



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.



A Chessie-era eastbound on the C&O pounds the Conrail diamonds at Marion Union Station. John Uckley photo, Brian Schmidt collection

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Upcoming Events March 2017

TMER&THS (Traction and Bus Club)

www.tmer.org

Saturday March 18, 2017 - "Name that Slide" Night
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



Northwest Ohio Railroads in the 1970's and 1980's by Brian Schmidt

On Friday March 3rd join Brian Schmidt as he presents "Northwest Ohio Railroads in the 1970's and 1980's. Join Brian as he presents railroading in Northwest Ohio and South-east Michigan as seen through the lens of prolific Michigan railfan John Uckley. You will see the big players like Conrail, CSX, Grand Trunk Western and Amtrak. Smaller players Detroit and Toledo Shore and Lenawee County in the 1970's and 1980's. Some of locations that will be seen include some favorites like Marion and Toledo, Ohio. Also the lesser known hometown of Uckley Monroe, Michigan.

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.nrhwis.org for any weather cancellations.

Wisconsin Chapter Meeting Schedule



Friday April 7, 2017 - To Be Announced
Saturday May 6, 2017 - Chapter Banquet - Peter Wolff
TTX Company

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

February 2017 Meeting

President Dave Nelson welcomed the 27 people in attendance at 7:38 pm. We had one second-time attendee, Steve Schall (spelling?). He had a large box of newspaper clippings and other historical railroad paperwork that he offered to anyone in attendance. There were no other guests. (Your secretary heard that we were not in the Milwaukee Journal Sentinel list of activities this month—TWM.)

President Dave Nelson presented Bob Joyce, former editor of Sparks & Cinders, with his 50-year membership pin and certificate. Mike Yuhas took a photograph. There was an extended round of applause.

Mike Yuhas announced a speaker for the annual Chapter Banquet on Saturday, May 6. Mr. Peter Wolff, Marketing Director of Trailer Train Corporation (reporting marks TTX), will speak on equipment utilization. No prices have been set yet. There may be a discount for members. Treasurer Tom Hoffmann will not be at the April 7 meeting. Prices will be set before, and attendees have the opportunity to pay at, the March 3 meeting. Otherwise checks can be mailed to Tom at his Waukesha address.

Activities Chair Ralph McClure updated us on other upcoming Chapter events:

Our weekend at the Mid-Continent Railroad Museum in North Freedom will be May 20-21. There will be train rides and behind-the-scenes tours.

We may go to Franklin Park (Illinois) Railroad Days the weekend of June 10-11.

We will probably ride the East Troy Electric Railroad in mid-summer—no date is set.

The Illinois Railroad Museum in Union, Illinois, will be having an event honoring Wisconsin Railroads in September or October. Tom Sharratt expects the event date(s) to be announced soon.

President Dave Nelson reminded all to watch the Chapter Web Site at nrhswis.org. It is no longer static. The above events will appear when they are scheduled. New photos have been added.

The announcements and discussion above ended at 7:47 pm.

Jerry Krug presented historic Soo Line photos, from the Art Hornack collection, plus some of his own. The presentation ended at 8:52 pm.

Respectfully Submitted
Thomas W. Marcussen
Wisconsin Chapter Secretary

FROM THE PRESIDENT

Those of us who give rail presentations at Chapter meetings, at NMRA WISE Division meets, or did so at the late and lamented Program Night at MSOE, have the luxury of knowing that the audience will be receptive and already knows the "basics" of railroad matters, and indeed is sometimes more informed about the topic at hand than the speaker is. Last week I had the interesting and challenging experience of presenting a 45 minute program titled "The Changing Face of Railroading in Milwaukee" to a group of retired Milwaukee business executives that meets each month for lunch and a guest speaker at the Wisconsin Club, the historic mansion just west of the Milwaukee Public Library. This ornate structure is the home built by Alexander Mitchell (1817-1887), who in addition to being the wealthiest man in Wisconsin in his time, a member of the US Congress, and founder of the Marine Bank, was also President of both the Milwaukee Road and the Chicago & North Western at the same time, and wanted very much to merge the two and make Milwaukee the business center of the combined railroad. (He was also the grandfather of Billy Mitchell, the father of the US Air Force after whom our airport is named.)

