



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.



Soo #6032 leads Soo #6050 eastbound at Duplainville on May 27, 2011. These two SD60's are showing off two different Soo Line paint schemes. Check out more Soo Line photos at the Friday February 3rd Chapter meeting. Photo by Keith Schmidt

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Upcoming Events January 2017

TMER&THS (Traction and Bus Club)

www.tmer.org

Saturday February 18, 2017 Illinois Terminal Traction—Otto Dobnick
Chase Bank - Cudahy 7:30pm
SE Corner Packard and Layton Use East Lot

WISE Division NMRA

www.wisedivision.org

Bus Trip to Mad City Model Railroad Show - Madison, WI
Saturday February 18, 2017
Check webpage for more information

Milwaukee Road Historical Association

www.mrha.com

2017 Convention
June 22nd to 25th
Ames, Iowa

C&NW Historical Society

www.cnwhs.org

2017 Convention
May 18th to May 21st
Rockford, IL

Soo Line Historical and Technical Society

www.sooline.org

2017 Annual Convention
Check the website for more information

NRHS National Convention 2017

www.nrhs.com

June 20th to 24th 2017
Nashville, TN

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



The Soo Line in 1970-80's presented by Jerry Krug

On Friday February 3, 2017 please join Jerry Krug for a look back at the Soo Line railroad in the Midwest in the 1970's and 1980's. The presentation will primarily feature photos taken by Art Hornack of the Soo Line. Soo Line F-Units will be featured at several locations. Also Milwaukee Road equipment will be seen at several former Soo Line locations taken in the 1980's. A few Wisconsin Central and Canadian National shots fill in the gaps. Shots of Soo Line power on the former Milwaukee Road are not a part of the presentation.

Jerry Krug is well known for his knowledge and collection of photos of the Chicago and Northwestern. So please join Jerry as he presents this collection of photos.

Please invite a friend to come along for the presentation. The meeting will open with introductions and general announcements about chapter activities and railroad action in the area. The meeting room at the North Shore Congregation Church is handicap accessible and is located at 7330 N Santa Monica Blvd in Fox Point. Please watch the Chapter webpage www.nrhswi.org for any weather cancellations.



Wisconsin Chapter Meeting Schedule

Friday March 3, 2017 - Northwest Ohio Railroads in
the 1970's, 80's and 90's by Brian Schmidt
Friday April 7, 2017 - To Be Announced

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 engine1385@aol.com or
Mike Yuhas at mike@mikeyuhas.org

January 2017 Meeting

President Dave Nelson greeted the 28 people in attendance. Four of those introduced themselves as guests. Two people from Brookfield saw our announcement in the Milwaukee Journal Sentinel. We had Ken Thompson, retired from the Union Pacific, and Brian Schmidt from Trains magazine, who will present a program on northwest Ohio to our Chapter meeting on Friday, March 3, 2017.

Tom Hoffmann recommended the special Chicago issue of Trains magazine, if only for the maps. It will soon be going on sale for \$10.00 per copy. A sample copy was available for inspection.

The annual garden railroad show at the Mitchell Park Domes will start on Saturday, January 14. There will be a special all-scale model railroad show the weekend of February 11-12. Brochures are available on the back table.

Continued from Page 2

The Grohmann Museum of Art at Milwaukee School of Engineering will exhibit David Plowden's photos of the steel industry from January 20 into April 2017. These are likely to include a number of rail photos. Mr. Plowden is a well-known railroad photographer. He will be present, and admission will be free, on Gallery Night on Friday, January 20, 2017.

Don Goerke donated his copy of a Railway & Locomotive Historical Society CD-R on The St. Charles Air Line in Chicago to anyone in attendance who wants it. It can be played on a computer. It will not play on a DVD player. These DV-R's are coming from the Chicago Chapter of the R&LHS, which is dissolving.

There was no other rail-related news.

The announcements and discussion above ended at 7:44 pm. Dave Nelson gave the presentation, on the Burlington Northern in Illinois. Most of the images that were shown were captured in the 1990's. The presentation ended at 8:58 pm.

