



SPARKS AND CINDERS

Our purpose as members of Wisconsin Chapter—National Railway Historical Society is to gather, preserve and disseminate information, both historic and current, pertaining to railroading in Wisconsin and the Upper Midwest.

Visit the Chapter Webpage www.nrhswis.org



In 1997 EMD Locomotive in LaGrange IL hosted a rare open house. They had a number of different locomotives on display. The big announcement that year was the SD90MAC. Many of these locomotives are already out of service. However the Norfolk Southern is converting some of them to AC power and rebuilding them in Altoona, PA. Photo by Keith Schmidt

In This Issue

- From the President
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Upcoming Events September 2017

TMER&THS (Traction and Bus Club)

www.tmer.org

Saturday October 21, 2017

Chase Bank - Cudahy 7:30pm

SE Corner Packard and Layton Use East Lot

Business Meeting - Don Goerke Tour of Germany

WISE Division NMRA

www.wisedivision.org

Monthly Meeting

Sunday October 15, 2017 12:30pm to 4pm

Clarion Hotel - NEW LOCATION

5311 S Howell Ave

Clinics, Swap Meet and Layout Tours

NRHS National Convention

www.nrhs.com

Dates to be Announced

Cumberland, MD

Milwaukee Road Historical Association

www.mrha.com

National Convention

Watch to webpage for Convention Information

C&NW Historical Society

www.cnwhs.org

Watch for upcoming events

Soo Line Historical and Technical Society

www.sooline.org

Watch for upcoming events

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

Tom Hoffman Presents 20 Years Ago 1997.

At the October 6th Chapter Meeting Tom Hoffman will continue his long standing tradition of presenting a collection of photos from 20 years ago. Think to yourself. Where were you 20 years ago? What was your occupation? What kind of vehicle were you driving. Were you still in school? Were you even born yet ?? Just some questions to think about before coming to the chapter meeting.

The meeting will open at 7:30pm with introduction of any guests and announcements regarding rail activity near and far. Please bring a friend, guest or even enemy to the meeting. Monthly meetings are held at the North Shore Congregational Church at 7330 N Santa Monica Dr. in Fox Point. The church is handicap accessible. Please arrive on time as the doors must be secured after 8:00pm for safety reasons. For more up to date information on meetings and speakers and also any weather cancellations check out the webpage at www.nrhiswis.org.



Wisconsin Chapter Meeting Schedule

Friday October 6, 2017 - 20 Years Ago - Tom Hoffmann

Friday November 3, 2017 Today's Aerial Photography - Mike Yuhas

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

September 2017 Meeting Summary

President Dave Nelson opened the meeting at 7:30pm. Dave asked if there were any guests present. 3 people raised their hands and introduced themselves. Dave then thanked Bob Baker and Keith Schmidt for the work done on a successful chapter outing to East Troy Trolley Museum. There is some discussion on the outing becoming an annual event. Some suggested maybe having a daytime outing to change the lighting of the cars. Dave also announced the Illinois Railway Museum Milwaukee Transit Day on Saturday October 7th. The event will feature traction equipment used in Milwaukee including a traction motor from the Lakeside Power Plant in St Francis, WI. East Troy Trolley museum is hosting a night photo session on Saturday September 16th. The event is limited to 25 members. It is being coordinated by Mark Lluanza photographer for METRA in Chicago. Also mentioned was the passing of Theresa Bullerman the wife of Bob Bullerman. Lastly Dave mentioned that anyone interested in presenting should sign in and indicate whether they are showing slides or a digital presentation.

There were some technical issues with a DVD presentation that Jeff Marker was going to make. Plans are being made to get the

Rail Safety Week in Wisconsin Week of September 25th

correct laptop so that the DVD's can be viewed at a future chapter meeting. There were 8 other presenters that brought either slides or digital presentations to share.

Tom Hoffmann, Alan Grambow and Bob Baker showed slides. Keith Schmidt, Bob Joyce, Mike Yuhas, Dan Grudzielanek and Dave Nelson gave digital presentations. All of the presenters did a great job.

Meeting ended at 9:55pm.

