



SPARKS AND CINDERS

Our purpose as members of Wisconsin Chapter—National Railway Historical Society is



A pair of FURX lettered locomotives lead a train in the Milwaukee area. With our 2016 Banquet speaker being the Chief Mechanical Officer for Wells Fargo Rail, renamed from First Union Rail (FURX) in January 2016 felt it was appropriate for FURX to grace the cover.

Photo by Ron Wischer

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Upcoming Events March 2016

AMRC/MSOE All Star Railroad Night - 34th Season

MSOE 1025 N Broadway 7:30pm

Friday April 1, 2016

"Lost Souls of the Southwest" by Paula Brookmire

"Rails around Racine" by Rell Barrett

TMER&THS (Traction and Bus Club)

www.tmer.org

Saturday

Chase Bank - Cudahy 7:30pm

SE Corner Packard and Layton Use East Lot

"Following the Milwaukee, Racine and Kenosha Line"

Chuck Damaske

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



April 1st Past President Bob Baker presents "Soo Line in Transition"

Friday April 1st at 7:30pm April Fools. No April Fools joke that night. Past Wisconsin NRHS Chapter President and current Board Member Bob Baker will be doing a presentation that night.

"Soo Line in Transition" is the title of the presentation from Bob Baker. Bob says it will not just be Soo Line but there will be some Milwaukee Road and of course some Chicago and North-western mixed in also. Looking to forward to the evening. Please bring a friend if possible.

The evening will begin at 7:30pm with a brief time for announcements and also time to pass along information on rail news from the area. After that the floor will be turned over to Bob Baker. Visitors are always welcome.

Meetings are held at North Shore Congregational Church located at 7330 N Santa Monica Blvd in Fox Point, WI. Meetings are held in the lower level of the church.

There is ample parking and the lower level is accessible with an elevator. Look forward to seeing you there.



Wisconsin Chapter Meeting Schedule

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

Saturday May 7, 2016 - Annual Chapter Banquet

Friday June 3, 2016 -

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

March 2016 Meeting Summary

President Dave Nelson greeted the 36 people in attendance at 7:34 pm. There were an estimated 7-10 visitors and guests. None of these accepted the opportunity to introduce themselves.

Continuous membership certificates and pins were presented to Robert J. McLeod (25 years) and Cathy Wegner (25 years). Long-term continuous members Joseph R. Hazinski (50 years), Edward Ahrenhoerster (25 years), and Steven Borleske (25 years) were not in attendance.

Mike Yuhas reported that he and Jerry Krug met at Jerry's offices on January 28 to audit the 2015 Chapter financial records. They found adequate documentation for all deposits and expenses. They had two recommendations:

We do not need to have checking accounts at two separate banks. Treasurer Tom Hoffmann closed the largely dormant Waukesha State Bank checking account and transferred all of its funds to the US Bank checking account.

Assets held in a Certificate of Deposit should be regularly reported to the membership along with the checking and savings accounts. This is currently being done.

Meeting Summary Continued -
Activities Committee Chair Ralph McClure reported on possible 2016 activities:

Jeff Marker will coordinate at least two trips to Chicago, taking advantage of the Metra System \$8.00 unlimited-ride weekend passes.

The National Railroad Museum in Ashwaubenon (near Green Bay) can offer us a behind-the-scenes shop and attic / archive tour, with lunch in an ex-CB&Q dining car, for about \$25-30 per person. They have about 65 pieces of equipment, with no live / active steam engines. They suggested that we avoid the week of June 12-19, when they will have a Thomas the Tank Engine event for children. About 60% of the attendees indicated, by show of hands, interest in a one-day trip there.

The Mid-Continent Railroad Museum in North Freedom (near Baraboo) can offer a behind-the-scenes visit to their rehabilitation and restoration operations, on any Saturday between April and November, for about \$15-20 per person. Only about 20% of the attendees raised their hands to indicate any interest. (They were not aware that Saginaw Lumber #2 is expected to be in steam by summer.)

