55	6:10	6:22	6:30	6:42	8:45	9:25	10:15	11:30							
Melody	Lv	0	7:05	7:30	8:00	8:11	9:10	9:35	10:10	11:30	12:40	1:15	2:00	2:15	3:00	3:30	4:00	5:00	5:12	5:23	5:51	5:55	6:10	6:22	6:30	6:42	8:45	9:25	10:15	11:30							
Rondout	Lv	0	7:05	7:30	8:00	8:11	9:10	9:35	10:10	11:30	12:40	1:15	2:00	2:15	3:00	3:30	4:00	5:00	5:12	5:23	5:51	5:55	6:10	6:22	6:30	6:42	8:45	9:25	10:15	11:30							
Warrenton	Lv	0	7:05	7:30	8:00	8:11	9:10	9:35	10:10	11:30	12:40	1:15	2:00	2:15	3:00	3:30	4:00	5:00	5:12	5:23	5:51	5:55	6:10	6:22	6:30	6:42	8:45	9:25	10:15	11:30							
Gurnee	Lv	0	7:05	7:30	8:00	8:11	9:10	9:35	10:10	11:30	12:40	1:15	2:00	2:15	3:00	3:30	4:00	5:00	5:12	5:23	5:51	5:55	6:10	6:22	6:30	6:42	8:45	9:25	10:15	11:30							
Wadsworth	Lv	0	7:05	7:30	8:00	8:11	9:10	9:35	10:10	11:30	12:40	1:15	2:00	2:15	3:00	3:30	4:00	5:00	5:12	5:23	5:51	5:55	6:10	6:22	6:30	6:42	8:45	9:25	10:15	11:30							
Russell, Ill.	Lv	0	7:05	7:30	8:00	8:11	9:10	9:35	10:10	11:30	12:40	1:15	2:00	2:15	3:00	3:30	4:00	5:00	5:12	5:23	5:51	5:55	6:10	6:22	6:30	6:42	8:45	9:25	10:15	11:30							
Ranney, Wis.	Lv	0	7:05	7:30	8:00	8:11	9:10	9:35	10:10	11:30	12:40	1:15	2:00	2:15	3:00	3:30	4:00	5:00	5:12	5:23	5:51	5:55	6:10	6:22	6:30	6:42	8:45	9:25	10:15	11:30							
Truesdell	Lv	0	7:05	7:30	8:00	8:11	9:10	9:35	10:10	11:30	12:40	1:15	2:00	2:15	3:00	3:30	4:00	5:00	5:12	5:23	5:51	5:55	6:10	6:22	6:30	6:42	8:45	9:25	10:15	11:30							
Somers	Lv	0	7:05	7:30	8:00	8:11	9:10	9:35	10:10	11:30	12:40	1:15	2:00	2:15	3:00	3:30	4:00	5:00	5:12	5:23	5:51	5:55	6:10	6:22	6:30	6:42	8:45	9:25	10:15	11:30							
Corliss	Lv	0	7:05	7:30	8:00	8:11	9:10	9:35	10:10	11:30	12:40	1:15	2:00	2:15	3:00	3:30	4:00	5:00	5:12	5:23	5:51	5:55	6:10	6:22	6:30	6:42	8:45	9:25	10:15	11:30							
Corliss	Lv	0	7:05	7:30	8:00	8:11	9:10	9:35	10:10	11:30	12:40	1:15	2:00	2:15	3:00	3:30	4:00	5:00	5:12	5:23	5:51	5:55	6:10	6:22	6:30	6:42	8:45	9:25	10:15	11:30							
Racine	Lv	0	7:05	7:30	8:00	8:11	9:10	9:35	10:10	11:30	12:40	1:15	2:00	2:15	3:00	3:30	4:00	5:00	5:12	5:23	5:51	5:55	6:10	6:22	6:30	6:42	8:45	9:25	10:15	11:30							
Racine	Lv	0	7:05	7:30	8:00	8:11	9:10	9:35	10:10	11:30	12:40	1:15	2:00	2:15	3:00	3:30	4:00	5:00	5:12	5:23	5:51	5:55	6:10	6:22	6:30	6:42	8:45	9:25	10:15	11:30							
Corliss	Lv	0	7:05	7:30	8:00	8:11	9:10	9:35	10:10	11:30	12:40	1:15	2:00	2:15	3:00	3:30	4:00	5:00	5:12	5:23	5:51	5:55	6:10	6:22	6:30	6:42	8:45	9:25	10:15	11:30							
Corliss	Lv	0	7:05	7:30	8:00	8:11	9:10	9:35	10:10	11:30	12:40	1:15	2:00	2:15	3:00	3:30	4:00	5:00	5:12	5:23	5:51	5:55	6:10	6:22	6:30	6:42	8:45	9:25	10:15	11:30							
Frankville	Lv	0	7:05	7:30	8:00	8:11	9:10	9:35	10:10	11:30	12:40	1:15	2:00	2:15	3:00	3:30	4:00	5:00	5:12	5:23	5:51	5:55	6:10	6:22	6:30	6:42	8:45	9:25	10:15	11:30							
Caledonia	Lv	0	7:05	7:30	8:00	8:11	9:10	9:35	10:10	11:30	12:40	1:15	2:00	2:15	3:00	3:30	4:00	5:00	5:12	5:23	5:51	5:55	6:10	6:22	6:30	6:42	8:45	9:25	10:15	11:30							
Oakwood	Lv	0	7:05	7:30	8:00	8:11	9:10	9:35	10:10	11:30	12:40	1:15	2:00	2:15	3:00	3:30	4:00	5:00	5:12	5:23	5:51	5:55	6:10	6:22	6:30	6:42	8:45	9:25	10:15	11:30							
Lake	Lv	0	7:05	7:30	8:00	8:11	9:10	9:35	10:10	11:30	12:40	1:15	2:00	2:15	3:00	3:30	4:00	5:00	5:12	5:23	5:51	5:55	6:10	6:22	6:30	6:42	8:45	9:25	10:15	11:30							
Stowell	Lv	0	7:05	7:30	8:00	8:11	9:10	9:35	10:10	11:30	12:40	1:15	2:00	2:15	3:00	3:30	4:00	5:00	5:12	5:23	5:51	5:55	6:10	6:22	6:30	6:42	8:45	9:25	10:15	11:30							
Allis	Lv	0	7:05	7:30	8:00	8:11	9:10	9:35	10:10	11:30	12:40	1:15	2:00	2:15	3:00	3:30	4:00	5:00	5:12	5:23	5:51	5:55	6:10	6:22	6:30	6:42	8:45	9:25	10:15	11:30							
Milwaukee	Lv	0	7:05	7:30	8:00	8:11	9:10	9:35	10:10	11:30	12:40	1:15	2:00	2:15	3:00	3:30	4:00	5:00	5:12	5:23	5:51	5:55	6:10	6:22	6:30	6:42	8:45	9:25	10:15	11:30							