This was a highly educated and civically involved audience and I enjoyed meeting with them. But they were not train enthusiasts in any particular way, and I had to be mindful of that. I handed out copies of Sparks & Cinders (the special Trainfest edition), and a few of them expressed interest in our meetings. One maritime history buff told me he'd like to have his local organization do a joint meeting with our Chapter about the car ferries and that is something we may explore.

I thought it would be a clever theme for my talk to speculate about what old Alexander Mitchell himself would make of the current railroad situation in Milwaukee, the fate of his two railroads, and the seeming unimportance Milwaukee has to any of the railroads that serve it. Well, so much for clever; only some of the men there even knew that the building they'd been meeting in for decades was the home of Alexander Mitchell, and none of them knew Mitchell had been a railroad man.

So this was a chance to convey local railroad history and current operations to an audience which was sophisticated yet nonetheless for whom just about every fact and basic concept was new.

They did not know that at one time the Milwaukee Road was the largest single employer in the City of Milwaukee, or that the Milwaukee Road designed and built almost all its own rolling stock here at its huge shops in Milwaukee. They had perhaps

never given thought to the incredible passenger train options and services Milwaukee enjoyed when the North Shore Line, C&NW, and Milwaukee Road were in their primes. They seemed shocked to learn that two of the three major railroads that serve Milwaukee today are now in Canadian hands. (Some asked me if I could identify the name of the railroad that ran near their house.) They were even surprised to learn that there are no longer cabooses at the end of freight trains. These are all facts so basic and "obvious" and taken for granted that we assume everybody knows them. They don't.

I made the point that increasingly, the future of railroading is with unit trains and intermodal, but for trains of those types, Milwaukee is just a city to run through, not stop at or serve. No, Milwaukee is still "loose car" railroading, needing switch crews and freight yards just as it did in Mitchell's day. Moreover, the political and economic powers-that-be in Milwaukee, as well as the local news media, all so quick to panic and gear up for action when a big business threatens to leave town or to jump-start a public relations campaign when a politician or celebrity slights the city in print or on TV, seemed not to react to, or even comprehend, the very negative messages about the economic posture and status of Milwaukee conveyed when the C&NW decided to end Trailer On Flat Car (TOFC) service here three decades ago, or when the CP abruptly shut down its Container On Flat Car (COFC) service to Milwaukee a couple of years ago. I'd like to think they found that part of my talk interesting, even if depressing.

Probably the most popular part of my program came at the end, where we quickly visited (using scans of slides) several neighborhoods of the city from the era of the TMER&L and interurbans. Maybe these folks didn't know the Milwaukee Road depot from the North Western's, but I knew they'd enjoy seeing photos that showed 24 cent gasoline, the old Fruit Ranch, and the streetcar stop for the Washington Park Zoo.

Dave

April 2017 Meeting - Norm Carlson METRA Chairman of the Board of Directors

At the April 7 meeting of the Wisconsin Chapter NRHS, Norm Carlson will present a program explaining Metra's operations and vision. The program was developed and presented to the City Club of Chicago by Metra's Executive Director – CEO, Don Orseno. In addition, Chief Engineering Officer Bruce Marcheschi's summary of 2016 engineering accomplishments and 2017 major projects, originally presented to Metra's Board of Directors, will be included.

Norm is the Chairman of Metra's Board of Directors, and the President of the Shore Line Interurban Historical Society. He is also the Managing Editor of Shore Line's quarterly magazine, First & Fastest, and its Dispatch Series of publications. Norm is the editor of A Transportation Miracle, the story of when railroads brought 600,000 people to Chicago for the 28th International Eucharistic Congress in 1926. On June 24, 1926, the North Shore Line, C&NW, Milwaukee Road and Soo Line combined to provide over 300,000 passenger round-trips from Chicago and Milwaukee to the congress's closing ceremonies at Mundelein.