Neither of the above estimates includes transportation to the activity site, which would be the responsibility of the attendee. Car pooling may be offered. The on-site costs would be payable in advance to Treasurer Tom Hoffmann.

The committee is seeking informal feedback. They are open to other (especially overnight) suggestions. The Illinois Railroad Museum in Union, or the Hesston, Indiana, museum may be possibilities.

Bob McLeod will represent the Activities Committee at the April 1 meeting.

Media and Marketing (Web Site / Communications) Committee Chair Mike Yuhas has no report yet. President Dave Nelson suggested that they consider posting information like the Mitchell Yard belt line map and 1914 Milwaukee Road schedule published in the March issue of Sparks & Cinders.

There will be a model railroad show at the Circle B Recreation Center, at Five Corners northwest of Cedarburg on Sunday, March 6.

Dave Nelson reported on progress on restoring Mid-Continent Railroad Museum's ex-C&NW 4-6-0 #1385, at the Specialty Machinery Shop, in Middleton (near Madison). The restored drivers are under the frame. The side rods are connected. The cylinders are still being bored out. The cab is almost complete. Added funds need to be raised for the new boiler, which is still in the design phase. The best / earliest estimated date of completion has slipped back to 2018.

Dave is still looking for suggestions for preservation and restoration causes, to donate a nominal amount (similar to our last gift of \$500.00 for the North Shore Line Electroliner) to. The project should be tied to Wisconsin railroading. The request should ideally come from a Chapter member who is also a member of the organization seeking funding.

Jeff Marker announced two presentations at MSOE All-Star Railroad Night on Friday, March 11, and a South Shore Line presentation at Chase Bank in Cudahy on Saturday, March 19.

Our April 1 presenter will be Bob Baker, on the Soo Line in Transition, plus a couple surprises. The annual Chapter Banquet on Saturday, May 7, will be at the Pallas Restaurant in West Allis. Cost is unknown at this time. Our speaker will be Rick Grossman, equipment manager for First Union Rail (FURX), a division of Wells Fargo. They own and manage a fleet of approximately 2000 private (non-railroad) owner locomotives and over 100,000 freight cars.

Editorial Vice-President Kevin Keefe of Kalmbach Publishing Company was in attendance, along with Trains Magazine Editor Jim Wrinn. Kevin will retire in approximately two weeks.

The announcements and discussion ended at 7:55 pm.

Mike Yuhas introduced our presenter, Trains Magazine Art Director Tom Danneman. His excellent digital presentation covered the entire main line of the Montana Rail Link (ex-Northern Pacific) from Laurel, Montana (just west of Billings) to Sandpoint, Idaho. The active main line between Logan and Garrison is the one through the Mullan Pass tunnel and Helena. The rails are still in place over the Butte line, but it is no longer active over Homestake Pass. Both lines between De Smet (just west of Missoula) and Paradise are active. The presentation also included all branches, some of which are no longer active. Many images included abandoned Milwaukee Road grades.

The presentation ended at 9:01 pm. The question and answer session ended at 9:07 pm.

Respectfully Submitted

Thomas W. Marcussen

FROM THE PRESIDENT

As the 2015-16 "season" of Chapter meetings starts to wind down, I hope you have been enjoying the variety and quality of presentations we have had this year. I am particularly pleased that there has been no duplication among the various groups that put on rail image presentations around town. Bob Baker's upcoming Soo Line presentation on April 1 promises to be first rate.

I hope all of you are considering attending the banquet on May 7. I have chatted with Rick Grossman, our speaker, a few times and I think you will be entertained and interested in his insider's perspective on the rail industry: he has hundreds of thousands of freight cars as his responsibility. The venue is the same as last year, Pallas Restaurant, 1657 S. 108th in West Allis. The social hour will begin at 6 pm. The price will also be the same as last year: \$22.50.

I want to express my thanks to Mike Yuhas and Jerry Krug for conducting the audit of our books and finances. Thanks also to Bob McLeod and Ralph McClure for their continued work on identifying and evaluating various railfan "day trips" we could take as a Chapter this year and beyond. I know some of you have already provided your ideas to them about other possibilities. And I repeat the invitation to contact me if anyone has thoughts about worthy preservation projects for a modest donation from the Chapter during 2016.