MILWAUKEE-RACINE-CORLISS-CHICAGO.

6-13-14

READ DOWN																						Pioneer Ltd. 1-101	
-----------	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--------------------	--

Industries Served on the CNW / Milwaukee Road Belt Line between CNW Mitchell Yard and Milwaukee Road Yards. The line paralleled 43rd Street between Lincoln Ave and National Ave.
 Map from the Dave Nelson Collection



From the Archives

March 1951 — 65 Years Ago

The R. H. Flath Camera Shop has offered to display photographs by Chapter members in their store. We will have a contest to determine which photos will be displayed.

March 1956 — 60 Years Ago

“Any member who didn’t make the streetcar party on February 24 really missed something. This time the Milwaukee Chapter really did something different. Thirty people attended including a four-piece band from West Division High School. Besides the band, the Transport Co. supervisor, and the motorman, 13 members and 8 non-members attended. Streetcar No. 958, decorated with streamers, started from 27th and National and proceeded to 27th and Wells. From there we went to West Allis and doubled back to Wauwatosa, then to the Broadway Loop and out to Howell Ave. From there, back to 27th and National via National. The party, which lasted from 8:00 to 11:00 p.m., included soft drinks, potato chips, and popcorn. A Milwaukee Journal photographer and reporter joined us at 35th and Wells and a picture appeared in the Journal on February 25. A feature of the trip included a stop on the Wells St. trestle where the band and all aboard the car sang “I’ve Been Workin’ On The Railroad” to the Milwaukee Road operator in the Grand Ave. tower.”