Metra
The way to really fly

CNW Dynamic Duo headed back to Revenue Service

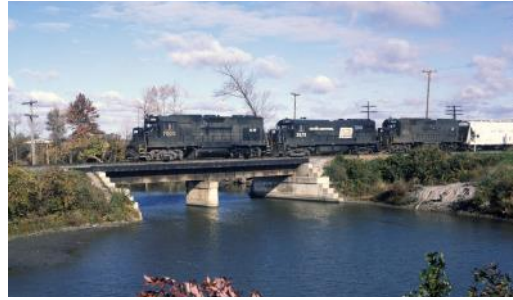
The last Chicago & North Western locomotives with their original paint and road numbers are being returned to service on Union Pacific. The General Electric C44-9Ws, CNW Nos. 8646 and 8701 had been stored serviceable since late 2015, when business levels on the railroad forced the company to store thousands of locomotives. Due to their unique nature, the locomotives were sent to the Illinois Railway Museum in Union, Ill., for storage.

The C&NW pair are part of a larger group of locomotives being returned to service as the railroad faces a short-term power shortage as a result of severe weather conditions on the west end of the railroad putting a strain on the active fleet of power. The two are scheduled to be assigned to transfer and shuttle duties in the Chicago area, a job they held before being stored.

CNW Nos. 8646 and 8701 are part of a 130-unit fleet of C44-9Ws purchased by Chicago & North Western in 1993 and 1994. The fleet was integrated into Union Pacific's roster after the merger and assigned road numbers UP Nos. 9665-9699 and 9740-9834.

TRAINS Newswire—Courtesy Kalmbach Publishing

Preview of NW Ohio in 1970's and 1980's. Great Shots



Bob Joyce - 50 Year NRHS Member



Bob Joyce and Chapter President Dave Nelson. Photo by Mike Yuhas

On Friday February 3rd Chapter President Dave Nelson presented Bob Joyce with a certificate recognizing 50 years of membership with the NRHS. Bob was also the long time Editor of Sparks and Cinders

“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

Correction to Feb 2017 “From the Archives” - Feb 2007 Entry

I wanted to call attention to a minor error in the 60 years ago listings. The final revenue runs of streetcars was on Feb 28 1957, with the last cars (two - one reserved for dignitaries) actually rolling into the KK car barn early on Mar 1. I collected some transfers from Route 10 actually dated Mar 1! The last streetcars to roll on city streets took place over the next few days as the cars were moved to Cold Springs shops for disposal (they were trucked away to a site where they could be burned - not sure where that was, but I suspect it was a scrap yard south of Milwaukee along the Milwaukee Rd tracks - for a number of years, the body of one of the line cars was retained by the scrapper for storage. It would be interesting if anyone has information on the date of the last movement of cars to Cold Springs, the location of the final scrapping, and the number of the line car and how long it lasted.) I have always wondered about that, but had no way of checking. *Correction by Tom Sharratt*

S P A R K S A N D C I N D E R S

VOLUME TEN

NOVEMBER

1960

NUMBER ELEVEN

Published periodically by the:

WISCONSIN CHAPTER, INC., of the NATIONAL RAILWAY HISTORICAL SOCIETY, INC. Material for publication and exchange publications should be sent to the Editor, Carl W. Solheim, 1633 Aldoro Drive, Waukesha, Wisconsin. Please address all other correspondence to the appropriate officer as listed below.

TARIFF--Membership in the National Railway Historical Society and its local unit, the Wisconsin Chapter, is available for \$6.00 per year. Among the many benefits to be obtained by joining the NRHS are: Companionship of incomparable quality; exchange of ideas and railroadiana; periodic meetings with excellent entertainment in addition to reciprocity of both the national quarterly "Bulletin" and the local (usually) monthly, "Sparks and Cinders". \$6.00 now will obtain membership for the remainder of 1960 as well as all of 1961. Separate subscriptions are available to S&C for only \$1.00 per year. Exchanges with all other railfan groups are cordially invited.