The arrival of Daylight Savings Time (and warmer spring temperatures) make me start to plan my own railfan activity for the year. The Chicago & North Western Historical Society's annual meet is in Minneapolis this year, May 12-15, and I am likely to attend that. The National Model Railroad Association's annual convention is in Indianapolis, July 3-10, and I am toying with the idea of attending in lieu of yet another trip to Galesburg Railroad Days. I know Keith Schmidt is planning to photograph the newly restored Norfolk & Western J class 611 in May, and other steam locomotive operations around the country are being publicized. If you take in any of these things, think about giving us a presentation, either at the September "favorite slide/digital image" night or a full presentation during the 2016-17 season. Unfortunately it appears that a planned steam-hauled (the Chinese-built QJs) train of private cars out of Chicago on the Iowa Interstate planned for May has been canceled due to high costs and lack of interest from car owners and passengers. I had been looking forward to that one.



History of St Francis, WI Depot

The railroad first came to St. Francis in 1855. It was a passenger and freight line that ran from Chicago to Milwaukee. This line is currently the easternmost tracks that run parallel to Kinnickinnic Avenue. The second track or western tracks were built in 1906 as a freight only line.

Since the earliest railroad came through the area, as far as is known, St. Francis has had a train depot with an agent with regular hours to take care of business. The small batten and board building was on the south side of St. Francis Avenue and east of the tracks.

In 1925, the Chicago & North Western Railway petitioned the Railroad Commission of Wisconsin to substitute a part-time caretaker at the depot in the place of the regular full-time agent, due to declining business. The change was granted.

In 1935, the railroad requested that the caretaker position be eliminated. The railroad stated that for the calendar years 1930-1934, and from January to June 1935, freight revenues totaled \$236.35. Only part of this was earned by the railroad for less-than-carload freight (small shipments and packages). The only duty of the caretaker was to deliver these l-t-c shipments. The petition stated that no express business was done here and that the mail was handled by a government employee. Carload shipments (essentially large shipments that utilized an entire freight car) were handled from Milwaukee. The elimination of the caretaker was granted in September 1935. It's interesting to note that there was no mention of passenger service. It's evident that in 1935, St. Francis Station no longer had a passenger train service. It is unknown when the last passenger train stopped in St. Francis.

The next step was inevitable. In 1936, the C&NW petitioned to remove the depot buildings. These included the small depot, an adjacent freight carbody that served as a freight warehouse, and a platform that was 300 feet long. Mail was still handled at the site but, as usual, was taken care of by a government employee. The official authorization to remove the facilities was granted on January 30, 1936. The buildings were to be removed by May 31, 1936, and I presume that they were. St. Francis still had plenty of trains going through the little town, but they didn't stop any more.

As far as is known, the depot always had the name St. Francis, even though there was no formal town or city of that name. It took its name from the Catholic seminary that was established before the railroad came through.



Article by Glenn Gierzycki - Printed in the St Francis Historical Society Newsletter - March 2016. Reprinted with permission.

Ghost of the "400" may soon Haunt the Area

According to the March 10, 2016 issue of North Shore Now, a railroad theme lighting display is planned for the new Oak Leaf Trail pedestrian bridge over Capitol Drive that replaced the original C&NW railroad bridge. Using LEDs, the display will create the illusion that the C&NW's famous "400" is running at speed over the bridge, while a sound system recreates the impression of the fast moving train. The "northbound" ghost train will appear at 6:30 pm and the "southbound" will be seen at 8:30 pm. The times may be adjusted during the longer days of summer. Traffic lights will be synchronized so that traffic will be stopped during the 30 second light shows. Pedestrians and bikers on the bridge itself will not see the light show but will hear the train noises. According to the article, 90% of the cost of the project has already been raised.

The Capitol Drive bridge is near to a cut-off that routed some C&NW trains directly from the main line through Whitefish Bay and Fox Point, re-joining the shore line not far from where the Wisconsin Chapter holds its monthly meetings. That cut-off was removed in the late 1920s.