January 2017 Business Meeting Minutes

This January meeting was the annual formal business meeting of the Wisconsin Chapter of the National Railway Historical Society. Only members (who must be members of the national society) are allowed to participate. President Dave Nelson asked all other attendees to please be patient during the formal business part of the meeting. There were 13 members in attendance. Therefore a quorum was present. President Nelson called the annual business meeting to order at 7:31 pm.

The meeting began with the introduction of Chapter officers (all of them at the front table) and directors (only some of them at the front table).

Mike Yugas moved that the minutes of the previous annual business meeting, on Friday, January 8, 2016, as re-published in the January 2017 issue of Sparks & Cinders, be approved. Bob Joyce seconded the motion. It was passed by a unanimous voice vote.

Treasurer Tom Hoffmann provided a summary treasurer's report. A full spreadsheet and accounting will be available at the next meeting, on Friday, February 3, 2017. The checkbook balanced to the penny. An audit will be conducted, probably in February. The monthly statements and checkbook are available for inspection by interested members. Keith Schmidt moved that the treasurer's report be approved, subject to a later full accounting and audit. There was a second. The motion was passed by a unanimous voice vote.

The next order of business was the election of officers and directors for 2017. All of the incumbent 2016 officers and directors were eligible to run again, and had indicated their willingness to do so. President Dave Nelson called twice for any opposing candidates or nominations. There were none. The current/2016 slate:

President—Dave Nelson

Vice President—Keith Schmidt

Treasurer—Tom Hoffmann

Secretary—Tom Marcussen

Directors—Bob Baker (Past President), Ralph McClure, Greg Mross, Andrew Roach, Cathy Wegner, Neil Wegner, and Mike Yugas

The presented slate was declared to be running unopposed.

Mike Yugas moved that the Chapter vote as a block to retain the incumbent slate. Bob Joyce seconded the motion. There was no discussion. The motion passed on a unanimous voice vote. The above slate was declared to be re-elected.

The next formal business meeting will be held on Friday, January 5, 2018—unless a situation comes up that calls for a special meeting.

Tom Hoffmann moved that the formal business meeting be adjourned. Keith Schmidt seconded it. The motion passed by unanimous voice vote. The formal business meeting was declared adjourned at 7:37 pm.

Respectfully Submitted

Thomas W. Marcussen

Wisconsin Chapter Secretary

FROM THE PRESIDENT

It was fun to re-live my railfanning past while preparing my January presentation on the Burlington Northern Railroad in Illinois. All the images were 35mm slides taken, with just a couple of exceptions, before the BN/Santa Fe merger of 1995, and the vast majority of them were Kodachrome, with a relative handful of Ektachrome slides thrown in. Indeed, once I had my slide projector warmed up to put the show together it was hard to limit myself to BN slides because I kept wanting to see how my other old slides looked; fan trips to Joliet, the snow trains at North Freedom, abandoned depots of the Milwaukee Road: there were so many distractions.

Back in the film era, Kodachrome was valued for a long "shelf-life" that held its color far longer than Ektachrome and other transparency films, as evidenced by the superb color that can still be seen in Russ Porter's Kodachrome from the late 1930s, and Jack Delano's Kodachrome from the 1940s. I could detect no fading in my Kodachromes from the 1980s, but I thought I did note slight fading of some of the Ektachrome slides.

I have decided that there is no practical way I can scan all my slides to digital format, and I have learned that while a perfectly lit slide can look great in a scanned version, many slides that look just fine when projected on a screen look muddy or disappointing once scanned. So there will be continuing reasons to show actual slides if I want my older images to be seen at their best.