March 1961 — 55 Years Ago

(From the Madison Capital Times) Lone Rock, January 25, 1961. — The Milwaukee Road branch freight line between Lone Rock and Richland Center was to make its last run today. The shutting down of the line will end more than 100 years of passenger and freight service between the two communities. The branch has been operated as a freight only line for the past several years. Early passenger and freight trains ran on wooden rails and were pulled with wood-burning engines. Officials said there had been no Public Service Commission hearing on the shutdown. *(Chuck Porter notes: Somehow there was a reversal of the decision to discontinue service. I have slides of the Richland Center depot I shot in April, 1970, which show boxcars on tracks. Also, I remember chatting with the agent that day.)*...According a publication of the California-Nevada Railroad Historical Society, the Milwaukee Road has asked the Brotherhoods for permission to operate Flexi-Vans on the Olympian Hiawatha. If the Brotherhoods agree, it may be possible for service to continue.

March 1966 - 50 Years Ago

Notes from the February Meeting: “The Social Committee reported that this year’s banquet will be held on Saturday, April 23, at Nino’s on Plankinton Ave. north of Wisconsin Ave. – steak at \$3.50 – Paul Larson will speak relative to Circus Train operation....The program preceding (the business meeting) saw very exemplary attention on the part of the audience, which, it is hoped, will continue at forthcoming programs.”

March 1971 - 45 Years Ago

According to the CERA, the 1968 Bulletin No. 112 on the TMER&L should be completed soon....The C&NW received permission January 19 to close more than 30 freight stations in Wisconsin, including West Allis, Chippewa Falls, De Pere, Plymouth, Oostburg, Fort Atkinson, and Milton Jct....The Milwaukee Road Shops were recently closed for a month with 800 employees being laid off....Railfans are bracing for the beginning of Railpax (Amtrak) operation on May 1. Editor Bob Adams noted that in the 1920s there were 20,000 passenger trains operating in the US, in 1969 about 500, and currently (1971) there are 366....UP No. 8444 will operate from Denver to Laramie on March 28....Ex-GTW No. 5629 will operate from Chicago to Logansport via the PC on April 25.

March 1976 - 40 Years Ago

It was reported that Milwaukee Road F-M H16-66 No. 524 was used on the Waukesha Patrol on February 9th and 19th, the first time in several years one of these units has been used on the run. They were common in the 1960s on the Patrol....The American Freedom Train will be traveling in Texas, Oklahoma, Kansas, Missouri, Arkansas, Tennessee, Mississippi, and Louisiana between February 26 and May 6. T&P 2-10-4 No. 610 is scheduled to power the AFT from Austin to Houston to Fort Worth to Dallas and return to Fort Worth. SP Daylight No. 4449 will power the train on the remainder of the schedule.

March 1981 - 35 Years Ago

It was reported that UP Challenger No. 3985 moved under its own steam at Cheyenne on January 17 after extensive renovation....Milwaukee Road Trustee Richard B. Ogilvie announced the Milwaukee Land Company closed the sale of 92,972 acres of land and 4,510 acres of mineral rights in Idaho to the Potlatch Corp. for \$134 million

March 1986 - 30 Years Ago

It is reported that the Soo Line is forming a subsidiary called the “Lake States Transportation Co.” which will consist of all Soo/Milwaukee lines in Wisconsin and the Upper Peninsula except the Chicago-Milwaukee-La Crosse main line....It is reported that the Mid-Continent Museum at North Freedom had a very successful Snow Train™ although it was hampered somewhat by heavy ice on the rails. At one time or another the snow plow, No. 1385, and Alco diesel No. 988 all derailed....The Soo Line is planning to install radio repeaters from Sabula to Muscatine and will begin using track warrants for operations. This move is welcomed by railfans as radio activity will increase.

March 1991 - 25 Years Ago

Highlights of the NARP Region 7 Winter Conference held on February 2 in Chicago – Richard Schriener of WisARP reported that Milwaukee is pursuing a light rail study; that the Chicago-Milwaukee Hiawatha Service did extremely well in 1990; that passenger service to Green Bay is not considered likely in the near future but Chicago-Madison service is a possibility.