By Dave Nelson

Information on Umbrella Type Shelters Sought

Chapter member Harry Evans is trying to determine the degree of rarity of "umbrella" type shelter waiting platforms that may still exist in the State of Wisconsin.

By umbrella shed, Harry means a stand alone covered platform along the railroad track (or possibly abandoned track) but not attached to a depot itself; i.e. a platform along the track but connected to the depot would not be an umbrella shed (it would be part of the depot) as he defines it. He asks if we know of any other umbrella shelter platforms in Wisconsin in addition to the ex-Milwaukee Road (now CP) umbrella shelter at the old Oconomowoc depot.

Offhand I can think of the shelter across the tracks from the restored C&NW depot in Racine. Can any Chapter members help out Harry with additional examples? His email is harry_e@att.net; home phone 262-200-2194; cell phone 262-312-8401

Item Left Behind at March Meeting

Gary Braun left a blue seat cushion behind at the March Chapter meeting. If someone did take the cushion could you please bring it to the April Meeting. If you are unable to attend to the meeting and have the seat cushion please contact Dave Nelson at email engine1385@aol.com

Thank You





Two different paint schemes on FURX lettered locomotives. #7215 and #3034 are both leading eastbound trains on the Canadian Pacific at Waterford Ave (Powerton) on Milwaukee's south side. Photos by Dan Grudzielanek

2016 Wisconsin Chapter NRHS Banquet to feature Rick Grossman of Wells Fargo Rail May 7, 2016

Mark your calendar and make it a point to attend the annual Wisconsin Chapter banquet on Saturday, May 7. Our featured speaker will be Rick Grossman, a railroad industry professional since 1979. He is the Chief Mechanical Officer for Wells Fargo Rail (renamed from First Union Rail at the beginning of 2016) and has held a senior management position with the company since 1995, overseeing a fleet that now numbers over 185,000 railcars and 1,800 locomotives. His presentation, "A Freight Car Journey," will touch on some industry fleet statistics, discuss who really owns all that equipment, look at what's changed in freight cars over his 35 year career, touch on some of the maintenance rules and arcane details of freight car compensation, as well as including some personal highlights from spending an entire career in the freight car and locomotive side of the rail industry.

Rick currently serves as a member of the Associates Advisory Board of the Association of American Railroads (AAR), and is a member of AAR's Asset Health Strategy Committee. Prior to joining FUR, Rick spent 16 years at the Chicago and North Western in a number of positions within the Equipment Management Department, concluding as AVP-Equipment Distribution. While at CNW, he served as the CNW representative on numerous AAR committees, and served as Chairman of the Multilevel Reload Committee. Rick is also a past president of the Midwest Association of Rail Shippers organization and is a current Executive Committee member.

With this kind of experience, you can rest assured that Rick Grossman is every bit as passionate about railroading as every Wisconsin Chapter member.

Rick holds Master of Management and BA degrees from Northwestern University. He's been actively involved as a volunteer for Wildcats football since his undergraduate days. He is President of the Northwestern Gridiron Network (NGN), the University sponsored football support organization, and has served as NGN Spring Dinner and Auction chair and as co-chair of the NGN's Walker Open golf event.

Rick is married and has three adult children.

Wisconsin Chapter – NRHS
 Official Banquet Registration Form
 Annual Chapter Banquet — Saturday, May 7, 2016
 Pallas Restaurant 1657 S 108th Street West Allis, WI

Name(s) _____ No. Attending _____ Amt. Encl. \$ _____

Address _____ City _____ State _____ ZIP _____

Your phone number (____) _____

Cost is \$22.50 per person. Make checks payable to: Wisconsin Chapter-NRHS. Mail your remittance to: Tom Hoffmann, 1102 Aspen Drive, Waukesha, WI 53188. If you have any questions, call Tom at 262-542-7447. Deadline for mailing reservations is Saturday, April 23, 2016

5 Cocktails 6:00 - 7:00 p.m.
 Banquet Following

The Milwaukee Road Public Timetable Dated November 16, 1913 showing the Racine and Southwestern Division. 7 Trains a day in each direction. With scheduled stops in locations like Sylvania, WI. Which I remember being a feed mill and nothing else in the 1990's.