Submitted by Keith Schmidt VP

FROM THE PRESIDENT

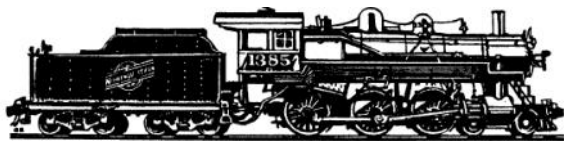
There was, as usual, much enjoyable variety in the annual "favorite slide/digital image" night that kicked off the 2017-18 season of programs, including both currently taken and historic 35mm slides. I think it is good that the contemporary scene is still being documented on 35mm slides, as we already know that digital memory is vulnerable to changes in format. But I did note that our Chapter slide projector is showing its age and the zoom lens no longer seems to work as it once did. It may be difficult to replace a projector in this day and age.

We will try to do what is needed to show some of what Jeff Marker brought; the problem I think was the age old "war" between the PC world and the Mac world. We have worked around it before, but in the future I think we will advise those bringing digital programs to include a laptop which they know to be compatible with the Chapter's now very elderly digital projector. A thumb drive might be a better choice than a disc as back-up, as well. With luck, Jeff's images can precede Tom Hoffmann's popular 20-year look-back at the October meeting.

Did you notice that both those showing digital and current 35mm slides included shots of the new Siemens "Charger" SC-44 locomotives that are now seeing service on the Amtrak "Hiawatha" trains? (Some of the trains also include the Amtrak Veterans Unit "de-motored" F40PH, not to be confused with a GE Genesis Veterans Unit which from time to time comes through town.) Earlier this summer these locomotives were behind the lead units on Amtrak trains but now they are "solo" and we can appreciate their distinctive headlights, ditchlights, and horns. These locomotives, which certainly have their own sound and look, have renewed my interest in photographing what had otherwise become "ho-hum" Amtrak trains in Milwaukee. I am reminded that just a few years ago Siemens was shipping 70 of its rather similar looking ACS-64 electric locomotives dead-in-tow from west to east coast on the Amtrak Southwest Chief. They, too, made Amtrak watching and photography interesting again, while it lasted.

I hope you are considering making the trek down to Union IL for the Milwaukee Transit Day at the Illinois Railway Museum on October 7. You will get special privileges if you identify yourself as a "Milwaukee transit fan" at the gate. Only about 5 or 6 people at the meeting indicated an interest in going but I'd like to think many other Chapter members would be taking advantage of this opportunity.

Dave



Wisconsin Operation Lifesaver is joining with National Operation Lifesaver to observe Rail Safety Week September 25th to September 30th. In Wisconsin this will include having volunteers at the Milwaukee Amtrak Station on Monday September 25th and Tuesday September 26th. Events are being held state wide including Officer on the Train in Madison, Appleton and Eau Claire. The Officer on the Train allow local law enforcement to see what engineers see when running trains and drivers attempt to "beat the train". Often times with officer on the train officers on the street will stop any violators and issue warning or citations. Also there will be a focus on UW Madison and informing students of the dangers of trespassing on railroad right of way. In several markets there will be an Operation Lifesaver PSA run during the announcements and previews at movie theatres. To find out more about Rail Safety Week please check out www.oli.org. Remember SEE TRACKS THINK TRAINS !!!

IRM hosts Milwaukee Transit Day Saturday October 7th

Saturday, October 7th, 2017 the Illinois Railway Museum will celebrate the public transportation heritage of the Cream City. Milwaukee Transit Day will feature examples of rail and bus transit from across Milwaukee and southeast Wisconsin and spanning most of the 20th Century.

Street railway service within Milwaukee will be represented by Milwaukee & Suburban Transit streetcar 972, recently put back into operation following significant restoration work, and Chicago & Milwaukee Electric streetcar 354, which will be on static display.

Milwaukee was the home to two famous interurban lines, the Milwaukee Electric and North Shore Line, and both will be represented. North Shore interurban coaches 714 and 749 will operate along with "Silverliner" combine 251 on the main line. Milwaukee Electric dump motor D13 will also be in service. Additional equipment from both interurban companies will be on static display including line car 604, caboos 1003, and the "Electroliner" from the North Shore as well as interurban car 1129 and freight motor M15 from the Milwaukee Electric.

The industrial history of Milwaukee will be recognized with the operation of special freight trains using Wisconsin Electric Power steeplecab L7, which was once used at the Lakeside Power Plant in Milwaukee.