Just after my presentation, I was astounded to read on the Trains.com website that there may be a serious effort to bring Kodachrome back from the dead, after Kodak pulled the plug on its proprietary processing system a few years ago. I know there are photographers who insist that film, and in particular Kodachrome, is still the superior format for photography, and as I have expressed before, there are legitimate concerns about the practical (as opposed to theoretical) longevity of digital images, now that CD-R discs seem about to join floppy discs as an outdated storage and preservation medium, and with today's preservation media certain to suffer the same fate someday. But I can't help but wonder if this effort to revive Kodachrome is part of a general trend by Millennials to express nostalgia for a past they in fact do not recall. The 20-something daughter of a friend wanted nothing more for Christmas this year than a manual typewriter and a receiver and turntable for playing LPs (she got both, while I searched in vain for an old typewriter eraser I thought I still had). I learned that in fact there was a hot market this Christmas for manual typewriters and vinyl LPs. News that the Ford Bronco and Jeep Wagoneer are making comebacks adds more fuel to this nostalgia-for-the-70s (if not earlier) fire. I suspect it is largely a fad; there were excellent reasons why we were very happy to switch to

Grohmann Museum acquires David Plowden Photographs

CDs from LPs, and to electric typewriters (and then computers) from manual typewriters. The kids will love their LPs and typewriters for a minute, and then move on.

Would a revived Kodachrome be a similar fad? I know once I got a digital SLR I hardly looked back, except to deliberately shoot the last of my rolls of slide and print film. I could kick myself now for how cautious and cheap I was with slide film - I could and should have shot far more railroad images than I did, but it seemed so expensive at the time. And digital images were suddenly "free" with the consequence that almost every digital image of a train has a dozen or so nearly identical versions that I am unlikely ever to need or even look at again. But so what, it costs nothing. On putting together the BN in Illinois presentation, it did occur to me that being able to include slides taken at Naperville, Aurora, Oregon, Galva, Bushnell, Beardstown, Quincy, and a host of other important Illinois cities and towns on the former BN would help to make that presentation more complete, and more varied. So just maybe I would crank up the old Canon AE-1 and shoot some Kodachrome there if the opportunity arose. Just maybe. But would I? Really? After getting so used to the wonderful freedom of the "see it, shoot it" mentality of the digital camera age, not to mention how forgiving digital is of poor light?

Nah. Not a chance.



NRHS National Information

The NRHS has mailed out renewal notices. Those of you who are not on their email list may have received it by email. Others should have gotten the renewal notice by the time you read this. If you have not, email President Al Weber at aweber@nrhs.com. According to the NRHS, they are planning on printing three Bulletin issues and three NRHS News issues along with six electronic NRHS News issues in 2017.

New Transportation Secretary for Wisconsin

A new year means a new secretary for Wisconsin's Department of Transportation. Wisconsin Gov. Scott Walker recently announced that Department of Safety and Professional Services Secretary Dave Ross would serve as the state's next transportation secretary.

Ross will succeed Mark Gottlieb, who offered his resignation to Walker with an effective day of Jan. 6, 2017. State officials did not disclose why Gottlieb decided to step down from his post in a news release recently issued by the governor.

Prior to joining state government, Ross served as the mayor of Superior, Wis., and was self-employed in an upholstery business.

The state's transportation department works with Class I and short line railroads, as well Amtrak, including the Hiawatha corridor between Milwaukee and Chicago.

TRAINS Newswire - Courtesy Kalmbach Publishing



The Grohmann Museum has acquired 54 bridge photographs by David Plowden. The collection was a gift to the museum by the artist following the exhibition Bridges: The Spans of North America (Grohmann Museum, 2013). The photos were initially selected for the exhibition, but Plowden later decided that the Grohmann Museum would be an ideal home for the images in perpetuity, given MSOE's engineering focus and the images themselves documenting engineering marvels across the North American landscape.

Plowden spent years photographing dozens of bridges as part of a Guggenheim fellowship. Many of these bridges no longer exist, except for in the memory and in these captivating works. In Plowden's words, "there is no more overt, powerful or rational expression of accomplishment—of man's ability to build."

The addition of Plowden's images to the Grohmann Museum's permanent collection allows the museum to replicate the entire exhibition in the future or to select a number of them for display at any given time. This gift greatly increases the scope and quality of the collection, and the photos will be enjoyed by students, faculty, staff and museum patrons for years to come.