Milwaukee Road Public Timetable dated June 1, 1945. World War II is just about to end. The line is now called the Milwaukee Division. It is also the Route of the Southwest Limited. A train my Dad would ride as a kid to Elkhorn to work on the family farm. Also my Grandpa Schmidt was working on the Milwaukee Road at this time and was running between Milwaukee and Chicago. Compared to 1913. Only 3 trains a day in each direction. Also the Sylvania stop has been eliminated. Looks like it might be a flag stop though.



From the Archives

April 1951 — 65 Years Ago

Milwaukee Chapter – NRHS celebrated its first birthday.... Excursion No. 2. Milwaukee Chapter will run a fantrip on the North Shore's 2:00 p.m. Electroliner to Kenosha and return via the North Western's Sunday local from Chicago. The C&NW train is usually operated with the new Budd RDC cars. There will also be an opportunity to photograph some C&NW steam locomotives, as Kenosha is the northern terminus of the Chicago suburban district. The cost of the trip will be slightly over \$2, including cab fare between the depots in Kenosha. For further details call HI2-2676 and come to the April meeting

April 1956 — 60 Years Ago

The Transport Company is now getting ready for the Milwaukee Braves baseball season. All regular cars have been cleaned and inspected so they will be ready to go when the season starts. Five cars which were in storage at KK Station have been prepared again for operation. Cars at National Station have also been cleaned and groomed for the coming baseball season. Several 930- and 940-class cars are being used as trippers on Wells Street to get them back into good operating condition.

April 1961 — 55 Years Ago

Walt Bubbert and Bill Englehorn took a "streetcar" ride from Milwaukee to South Bend recently. They left on the 8:00 a.m. North Shore Electroliner, made a seven minute walk from the "L" to the IC station, and boarded the South Shore. The IC track was a bit rough but things smoothed out a bit at 115th Street when the big orange car moved onto South Shore track....Trains magazine for April notes that a Milwaukee Road bi-polar electric locomotive has been donated to the National Museum of Transport at St. Louis, Missouri....Railroad Model Craftsman for April 1961 featured an article by Russ Porter about changing a Mantua General into a 4-4-0 inspection Locomotive. GB&W has purchased a second DL-640 from Alco....The Milwaukee Road has sold two streamlined coaches to CGW.

April 1966 - 50 Years Ago

The old Milwaukee Road depot (at Third and Everett Sts.) came down as follows: January 24: the concourse was the first to disappear, followed by the baggage room (west end of building). February 19: the west quarter of the building completely torn down, part of the roof and part of the south wall of the second and third floor demolished. February 27: both ends of the building are nearly down on the street and track sides. March 4: everything west of the tower demolished; about half of the east end is down. March 11: demolition begins on tower. March 18: tower completely down, ending demolition of the building.

April 1971 - 45 Years Ago

A watershed in the provision of rail passenger service in the U.S. was scheduled to begin on May 1 with the startup of Amtrak. Locally, it was learned that the Chicago-Seattle service would operate via Milwaukee....The new Gateway Center Building, constructed over the site of Chicago Union Station, was topped out on February 18....The now-legendary story of the "borrowing" of 277 Penn Central freight cars by the LaSalle & Bureau County Railroad had just occurred and was reported in S&C.

April 1976 - 40 Years Ago

Jim Scribbins reviewed the new Amcoaches on Train 301 to Joliet....On May 8 Wisconsin Chapter will host the Metropolitan Regional Convention of the Wisconsin Council for Local History

April 1981 - 35 Years Ago

Amtrak will remove the last GG-1 electric locomotives from service in May, ending their lengthy tenure on the electrified portions of the former Pennsylvania Railroad lines east of Harrisburg.