The transit celebration won't be limited to rails; buses and trolley buses will operate as well. Milwaukee 441, the last operating Milwaukee trolley bus, will be in operation throughout the day alongside motor buses from the museum's collection. Storage barns at the south end of the museum which are normally off-limits will also be open for special guided tours focusing on Milwaukee transit equipment in those barns.

Don't miss this unique event! Milwaukee Transit Day is October 7th, 2017 at the Illinois Railway Museum. For more information check out www.irm.org.



La Crosse Area Railroad Update

by Stephen Borleske

The past year has seen the rail activity in the greater La Crosse area stabilize after the loss of North Dakota oil traffic in late 2015/early 2016. There is still some oil traffic that operates through the La Crosse area. The BNSF has an occasional Bakken train heading to the refineries in the Northeast. The CP is running loaded Alberta tar sands oil trains down the former IC&E line to Kansas City on a semi-regular basis.

When the price of oil plummeted in late 2015/early 2016 the new fracking wells being drilled in North Dakota saw a precipitous decline, and the need for sand from Wisconsin also fell off significantly. The Unimin plant at Raymore (just over the ridge from Tunnel City) had posted complete layoff notices for their facility effective May 2016. Before those layoffs occurred the plant started shipping sand to the Permian and Anadarko Basins in Texas and Oklahoma.

Not only has the Unimin facility at Raymore benefited from the sand heading to Texas and Oklahoma, but the U.S. Silica facility at Sparta (Sparta West on the CP) and the Smart Sand plant at Oakdale (Badger on the CP) have also benefited. The CP has been running double empties onto the Tomah Sub. to these three plants. A double empty can be described as two empty trains run as one train. The head end will have one to three locomotives followed by 100 empties. In the middle of the train will again be one to three locomotives. Another 100 empties and one to three locomotives will complete the train. The number of locomotives on the head end, in the middle, and on the rear will depend on how the trains are set up as they arrive at the interchange point. The two trains are simply coupled together and one crew runs the train to the sand plant (s). Loads continue to be typically run as 100 car trains.

CP's access to Texas and Oklahoma is via the former IC&E line to Kansas City. This once nearly abandoned line has seen a significant increase in traffic in the past couple of years. In addition to the Kansas City-St. Paul manifests (475 and 474) the line handles the previously mentioned sand trains and Alberta tar sands oil trains. Ethanol and occasional DDG trains from the Mason City Sub. have also been routed north out of Marquette to La Crescent where they enter the Tomah Sub to head east. The coal trains for Columbia (813 and 812) can also run this scenic route as well. Currently the Columbia trains are interchanged with the UP at Clinton, IA and forwarded to the plant with CP/DM&E crews. (The DM&E was granted trackage rights on the CP/SOO from La Crescent to Portage and from Winona to Portage. At the same time the CP/SOO was granted trackage rights from La Crescent to Marquette and from Winona to Waseca. Due to the lower wage scale of the DM&E based crews they usually handle the interchange trains.) In recent times the Columbia trains have also been running on the Chicago Sub. to avoid the congestion on the Marquette Sub. The CP/DM&E installed a long siding north of Harpers Ferry, IA to accommodate the increase in traffic to supplement the existing siding at Kains. In 2015 the CP had planned to install an additional 12,000' siding north of Brownsville, MN, but this has not yet happened.

In 2015 the CP also announced plans to reinstall the former eastbound main line from Liberty St. in La Crosse (MP 281) to West Wye (MP 282.1). The CP has received permission from the Wisconsin Railroad Commissioner to proceed with this plan. As of this time no action has been taken on this, and they have until the end of 2018 to reinstall this trackage. The former eastbound was removed in 1991 when the Soo Line single

tracked the former Milwaukee Road trackage through La Crosse and installed CTC. Currently in front of the depot the CP has their main track and the La Crosse Siding. The La Crosse siding also serves as the switching lead for the west end of the La Crosse yard. With only one track at times free, this can create a bottle neck for traffic as trains will wait at River Jct. (East - MP 284.7) or Medary (MP 280) sidings for a clear route.