WISCONSIN CHAPTER OFFICERS

Jim Scribbins	3610-A S. Howell Ave. Milw 7	Pres. & Program Dir.
Carl W. Solheim	1633 Aldoro Drive, Waukesha	V.P., Dir. & Editor
Robert L. Manross	4786 N. 29th St. Milw 9	Secretary
Herb Danneman	1628 W. Wisconsin Ave. Milw 3	Treasurer
Laird Ross	332 Harrison Ave. Waukesha	Librarian

NOVEMBER MEETING --- Friday 4 November West Allis "Y", 70th and National

John Ford, Proxy of the RHSM, in addition to being a loyal member of the NRHS-WC, will present an unusual program for this meeting. A tape recording of steam motive power will be one item; 3-D slides will be the other! 3*d glasses have been obtained at extremely modest cost so that we may have the feeling of depth in this presentation. Among John's subjects will be: a CBQ steam fan trip; the NRHS-WC 1954 Milwaukee-Madison trip using Milwaukee #171, and last, our recent Milwaukee-Baraboo CNW jaunt. Oh yes, there will be GTW steam in this program. A good evening of entertainment, plus the usual pre and post meeting conversation should bring out a good share of members and friends of the Chapter.

CHICAGO AND NORTH WESTERN FAN TRIP --- Jim Scribbins

Our NORTH WESTERN Baraboo trip Sunday 16 October, was a howling success after getting off to an extremely slow start. At the October meeting, it was uncertain as to whether the trip would materialize--then, the next day Herb reported the orders began pouring in, and by Monday, the 10th, there was no longer any question of whether and/how we would operate. Tuesday, a sixth coach was added, and the seventh - which was the limit for one diesel unit - on Thursday. The count on the train indicated that we had sold 372 adult and 92 half fares, in addition to accomodating "deadheading" small fry. Every seat was occupied and the good weather permitted the baggage car doors and the vestibules to come to our relief, accomodating 464 plus people with 448 seats.

THANKS go first and foremost to Excursion Chairman EE Ritter who spent a considerable amount of time, often under trying conditions, persuading the railway to operate the trip. Our train might well have been designated the ED RITTER SPECIAL in consideration of his negotiating and ticket-selling ability.

A tip of the hat, too, to Walter Bubbert for suggesting such an appealing destination, and to C.P. Fox of CIRCUS WORLD for granting our group a reduced admission rate; to Treasurer Herb Danneman for successfully coping with ticket sales; to the State Historical Society of Wisconsin for mailing 2,000 flyers to persons on their southeastern mailing list; to the Hobby Horse of Waukesha and Capitol Court for printing tickets at their expense, and selling them; and to Teeter's Camera Store for selling tickets.

CNW provided a top-notch train headed by a well-polished SD-9 #1707 (EMD graduate 19502, class of May '54) and consisting of rebuilt "400" coaches 833, 830, 816, 829, streamlined baggage car 8903, rebuilt "400" coaches 845, 812, and regular "400" coach 3469. Strictly a first-class set of equipment.

Mr. L.W. Panfil, Asst. General Agent-Passenger Department, came from Chicago to serve well as escort, and Travelling Engineer, John A. Upchurch, did a good job riding the 1707 and smoothly arranging the photo stops. Conductor A. Ladwig, and Brakemen A. & R. Cords (brothers) carried out their duties in a most pleasant manner; on-time performance was assured by the throttle artistry of Enginemen Wilcox (Milw-Madison) and Reders (Madison-Baraboo) assisted by Firemen Anderson, Larson and Kramer. Much appreciation goes to Mr. George MacCarthy and his secretary, Peggy Burns, in the Milwaukee office and to Mr. Bob Klank in Chicago for their work in setting up this movement. And, acknowledgement to those people whose names we do not know: the Agents in Madison and Baraboo who successfully arranged for replenishment of our milk supply through "emergency" service from the Hill Top Dairy in Baraboo, and the Carman at Baraboo. North Western "stock" has shot up several points in our estimation.