The Grohmann Museum is home to the Man at Work collection, which comprises more than 1,000 paintings and sculptures dating from 1580 to the present. They reflect a variety of artistic styles and subjects that document the evolution of organized work: from farming and mining to trades such as glassblowing and seaweed gathering. The Grohmann Museum welcomes visitors to three floors of galleries where a core collection is displayed as well as themed exhibitions. The museum is owned by MSOE, an independent university with about 2,600 students. MSOE offers bachelor's and master's degrees in the engineering, business, mathematics and nursing fields.

Chapter's 1960 Excursion Consist Needed

Gary Rumler visited the Chapter table at Trainfest and asked for some assistance. He would like the consist -- the numbers and types of the passenger cars -- that made up the Wisconsin Chapter's October 16, 1960 excursion train to Baraboo, WI. The locomotive was C&NW SD9 number 1707. The train, beautifully photographed by Russ Porter at a photo run-by at Devil's Lake, is shown in his all-color book "Chicago & North Western - Milwaukee Road Pictorial." Russ did not give the consist in the photo caption but does say that the cars were "400" cars. Looking closely at the photo, there were perhaps five cars total. Anyone with information can contact Dave Nelson and he'll get it to Gary.



N&W #611 2017 Excursion Schedule Announced

The Virginia Transportation Museum and Fire Up 611 has announced the following excursions featuring the "Queen of Steam" the N&W #611. It is great that these excursions will again be able to run this year. Currently the #611 is in Spencer, NC receiving yearly maintenance. If you had chance to experience a ride behind or seeing the beautiful Class J 4-8-4 steam locomotive #611 please consider one of these trips. Unfortunately the time could come sooner than later when trips like these will not be able to occur. Tickets for all of these excursion went on sale on Thursday January 12th. To get more information about tickets check out www.fireup611.org or call 844-613-0611.

April 8, 2017 – The Virginian, Spencer, NC to Lynchburg, VA
April 9, 2017 – The Charlotte Special, Spencer, NC to Charlotte, NC
April 9, 2017 – The Piedmont Limited, Spencer, NC to Greensboro, NC
April 22, 2017 – The Roanoker, Greensboro, N.C. to Roanoke, Va.
April 23, 2017 – The Roanoker, Greensboro, N.C. to Roanoke, Va.
May 6, 2017 – The Cavalier, Lynchburg, Va., to Petersburg, Va.
May 7, 2017 – The Cavalier, Lynchburg, Va., to Petersburg, Va.
May 27, 2017 – The Powhatan Arrow, Roanoke, Va., to Lynchburg, Va.
May 27, 2017 – The Pocahontas, Roanoke, Va., to Walton (Radford), Va.
May 28, 2017 – The Powhatan Arrow, Roanoke, Va., to Lynchburg, Va.
May 28, 2017 – The Pocahontas, Roanoke, Va., to Walton (Radford), Va.
May 29, 2017 – The Powhatan Arrow, Roanoke, Va., to Lynchburg, Va.
May 29, 2017 – The Pocahontas, Roanoke, Va., to Walton (Radford), Va.



"The Original" 22nd Annual Model Railroad Show

March 12, 2017 9am to 4pm
Circle B Recreation in Cedarburg, WI
6261 Hwy 60

- ⇒ Multiple Operating Layouts
- ⇒ Model Train Swap Meet 50+ Tables
- ⇒ Indoor Train Rides for the Kids

Admission \$3.00 for Adults Kids 12 and Under FREE

Sponsored by Metro Model Railroad Club Ltd
Port Washington, WI

Directions I-43 to Hwy 60 West on 60 for 4 Miles

More Info www.metrorrclub.org
Email jimbartelt@metrorrclub.org
Call Jim at 262-284-5876

Lake Superior RR Museum 2-8-0 to make first runs June 10-11th

The Lake Superior Railroad Museum's first excursion trips featuring newly restored Duluth & Northeastern 2-8-0 No. 28 will be June 10 and 11 when the Consolidation will pull two special trips for project donors.