An additional plan the CP had announced in 2015 was the rerouting of the main line from River Jct. (MP 285.0) to Bridge Switch (MP 283.6). The main line would head east into the La Crescent yard. The new main would run along the east side of the yard to the north leg of the wye at the south end of the yard and then head east to Bridge Switch. This would eliminate the tight 10 MPH curve off the west end of the Mississippi River swing bridge. This new route would likely be a 40 MPH route. The current main line would remain as an alternate route. This would be an upgrade including signaling of existing trackage. Only minimal work has been accomplished on this plan.

The CP is not the only freight railroad in the La Crosse area. In 2015 the BNSF completed the CTC installation from East Dubuque, IL to Prescott, WI. As part of this work a second main line was installed from Graf (MP 296.3) to Sullivan (MP 303.1) in La Crosse. Rumored as part of this work was the eventual closing of the remaining single track bottlenecks at Portage, IL, Crawford, WI, East Winona, WI, and Trevino, WI. With the significant decline in Bakken oil trains these single track sections remain. With the installation of the CTC along the northern Mississippi River route most control points are referred to with their milepost location. For example, instead of crews and dispatchers discussing the crossovers at Genoa they talk about CP 2791. Notable exceptions include Sullivan, Grand Crossing, and Crawford.

When the Burlington Northern was in the process of replacing the bridge at Prescott over the St. Croix River the initial plan was for a double track bridge. That plan was altered to the current single track bridge by the then Chicago Region Vice President (none other than E. H. Harrison). The BN had also looked at installing a second main track through La Crosse during this same time frame, which was also dropped by the same Vice President. One plan Mr. Harrison proposed that fortunately did not come to fruition was the single tracking with CTC of the former CB&Q speedway between East Dubuque, IA and Prescott, WI.

On July 20th La Crosse saw between 5-6.25" of rainfall overnight. This deluge was unwelcome in this already saturated area. The morning of July 20th saw one train stopped in the middle of La Crosse sitting over a couple of minor washouts. Both main tracks were affected. Mud and other assorted debris also covered both main tracks in places. The BNSF was operating later in the day. The CP was also affected with soft track reported near Dresbach, MN. Amtrak 8 was walked over the track that morning. Amtrak 7 was held that evening until further stabilization efforts could be completed. Unfortunately another large rain event occurred further south on July 21. This created another standstill in BNSF traffic on Saturday July 22 while numerous washouts were dealt with east of Prairie du Chien.

At 11:59 PM on July 23, 2017 the BNSF eliminated the yardmaster positions at La Crosse. Over the past couple of years economies in the operation of the yard at La Crosse have taken place. The Utility person (to assist road crews with set-outs and pick-ups) was the first position to be eliminated. The

- continued from Page 4

day time switch crew operating the remote controlled locomotive was eliminated on the weekends. With the elimination of the yardmaster, the St. Croix dispatcher now handles all work associated with the La Crosse yard in addition to controlling the trackage between North La Crosse and Prescott. Currently there is only one yard crew on duty on 3rd shift five nights a week. No first or second trick, or weekend yard crew. They are responsible for breaking all set-outs and creating all pick-ups along with putting the East Local (13:00 call time Monday-Wednesday-Friday) and the West Local together along with heading down to serve the City Brewery and other customers in La Crosse.

The BNSF is also working to eliminate all the crew pools working out of La Crosse. Currently crews can bid on runs to Northtown, Savanna, Galesburg, or Chicago (Cicero). As of July 31 the Savanna pool was eliminated. The remaining pools are to be eliminated in the coming months. What this means for the crews is they will have to be qualified to run to any terminal out of La Crosse. This will put all the La Crosse crews in one large pool, where for example, one trip they could run to Northtown and the following trip they could run to Cicero. A plan had surfaced in late 2016 to eliminate the crew change in Northtown and run trains through to Dilworth, MN. No action has been made to create this roughly 300 mile run.