Among Chapter members: Nondahl made our initial circular; Scribbins wrote and Solheim mimeographed the order circular and the train "dope sheet"; Albers and Isbrandt helped distribute flyers; Peterman and Trovinger took care of things in the baggage-lunch car; Porter supplied the car numbers. Guides were; Beinborn, Ford, Hunter, Manross, Norcutt and Platz, in addition to Chapter friends Don Dietrich, Gary Duckert and Gene Knol.

We hope no one's name has been omitted, for the assistance of all is sincerely appreciated. Finally, to all who purchased tickets; THANKS VERY MUCH. Only our '54 MILW trip was more successful than this.

FLYER LIST

While your mind is still on the subject of our CNW trip, it would be appreciated by the Editor if those who have ticket reservation slips or other identifying data would forward it or them after they have finished their work. I've made out a 3x5 card on all persons who have been on trips in the past few years as far as we have been able to determine. This provides a worthwhile mailing list for us, so gentlemen, please see that our flyer cards remain a good source of support.

From the Archives

March 1957 - 60 Years Ago

A report on 6800+ miles in 10 days on 10 different trains by Gene Krol: NYC to Buffalo, DL&W to Scranton, Eastern Greyhound Lines to Doylestown, Reading to Philadelphia, PRR to New York and B&O return to Chicago, Milwaukee Road Olympian Hiawatha to Seattle and back to Milwaukee, NP and UP to Tacoma and Portland. All trains ran on time....Southern Pacific has withdrawn its application to discontinue their Los Angeles-Sacramento train, The West Coast, because of numerous objections. SP ran a full-page advertisement in local papers urging everyone who objected to the trains' withdrawal to patronize it regularly. The railroad said they had no desire to discontinue any train that is actually used, but they obviously cannot afford to operate trains just so airline passengers can use them when planes are grounded.

March 1962 - 55 Years Ago

Gene Miller, of Evansville, Indiana, was fortunate (and farsighted) to have been a motion picture photographer of rail subjects back in the 30s and 40s when steam reigned virtually unchallenged. Blackhawk Films has obtained reproduction rights to Gene's films and has copies for sale. As a special favor to WC-NRHS they have loaned us films dealing with Milwaukee Road, RI, CGW, C&NW, CB&Q, CWI, Wabash, etc. Also, if time permits, Dan Platz will show his films of the late Berlin Bullet and of the Chapter's October 12, 1958, Milwaukee-Fox Lake, Wisconsin, fan trip.

March 1967 - 50 Years Ago

The annual Chapter banquet will be at the Tyrolean Towne House in West Allis on Saturday, April 15. The featured speaker will be George Roche, Vice-President of the Fred Harvey Co....On February 14, the ICC issued a decision which required the WP to operate the California Zephyr for at least one more year.

March 1972 - 45 Years Ago

Penn Central is scheduling a three day auction beginning March 20 to dispose of 250,000 pieces of its history which it no longer wants....The Milwaukee Road Skytop lounge Cedar Rapids has been purchased by David Stevens, son of designer Brooks Stevens, and will be restored and displayed at the Wisconsin Electric Railway Museum near East Troy. (The car is now based in the Twin Cities and operates on special trains.— ed.)

March 1977 - 40 Years Ago

Because of the instability of Amtrak's SDP40s, an empty passenger car is placed between the loco and the passenger carrying cars. Recently an ex-MILW dome was seen in this capacity....Fire destroyed the offices of the GB&W on February 11. All of the railroad's records were destroyed as were a number of Otto Kuhler originals in the President's office....A new short line, the Chicago, Madison & Northern Railway Co., hopes to begin operations on the ex-ICG 63-mile Freeport-Madison line in the spring....Due in part to the severe winter, much of the Milwaukee Road trackage west of Milwaukee is under a 40 mph speed limit.

March 1982 - 35 Years Ago

Because of poor economic conditions, the Milwaukee Road has eliminated the Waukesha and Watertown patrols; all switching between Brookfield and Portage is now done by trains 400 and 401.

March 1987 - 30 Years Ago

The Chapter's project to publish a history of Wisconsin railroads is under way. Editor Bob Baker is looking for photos to use in the publication....EMD is in dire straits with 1200 employees laid off at least through April. On November 1, 1985, there were 114 units on order, on November 1, 1986, only eight.