March 1996 - 20 Years Ago

On January 27, Wisconsin Central ended 114 years of street running on Division St. in Oshkosh....The -20° temperature on February 3 resulted in four broken rails on the WC between Fond du Lac and Schiller Park....The State of Illinois has announced plans to cut service and raise fares on the Milwaukee-Chicago Hiawatha Service. Gov. Tommy Thompson indicated he would resist efforts to implement the plan.

March 2001 - 15 Years Ago

Noted rail photographer O. Winston Link passed away on January 30. He was known for his dramatic night photos of steam railroading....It was announced on January 30 that CN will purchase Wisconsin Central for \$1.2 billion....Ex-Soo Line No. 1003 and two Algoma Central F-units will power the Chocolatefest trains between Burlington and Duplainville on May 19 and 20.

March 2006 - 10 Years Ago

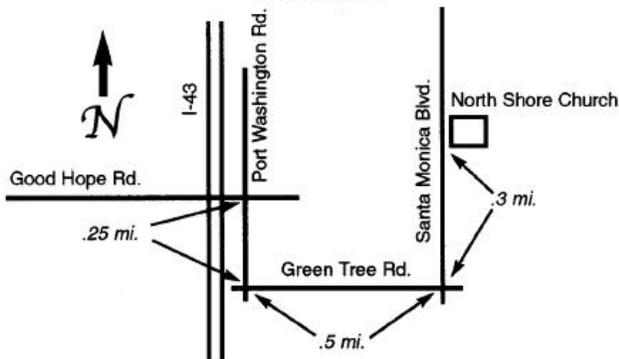
Effective January 27, 2006, Western Union discontinued all Telegram and Messaging service. Thus ended a 155-year-old service, a victim of newer messaging technology. The company itself continues as a financial services company....Amtrak’s Hiawatha Service ridership was a record 544,330 in 2005, up 16 per cent from 470,149 in 2004....The American public would like to see more freight and passenger traffic going by rail, according to a nation-wide Harris Poll released the week of February 6. The poll showed that 63 per cent of those surveyed believe that a greater portion of freight should move by rail, a higher total than was reported for any other mode.

Sparks & Cinders
 1102 Aspen Dr
 Waukesha, WI 53188

FIRST CLASS

Chapter Meeting Location

North Shore Congregational Church
 7330 N. Santa Monica Blvd.
 Fox Point, WI



BAD WEATHER CANCELLATION

In case of inclement weather on a Chapter meeting night, check the radio and TV stations or web sites listed below for possible meeting cancellation.

Radio	TV
WTMJ - AM620	WTMJ Channel 4.1
WISN - AM1130	WISN Channel 12.1

Internet
www.todaystmj.com (click on "closings")
www.wisn.com (click on "weather" then "closings")

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 July and August, at 7:30 p.m. The Wisconsin Chapter, Inc., NRHS, 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.

The interim editor of Sparks & Cinders is Keith Schmidt. All material to be included in Sparks & Cinders should be sent to him via U.S. Mail to 3286 S. Springfield Ave Milwaukee, WI 53207 or by e-mail to: sparksandcinders@gmail.com by the 15th of the month preceding the month of publication. All address changes should be sent to the treasurer, Tom Hoffmann, 1102 Aspen Dr., Waukesha, WI 53188-2314.

Membership in the Chapter is open to anyone having an interest in any aspect of railroading. A subscription to Sparks & Cinders is included in the annual dues of \$65.00 per year which also includes membership in the national organization and a subscription to its publications, NRHS Bulletin and NRHS News. Officers of the Wisconsin Chapter are: President, Dave Nelson; Vice-President, Keith Schmidt; Secretary, Tom Marcussen, Treasurer, Tom Hoffmann; National Director Tom Hoffmann; Directors, Greg Mross, Mike Yuhas, Robert McLeod, Ralph McClure, Andrew Roach, Neil and Cathy Wegner and Past President Bob Baker.

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 editors and do not reflect the policies of the Wisconsin Chapter, Inc., NRHS, or of the National Railway Historical Society. Copyright ©2015, Wisconsin Chapter, Inc., NRHS.