April 1986 - 30 Years Ago

Exceptionally heavy traffic was reported on the Soo/Milwaukee system in the area....In 1986, ex-C&NW steam locomotive No. 1385 will make its only Milwaukee appearance on the Circus Train on July 8 and 9....Flooding in the Reeseville Marsh has forced rerouting of rail traffic (including Amtrak).

April 1991 - 25 Years Ago

The City of Brookfield is unhappy with malfunctioning crossing gates on the Soo Line in the city and has threatened to impose "user fees" of \$75 for the first 15 minutes and \$25 for each additional 15 minutes for crossings blocked by malfunctioning gates. There were 27 incidents reported in 1990....After studying bids from several manufacturers, Amtrak has decided to purchase 52 new diesel-electric locomotives from General Electric. All will have DC propulsion systems. Amtrak had requested bids for both AC and DC systems. The bid price for the AC units was approximately three times higher than the DC bid price.

April 1996 - 20 Years Ago

About 1,700 residents of Weyauwega began returning to their homes on March 19, two weeks after the derailment and subsequent burning of propane-filled tank cars in a Wisconsin Central train. A total of 37 cars derailed and the flames were so intense that siding was buckled on a house 350 feet from the accident scene....The UP is interested in selling a section of isolated former C&NW track running north from Duck Creek in Michigan's Upper Peninsula.

April 2001 - 15 Years Ago

Citing the failure of mail and express service to develop as anticipated, Amtrak will discontinue the Chicago-Janesville Lake Country Limited on September 24. It was reduced to Saturday-only service on March 24....Amtrak announced a fare reduction on multi-ride tickets between Milwaukee and Chicago. A monthly ticket will be reduced from \$508 to \$280 and a 10-ride ticket from \$158 to \$150..Former Wisconsin governor Tommy Thompson will step down from his post as Amtrak Chairman of the Board. He has been appointed Secretary of Health and Human Services by President George W. Bush. UP is applying a smaller version of its winged shield to standard-body units after its re-introduction on wide-body units.

April 2006 - 10 Years Ago

Ex-Milwaukee Road 4-8-4 No. 261 will make its first appearance in the area since returning to service in 1993. The first trip on June 21 is a positioning trip from Minneapolis to Milwaukee. Friday, June 23, will see a round trip dinner excursion to Sturtevant. Saturday June 24 and Sunday June 25 will see round trips to Wisconsin Dells....The proposed commuter rail extension from Kenosha to Milwaukee is moving along. The newly-constituted Regional Transit Authority held its first meeting on February 20.

April 2011 - 5 Years Ago

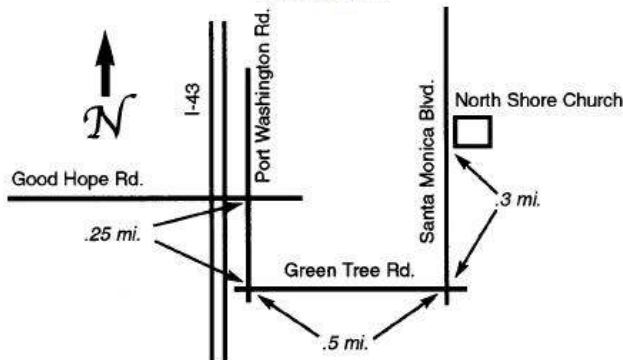
Canadian National Railway is outlining plans to replace a swing bridge over the Fox River on its Chicago- Winnipeg, Man., main line, the Oshkosh Northwestern has reported. Under CN's plan, a new lift bridge would be constructed over the course of three years approximately 40 feet to the east of the existing bridge. The current bridge is 112 years old and is "at the end of its useful life," said Patrick Waldron, a CN spokesman. "It's time to replace it." The current three-span bridge, built by CN predecessor Chicago & North Western, limits train speeds to 25 mph. Its condition could force speeds to drop to 10 mph. CN wants to begin construction of a foundation for the new bridge starting this fall and replace utilities in early 2012. Final work would occur in early 2013

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 - AM629	WTMJ Channel 4.1
WISN - AM1130	WISN Channel 12.1

Internet
www.todaystunup.com (click on "dings")
www.wisn.com (click on "weather" then "dings")

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.

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