March 1992 - 25 Years Ago

Eastbound grain traffic has increased considerably on the Soo Line (ex-MILW). The increase in traffic has meant that the Soo Line has leased motive power from several sources. Grain is also a big commodity on the WSOR with two new facilities opening recently at Cambria and Oshkosh....The new Quad Graphics plant in Hartford opened in February and 275-325 cars per year are expected to be handled.

March 1997 - 20 Years Ago

A massive FRA inspection of WC was completed on February 19. The inspection was prompted in part by WC's safety record. Inspectors found 15 track defects, centered around Riplinger in Clark County. The area was the site of two recent derailments.... The FRA ruled on February 7 that WC could not expand the use of one-person train crews until its safety record improves.... The proposed Soo Line Historical & Technical Society museum has been working its way through the Oshkosh city bureaucracy. All has not gone smoothly with many residents opposed to the museum.

March 2002 - 15 Years Ago

As Yogi Berra once said, "It's deja vu all over again." as Congress debated the future of Amtrak. The future of Amtrak's Mail and Express service was also in doubt....The City of Kenosha shut down the trolley system on February 6 in response to Gov. McCallum's proposal to cut shared revenue to local governments. The trolleys will resume operation on Memorial Day weekend and run through the summer.

March 2007 - 10 Years Ago

Amtrak's Chicago-Milwaukee Hiawatha Service carried an estimated 588,036 passengers in 2006, up 8.2 percent from the 544,358 trips made during 2005, according to Amtrak.... Canadian National in late January retired all but one of its former Wisconsin Central SD45s. WC 7514 on January 24 was reported to be making a trip on CN train 411 between Gladstone and Sault Ste. Marie, Michigan. The other two active WC SD45s, engines 7519 and 7531, arrived at the ex-Illinois Central Woodcrest Shop outside Chicago on January 24 to be retired....Illinois Railway Museum's Nebraska Zephyr streamliner has moved to Wisconsin – but only on a temporary basis. Union Pacific moved the train on January 18 from its home at Union, Illinois, to Avalon Rail Inc., in West Allis, for "specialized restoration work beyond the museum's capabilities," according to Ray Weart, IRM road foreman.

March 2012 - 5 Years Ago

About 30 Wisconsin Chapter members took advantage of a special opportunity February 4 to tour the Talgo America passenger car assembly plant in Milwaukee's Century City complex. Stars of the tour were two 14-car train sets the company is building for use on the Hiawatha Service. The two trains were coupled together on parallel tracks and made quite a sight in their white paint with wide red stripes along the window line. These aluminum cars, dubbed the Series 8, are the latest in Talgo's impressive list of equipment offerings and were designed specifically for the needs of North American travelers, as well as to meet Federal Railroad Administration (FRA) safety regulations.

Each train includes:

11 coaches: These coaches are half as long as the standard 85-foot-long Amtrak Horizon coach and seat 30 to 38 passengers each, so actual seating capacity for the entire train will be comparable to the train sets running currently;

One Bistro or food service car: this car stands out from the coaches because the window line is higher (presumably people will be standing in this car when ordering refreshments, hence the higher window level);

One end coach (the first car of the train, which will also

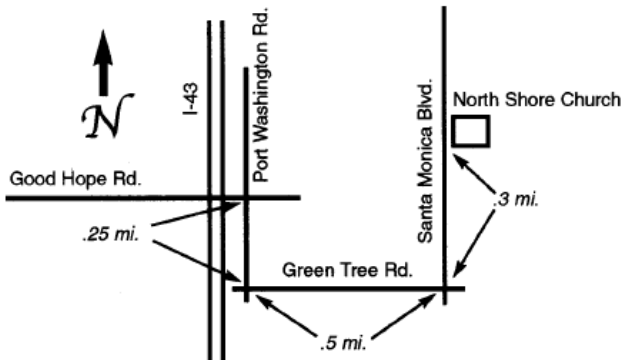
7 include 19 passenger seats

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

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

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