The Wisconsin & Southern/WATCO has also benefitted from the sand traffic leaving the area. In 2015 the WSOR and Pattison Sand installed a covered load out and a short six track yard just south of the US 18 bridge in Prairie du Chien. It is located on trackage leased by the WSOR. When the Milwaukee Road discontinued operations on the line from Madison to Prairie du Chien the BN purchased the section from Crawford to just south of the current sand plant. The BNSF still owns this trackage. Recently the BNSF has been handling regular trains out of this facility to the Texas and Oklahoma oil fields. The BNSF trains have typically been running with distributed power out of Prairie du Chien. Earlier this year the BNSF replaced the 90# bolted rail with heavy main line welded rail and new ties and ballast to accommodate this increase in traffic. Watco is in the process of matching what the BNSF has completed. The upgrade will include the trackage from the end of BNSF ownership into the yard on the south end of St. Feriole Island in Prairie du Chien.

The BNSF changed in the diamond at Crawford around 2010. Previously the diamond was a standard design with both tracks crossing in each others flangeways. The new diamond is of the One Way Low Speed Design with the BNSF rails remaining unbroken. The WSOR trains ride ramps up so the flanges of the train carry their weight on top of the BNSF rails and then ramp down to standard rail height on the other side. The WSOR crossing being the significantly slower operation over the diamond is limited to around 10 mph, while the BNSF trains can roll through at track speed without a break in the rail.



Siemens Charger Locomotives now powering Amtrak Hiawatha Trains

On the morning of August 24th Amtrak Hiawatha train No. 329 departed Chicago Union Station for Milwaukee behind a new SC-44 Charger locomotive, No. 4620. This is the first solo revenue trip for the Illinois Department of Transportation's SC-44 locomotives since arriving in the Windy City this spring. This locomotive and its counterparts are owned by a consortium of states.

IDTX Nos. 4611 and 4604 were the first to arrive in Chicago from Seattle in March following several months of testing in the Pacific Northwest. Since then, many additional Chargers have arrived, with many testing on various routes out of the Chicago area.

The Siemens SC-44 order encompasses 69 locomotives built for the Departments of Transportation in Illinois, California, Michigan, Missouri, Washington, Wisconsin, and Maryland. The 33 SC-44s ordered by Illinois will be used on the state sponsored trains into and out of Amtrak's Chicago hub.

*Courtesy Kalmbach Publishing TRAIN Newswire
Photo by Keith Schmidt*



Kettle Moraine Ballast Scorchers Model RR Club 15th Annual Model Train Show and Swap Meet

Sunday October 8, 2017 9am to 3pm

Washington County Fairgrounds

Highway 45 and Highway PV

Model Train Layouts and Model Trains for Sale

\$3.00 Donation at the Door

Kids 12 and Under Free

Service Personnel free with ID.

For more info check out www.kmbsrrclub.org

Trainfest 2017 Help Needed

Do you enjoy watching people? Do you enjoy talking trains? Well then maybe we have a spot for you. The Wisconsin Chapter NRHS has had a table at Trainfest the past several years. It is a chance for visitors to ask questions about railroading or about joining the NRHS. If you want to help staff the table please contact Dave Nelson at engine1385@aol.com. Volunteers will receive admission for Trainfest for the day.

Trainfest 2017

Saturday November 11th 9am to 5pm

Sunday November 12th 9am to 5pm

Sharing Photos



Southbound Coal Empties led by UP #7529 from Santa Monica Blvd bridge in Fox Point WI on June 19 2017. Photo by James Weinert



Kenosha Streetcar #4617 sporting the San Francisco MUNI paint scheme during Streetcar Days in Kenosha September 15-16th. Photo by Jeff Marker

NKP #765 made an appearance in Chicago, IL again this year. This year events were different featuring trips to Downtown Chicago to Joliet, IL and back. The NKP #765 is shown here at the LaSalle Street Station in Chicago June 2017. Photo by Jeff Marker.



Correction to a Correction

A correction to my correction, and additional information on Milwaukee streetcars: With the help of Jay Lentzner, who grew up in East Troy in the 1950s and was a big TM fan, I submit the following corrected date of the last regular run of streetcars in Milwaukee: 1 March 1958 with the last two cars - 995 and 975 - leaving West Allis as Run108 early on the morning of 2 March. Car 975 was the actual last car and was reserved for officials. Fans, including me, rode in car 995.