The excursions will depart Duluth at 10 a.m. both days and operate to the siding at Palmers, Minn., a 32-mile round trip on the museum's North Shore Scenic Railroad. The engine will be on home rails: the tracks once belonged to the Duluth, Missabe & Iron Range Railway, which operated No. 28 as DM&IR 332 before its sale to short line and one-time logging railroad Duluth & Northeastern in 1955.

American Locomotive Co.'s Pittsburgh Works built the engine in 1906 for DM&IR predecessor Duluth, Missabe & Northern as No. 332. The locomotive remained in service on D&NE until 1964, much longer than most other steam engines in revenue service. D&NE donated it to the museum in 1974. Its restoration is the brainchild of Bob Purcell, one time general manager of D&NE successor Cloquet Terminal Railroad. Purcell arranged to have the engine moved to the Cloquet Terminal shop in Cloquet, Minn., where it was once based, and began restoration work there in 2011. A management change resulted in Cloquet Terminal giving up the project, and it was returned to Duluth in 2015 to complete the work, with Purcell now a member of the LSRM Board of Directors continuing to spearhead the project.

The museum hopes to fire up the engine in March, with test runs to follow prior to the June excursions. No. 28 will lead several public weekend trips over the North Shore Scenic Railroad between Duluth and Two Harbors beginning in late summer and continuing into early fall. Dates for those trips have not been announced.

For more information check out
www.northshorescenicrailroad.org

TRAINS Newswire - Courtesy Kalmbach Publishing

Western Maryland 2-6-6-2 Announces July Runs

The Western Maryland Scenic Railroad has announced that the WM #1309 2-6-6-2 Articulated steam engine will be pulling its first trains on the railroad July 1st. The #1309 was built in 1949. It has been undergoing restoration for several years at the museum. With a restoration project of this size it takes time to make sure that it is done right.

According to the WMSR webpage the first run of big Mallet will be on July 1st. The #1309 will pull a train on the museum's 16 miles of track. The route includes an iron truss bridge through the Allegheny Mountains. Also Helmstetters Horse-shoe curve and a 914 foot tunnel. The route was shortened slightly by a landslide that was discovered in late 2016. The museum is working on repairing the area of the slide.

After July 1st the #1309 2-6-6-2 will be running every weekend in July and beyond. With UP #3985 4-6-6-4 Challenger currently under going repair the #1309 will be largest operating steam locomotive in the US. It will be a sight to see.

For more information or to buy tickets for any of the museum's train check out www.wmsr.com

Members Gallery



Chapter Member James Weinert captured this dramatic winter shot of UP #7256 leading a southbound empty coal train pretty much in his backyard in Fox Point. The location of the shot taken on January 29 2011 is only a couple of hundred yards north of the North Shore Congregational Church where the chapter meetings are held. The shot shows that train can look good in bad weather too.

CHICAGO TO MILWAUKEE		In addition to through trains making a limited number of stops, stations south of Kenosha are most adequately served by frequent suburban service, details of which will be found in Milwaukee Division folder.																		
Table 26 Italic show connecting tables.		217	149	119	167	239	151	153	155	401	209	107	223	211	161	121	163	405		
		Stream-liner "400"	Stream-liner "400"	Stream-liner "400"	Stream-liner "400"	Stream-liner "400"	Stream-liner "400"	Stream-liner "400"	Stream-liner "400"	Stream-liner "400"	Stream-liner "400"	Stream-liner "400"	Stream-liner "400"	Stream-liner "400"	Stream-liner "400"	Stream-liner "400"	Stream-liner "400"	Stream-liner "400"	Stream-liner "400"	
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	
0.0	CHICAGO	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	AM	
0.2	Ravenwood-Wilson Ave.	7.30	8.00	8.11	8.00	9.30	9.45	11.15	1.30	3.00	4.10	4.15	5.00	6.00	6.30	9.25	10.00	11.00		
2.0	EVANSTON	7.45	8.22	8.17	9.44	9.57	11.27	1.43	3.12	4.22	4.32	5.19	6.20	6.47	9.45	10.12	11.18			
4.2	Winnetka											4.39	5.37	6.20	9.45	10.12	11.18			
4.3	Kenilworth											4.45	5.37	6.20	9.45	10.12	11.18			
6.8	Winnetka											4.39	5.37	6.20	9.45	10.12	11.18			
9.2	Olmsted											4.45	5.37	6.20	9.45	10.12	11.18			
9.2	Highland Park											4.45	5.37	6.20	9.45	10.12	11.18			
5.7	Fort Sheridan											4.45	5.37	6.20	9.45	10.12	11.18			
8.3	Lake Forest											4.45	5.37	6.20	9.45	10.12	11.18			
0.2	Lake Bluff											4.45	5.37	6.20	9.45	10.12	11.18			
2.2	Great Lakes											4.45	5.37	6.20	9.45	10.12	11.18			
3.3	North Chicago											4.45	5.37	6.20	9.45	10.12	11.18			
5.9	WAUKESHA	1.46	8.06	9.05	8.41	10.06		11.50				4.45	5.37	6.20	9.45	10.12	11.18			
2.1	Zion, Ill.											4.45	5.37	6.20	9.45	10.12	11.18			
1.9	KENOSHA, WIS.	2.10	8.20	9.29	8.58	10.20	10.30	12.05	2.15	4.55	5.07	4.45	5.37	6.20	9.45	10.12	11.18			
1.9	RACINE	2.31	8.32	9.53	9.10	10.32	10.42	12.17	2.26	5.07	5.19	4.45	5.37	6.20	9.45	10.12	11.18			
4.7	South Milwaukee											4.45	5.37	6.20	9.45	10.12	11.18			
8.2	Cudahy											4.45	5.37	6.20	9.45	10.12	11.18			
5.0	MILWAUKEE	3.05	8.55	10.25	9.35	10.55	11.05	12.40	2.50	5.30	5.42	4.45	5.37	6.20	9.45	10.12	11.18			
Running Time		85'	85'	95'	85'	80'	85'	80'	75'	80'										
MILWAUKEE TO CHICAGO		In addition to through trains making a limited number of stops, stations south of Kenosha are most adequately served by frequent suburban service, details of which will be found in Milwaukee Division folder.																		
Table 26 Italic show connecting tables.		162	212	408	152	156	206	158	214	240	160	168	216	400	120	220	218			
		Iron & Copper Country	North West-ern	Stream-liner "400"																
		Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily	Daily			
0.0	MILWAUKEE	4.35	4.45	6.00	7.45	9.10	10.20	11.30	1.15	1.25	3.40	6.35	7.00	8.00	8.25	8.40	8.45			
0.2	Cudahy																			
3.1	South Milwaukee																			
3.1	RACINE	5.06	5.15	6.22	8.05	9.30	10.45	11.50	1.35	1.45	4.05	6.58	7.20	8.53	9.01	9.12				
3.1	KENOSHA, WIS.	5.21	5.30	6.34	8.16	9.41	10.56	12.02	1.47	1.57	4.24	7.09	7.32	9.07	9.15	9.24				
2.9	Zion, Ill.																			
9.1	WAUKESHA	5.43	L.H.	H.	8.28	9.53	11.14			2.11	4.40	7.26	7.46	9.28	9.30	9.45				
1.8	North Chicago																			
4.8	Great Lakes																			
4.8	Lake Bluff																			
6.7	Lake Forest																			
9.2	Fort Sheridan																			
1.8	Highland Park																			
5.8	Olmsted																			
8.2	Winnetka																			
9.8	Kenilworth																			
0.7	Winnetka																			
3.0	EVANSTON																			
8.8	Ravenwood-Wilson Ave.																			
5.0	CHICAGO	6.45	7.00	8.00	9.06	10.30	11.55	12.50	2.35	2.50	5.35	8.10	8.30	9.15	10.35	10.10	10.50			
Running Time		80'	80'	80'	80'	80'	80'	80'	80'	80'	80'	80'	80'	80'	80'	80'	80'	80'		

C&NW Public Timetable from late 1949. There were still quite a few passenger trains running between Milwaukee and Chicago then. All of these trains would have run within 2 blocks of my house through St. Francis. I noticed only one train stopped at Cudahy daily. A couple more stopped at South Milwaukee.