We are unable to determine when the last of the cars were moved from KK to Cold Springs Shops, but they probably were moved at night during the following week. The cars filled nearly all available track space in the lower Cold Springs yard and over the next few months were removed from their trucks and presumably towed by motor vehicles to the Radke Scrap Company on College Avenue adjacent to the Milwaukee Road mainline where they were burned and cut up. I say "presumably" because that is where the bodies of line car A1 and streetcar 960 remained for a number of years. Jay visited the yard in 1964 to photograph the two cars. He measured the A1 and drew a schematic of it. Both cars "disappeared" sometime after that and are presumed to have been scrapped - perhaps when the scrap yard closed (date unknown.)

BUT, the REAL last use of a streetcar in Milwaukee (and Wisconsin until the building of the Kenosha streetcar line) was on 8 May 1961. Lakeside Power Plant, built in 1921, burned coal that was brought in by rail from interchanges with both the C&NW and Milwaukee Road using the electrified "Belt Line" that was run by TMER&T, which became a subsidiary of what is now Wisconsin Electric Power. For many years, a shuttle service using a variety of "retired" Milwaukee streetcars was provided to connect with public transportation on Kinnickinnic Avenue - roughly a mile from the plant. The last car to run there was 882, modified somewhat in external appearance but clearly still a "TM" streetcar. Fans could relive their memories by catching rides at shift change times. Attempts to save that car failed, and it was scrapped. Interestingly, the March 2017 S&C reported that in April 1957, four streetcars received new wheels - the last cars to receive that work. One of those was 972, which has just returned to limited service at IRM and is expected to run on 7 October this year for their Milwaukee Transit Day.

by Tom Sharratt

From the Archives

October 1957 — 60 Years Ago

West Coast News by Richard B. Willis – With the September 29th schedule changes, the Southern Pacific Argonaut has been combined with the Imperial to run on the Imperial's schedule. There remain just 25 passenger, mail, and express trains arriving and leaving Los Angeles daily. Santa Fe is still running six daily San Diegos, on a much-improved schedule. The unpopular early morning and late night trains have been replaced with more frequent and evenly-spaced mid-day service.

October 1962 — 55 Years Ago

The Milwaukee Road will operate football specials to Camp Randall on Oct. 6, 13, and 20; Nov. 10 and 24. Lv. Milwaukee 10:15 a.m., Wauwatosa 10:23 a.m., Oconomowoc 10:55 a.m., Ar. Madison 12:30 p.m., Camp Randall 12:40 p.m. Lv. Madison 4:05 p.m. or 30 minutes after game (whichever is later).

Fare:\$4.45 plus tax for coach. For tickets contact: Milwaukee Road Ticket Office, 3rd and Everett, phone BR 1-6150 or BR 1-6120

October 1967 — 50 Years Ago

Many well-known passenger trains are facing discontinuance. Among them are Milwaukee Road Nos. 55 and 58 between Chicago and the Twin Cities, Northern Pacific's Mainstreeter west of Fargo, Burlington's Denver to Dallas train, Monon's Thoroughbred between Chicago and Louisville, Rock Island/Southern Pacific's Golden State, between Chicago and Los Angeles, and Norfolk & Western's (ex-Wabash) Banner Blue between Chicago and St. Louis....The sixty railroads that own REA Express have put the express business up for sale....Wisconsin Electric announced plans to convert its St. Francis plant from coal to natural gas. This will mean the end of electric rail service to haul coal from the C&NW connection

October 1972 - 45 Years Ago

Wisconsin Chapter is scheduled to tour the Milwaukee Road shops on October 14. This promises to be one of the highlights of the year for Chapter members....A number of Chapter members took advantage of the EMD Open House at La Grange on September 9

October 1977 - 40 Years Ago

Local railfans discovered three elderly Baldwin DRS44 1500s being operated by Rail To Water Transfer Corp. in Chicago. The units were originally built in 1947-48....The Milwaukee Road is busily working on the mainline between Milwaukee and the Twin Cities, resulting in many trains running "wrong main" with many westbound trains crossing over to the eastbound main at Duplainville. Amtrak announced that the James Whitcomb Riley will be re-named the Cardinal effective October 30.

October 1982 - 35 Years Ago

On September 14 the U.S. District Court in Chicago approved the transfer of the bankrupt Milwaukee Road's commuter operations in Chicago to the RTA. Included were trackage rights, lease of depots and other facilities, transfer of equipment, facilities, and employees, and an escrow agreement to protect the Milwaukee Road against failure by the RTA to fulfill the agreements....Amtrak's North Star made its last run to Duluth over the Labor Day weekend....A study is being conducted by the Budd Co. on the feasibility of a high speed train between downtown Milwaukee and O'Hare Airport.