From the Archives

February 1957 - 60 Years Ago

It is not often that much of rail hobby interest is found in a railroad employees magazine, however the Soo Liner for Oct.-Nov.-Dec. 1955 (Vol. 6, No. 4) contained quite a bit of interest. It was shown to the S&C staff by Laird Ross, and the following is quoted from it. "Stevens Point is the second largest city on the Wisconsin River with a population of 18,000 of whom the Soo provides employment for 421 with an annual payroll of \$1,500,000; the city's largest. 'The Point' has been important to the Soo Line since 1871 when the first line of the Wisconsin Central reached it from Menasha. It is a terminal with large yards, roundhouse, and division headquarters of the Stevens Point division which is made up of all the former Wisconsin Central lines. Ten freight trains are made up daily for Chicago, Minneapolis, Duluth, and Ashland. The largest LCL platform between Chicago and the Twin Cities makes possible the loading of 10 to 12 cars of LCL freight daily. The paper mills provide the railroad with its largest tonnage originating at 'The Point.' In a year, they receive 4000 or more carloads of raw material and ship about 1000 cars of finished paper and 600 to 700 cars of wood pulp.

February 1962 - 55 Years Ago

The Milwaukee Road added a Super Dome to Trains 27 and 23 from Chicago to Milwaukee, returning on Trains 12 and 58. There are six "spare" Domes since the *Olympian Hi* was discontinued. During summer and Christmas holidays they are used on *The Challenger*. They are also used during peak travel times on the *Hi's* which then carry two Super Domes.

February 1967 - 50 Years Ago

Due to the severe snowstorm in Chicago, C&NW routings have been changed considerably. Freight from St. Louis or Chicago has been coming to Butler for classification. The St. Louis-Chicago train, No. 380 has been running through to Butler. Westbound freight is being routed via Butler, Twin Cities, Sioux City, and Omaha....The M-15 at East Troy has been repainted to a dark forest green body, traction orange letter board and aluminum roof....The last of the trackless trolley overhead on Michigan and Milwaukee streets is coming down, including the single (shades of streetcars) wire on Michigan which was used to power the Michigan and Broadway lift bridges.

February 1972 - 45 Years Ago

A slide contest will be held at the April Chapter meeting. Each member may enter one slide of Milwaukee Road Trains 12 and 23, the *Cannonball*, taken any time after dieselization. Wreck shots may not be entered....The Milwaukee Road announced on January 18 that it had petitioned the ICC to abandon the line from Calamine to Platteville; on January 20, the petition was withdrawn.

February 1977 - 40 Years Ago

Once again, the weather is causing problems, Amtrak has cancelled service on eight routes due to the weather; reservations are not being accepted prior to February 15. The former Penn-Central coach yard in Chicago was unable to provide equipment for the *San Francisco Zephyr*, *James Whitcomb Riley*, *Broadway Limited*, *Lake Shore Limited*, *Inter-American*, or *Panama Limited*.

February 1982 - 35 Years Ago

Snowplows have been in use a lot in the Milwaukee area. Milwaukee Road plowed from Portage to Madison and Watertown, then plowed from Brookfield to Waukesha.. Wisconsin & Southern plowed the Menomonee Falls branch

CM&N is plowing Madison to Mineral Point. C&NW and Milwaukee Road have been using snowjets and C&NW plowed Butler Yard with a carbody-style plow....Mid-Continent's snow train the scheduled for February 20-21- snow is expected.

February 1987 - 30 Years Ago

The Soo Line announced plans to close most of Bensenville Yard, making 420 acres available for sale and development.... The increasing popularity of dinner train operations in various areas of the country was noted....Power switches are being installed at Duplainville, to be controlled by the dispatcher in Milwaukee....C&NW has closed the Florida St. piggyback ramp; trailers are hauled to Chicago for loading onto railcars there.

February 1992 - 25 Years Ago

Wisconsin Central Transportation Corp. announced on January 8 that it had acquired, through its wholly-owned subsidiary Fox Valley & Western, Ltd., the Fox River Valley Railroad Corp., the Green Bay & Western Railroad Co., and the Ahnapee & Western Railway Co....Algoma Central Railway of Canada recently announced that all 565 of its employees were susceptible to layoff if Algoma Steel closes its operation. Ore traffic accounts for about 60% of the railroad's freight revenue....Burlington Northern is testing liquid natural gas (refrigerated methane) as a diesel locomotive fuel in the northern corridor. Preliminary tests have shown significantly less wear on engine parts and reduced emissions.

February 1997 - 20 Years Ago

The snow out west is so bad that CP reclaimed a snow plow from a small museum at Sturtevant and sent it to Minnesota to fill in for other equipment sent west....U.S. Senator Russ Feingold has sent a letter to the FRA opposing one-person train crews in Wisconsin.

February 2002 - 15 Years Ago

WSOR has painted several box cars with patriotic slogans and American flags to honor the country and commemorate the 9/11 terrorist attacks....WSOR is acquiring six used SD40-2s to replace aging power....In January CN kicked off the winter iron ore shipment season from the Minorca taconite plant near Virginia, Minnesota to Escanaba, Michigan.... Spokespersons for GM say that "there are no current plans" to sell its struggling Electro-Motive Division.

February 2007 - 10 Years Ago

Gil Reid, one of the great railroad artists, passed away on January 2 at age 88....The Southeastern Wisconsin Regional Transportation Authority put on hold a request for a regional sales tax to help finance the proposed KRM commuter line....CN will be retiring the last of the former WC SD45s....Tom Hoffmann chronicled a winter detour of Amtrak 4 (the Southwest Chief) in New Mexico due to heavy snow.... Other items in railroad history noted: First run of North Shore Line Electroliner on February 8, 1941; Soo Line takes over Milwaukee Road on February 19, 1985; Last streetcar (Route 10 - Wells) operates in Milwaukee on February 23, 1958; First train Milwaukee to Waukesha on Milwaukee & Prairie di Chien on February 25, 1851

February 2012 - 5 Years Ago

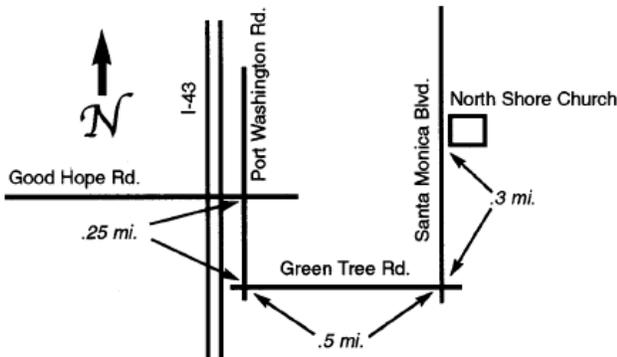
On February 4, 2012 the Chapter is scheduled to tour the Talgo Car Factory in Milwaukee. The Talgo Co was contracted to build Talgo Train Sets for Wisconsin and Washington. The plant being used is a former home of A.O. Smith automobile frame plant on 27th street. The State of Wisconsin along with Minnesota are looking at the possibility of adding a second local edition of the Empire Builder that would run from Chicago to Minneapolis. The train would leave Chicago in the morning and return in the evening. This would be the opposite schedule of the current Empire Builder.

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



For Weather Cancellations and Updates
check the Chapter Webpage
www.nrhswis.org

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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 Yuhus, Ralph McClure, Andrew Roach, Neil and Cathy Wegner and Past President Bob Baker.

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