October 1987— 30 Years Ago

The Milwaukee Road has sold two commuter lines – to Elgin and to Fox Lake to the RTA and Metra....Wisconsin Central's startup has been delayed because the sale/transfer of property from the Soo Line to Wisconsin Central, Ltd. still has several unresolved labor-management issues.

October 1992 - 25 Years Ago

The Wisconsin & Southern subsidiary Railroad Acquisition Corp. purchased the Wisconsin & Calumet (WICT) effective August 22. WSOR has 90 employees and 150 miles of track, WICT has 35 employees and 400 miles of track. All WICT employees have been retained and the UTU contract continues in force. WICT moved out of the Janesville roundhouse to temporary facilities at several locations in Janesville.

October 1997 - 20 Years Ago

The Wisconsin & Calumet Railroad (WICT) ceased to exist on August 31 after final transfer of all stock to WSOR was accomplished. WICT was acquired and operated by WSOR in 1992 (see October, 1992 above), but the corporate entity remained until all financial arrangements were complete. CP unveiled its new logo on September 13. The new logo features a burnished gold color scheme and includes the historic beaver and maple leaf shield elements.

October 2002 - 15 Years Ago

Mid-Continent Railway Museum will operate seven special passenger excursion trains from North Freedom to Devil's Lake State Park on October 16 and 27. The Devil's Lake Limited will operate over the former C&NW main line....Railroad Artist Gil Reid received the 2002 Chuck Zehner Award.

October 2007 - 10 Years Ago

Canadian Pacific reaches agreement to merge with DME/ICE in attempt to reach the Powder River Coal Basin. DME has regulatory approval to build a line into the coal rich Powder River Basin. The 2007 NRHS Convention was held in Chattanooga, Tennessee. Highlights included a trip on the Blue Ridge Scenic Railway's "Hook and Eye" line. Also the Tennessee Valley Railway Museum hosted several trips. One included the use of RDCs and vintage diesels. Another TVRM trip was powered by the TVRM 2-8-0 steam locomotive #610 on former Central of Georgia trackage.

October 2012 - 5 Years Ago

Wisconsin & Southern Railroad President and Chief Executive Officer Bill Gardner has stepped down from the company, according to an internal company memo posted in the railroad's Madison terminal. The memo names Superintendent of Transportation Steve Beske as Gardner's interim replacement. Reassembly work on Milwaukee Road 4-8-4 No. 261 is nearing completion, with a test fire-up scheduled before the end of September. The non-profit organization Friends of the 261 is rebuilding the locomotive at its Minneapolis shop. Soo Line 2-8-2 No. 1003 passed its FRA certification test on Sept. 13 according to Burt Mall, one of the locomotive's owners. The locomotive is owned in a private partnership that has also operated it in the past, but now operations will be handled by a new 501(c)3 non-profit organization known as the Steam Locomotive Heritage Association. The locomotive was built in March 1913 by the American Locomotive Co. It was donated to the city of Superior, Wis., for display in 1959 and returned to service in 1996. "Pleased is an understatement to see 1003 fired up again," he said. Mall added that the people associated with the locomotive are looking forward to working with Watco, the new owners of the Wisconsin & Southern, on future moves.

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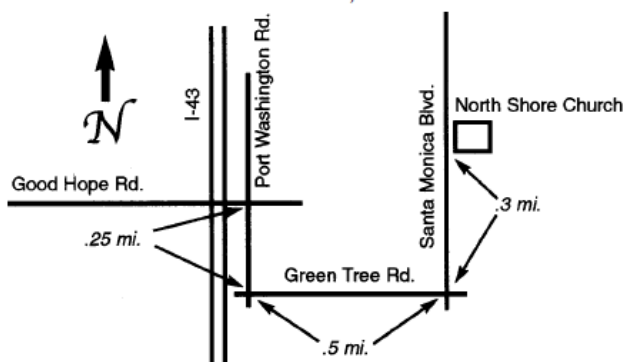
CHICAGO AND NORTH WESTERN SYSTEM

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



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

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