



# 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](http://www.nrhswis.org)



A snowy Soo #1003. In December 2007 the Soo #1003 pulled a Santa Train to Plymouth, WI. During to return trip to North Milwaukee a Lake Effect snowstorm kicked up. It made for some great winter steam train shots by Keith Schmidt

*In This Issue*

- From the President
- In Memoriam David Mudge
- Highlights from WisARP 40th Anniversary Meeting

## Upcoming Events December 2017

### TMER&THS (Traction and Bus Club)

[www.tmer.org](http://www.tmer.org)

Saturday December 16, 2017

NEW LOCATION - Waterstone Bank

6560 S 27th Street

Members Christmas Party

### NMRA WISE Division Monthly Meet

Sunday January 21, 2018

Clarion Hotel - Across from Mitchell Airport on Howell

12:30pm to 4:00pm

Clinics, Swap Meet and Layout Tours

### NRHS National Convention

[www.nrhs.com](http://www.nrhs.com)

Dates to be Announced

Cumberland, MD

### Milwaukee Road Historical Association

[www.mrha.com](http://www.mrha.com)

National Convention

Watch to webpage for Convention Information

### C&NW Historical Society

[www.cnwhs.org](http://www.cnwhs.org)

Watch for upcoming events

2019 Convention to be in Milwaukee, WI

### Soo Line Historical and Technical Society

[www.sooline.org](http://www.sooline.org)

Watch for upcoming events

### Green Bay & Western Historical Society

Annual Meeting Banquet

Saturday April 28, 2018 Best Western Green Bay Inn

780 Armed Forces Dr Green Bay, WI

Same Saturday as Tiletown Train Show

### To Contact the Wisconsin Chapter NRHS

President Dave Nelson

Email at [engine1385@aol.com](mailto: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](mailto:sparksandcinders@gmail.com)



## Where the Heck Am I ? with Dave Nelson

"Where The Heck Am I?" - An Audience Participation Game at the December Meeting. We've all been at rail presentations where the audience decides they know better than the presenter and starts to muscle in on the narration. Well our December program will be their kind of night, because Dave Nelson will be silent about what his 35mm slides are showing and where they were taken. You the audience have to supply the information -- and it will be a contest. More information about the evening is included in From the President on Page 4. Come and make some noise at the final meeting of 2017.

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.nrhswis.org](http://www.nrhswis.org).



## Wisconsin Chapter Meeting Schedule

Friday December 1, 2017 "Where Am I ? - Slides and Participation  
Friday January 5, 2018 Santa Fe - Jerry Krug

### 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](mailto:engine1385@aol.com)

## November 2017 Meeting Summary

President Dave Nelson started the meeting at 7:30 pm. There were 39 people present. Four were first-time attendees. The audience included 3 members of the Cedarburg Fire Department (2 of which were first-timers), and several members of the Ozaukee Radio Club.

We did not appear on the Milwaukee Journal Sentinel events page. No "Lectures" appeared there. They may have stopped publishing notices for lectures.

Enough people have volunteered to staff our booth at Train Fest on Saturday, November 11, and Sunday, November 12, at State Fair Park. We only need a few additional names as stand-by volunteers. Train Fest will feature and honor the Soo Line this year. Interested members should see Dave Nelson.

Soo Line 2-8-2 #1003 will operate on the Wisconsin & Southern, from Hartford to Burnett and return on Saturday, November 11. It will run early in the morning. It has to be back in Hartford by 11:00 am.

Neal & Cathy Wegner brought in a box of VHS tapes from the Chapter library. These are available for borrowing for \$2.00 each.

Bob Baker is not here tonight because he just became a grandfather for the first time.

November Sparks & Cinders was delayed at the printer. Most of us received it late. Two attendees had not yet received it.

*Continued from Page 2*

The Canadian Pacific holiday train will operate north-bound from Chicago to Milwaukee on Saturday, December 2, and then west-bound on Sunday, December 3, on the CP's former Milwaukee Road main line. The precise schedule will be published in the Milwaukee Journal Sentinel and on CP's web site.

Member Dave Mudge passed away on Thursday, October 26. He was born on September 6, 1938. He was 79 years old. A moment of silence was observed in his memory.

Jeff Marker announced that The Milwaukee Electric Railway Historical Society meetings are moving to the Oak Creek branch of the Waterstone Bank, at 6560 South 27th Street (south of College Avenue, on the east / Oak Creek side). The time has changed to 2:30 pm. Dave Nelson will present images from his attendance at past C&NW Historical Society conventions, with emphasis on the Iowa Traction System's electric freight operations. Admission is free.

The Los Angeles Metro System doubled their contract with Talgo for renovation of Metro's heavy-rail articulated-pair 3rd-rail subway cars. We may be invited to tour Talgo's North Milwaukee plant in the spring of 2018.

Mike Yuhas took over at 7:46 pm. His program was on railroad drone photography. He brought his 4-rotor DJI Phantom 3 Standard drone with him. He did not fly it indoors for safety reasons. Some significant points were:

He had purchased the drone, with camera, controller, battery pack and charger for about \$500. A tablet or smartphone is also needed to fly it.

Spare parts are available in case of damage. Propellers are especially at risk.

Flying time is about 20 minutes, with 1-hour battery re-charging time. Flying time drops on windy days, as the drone has to use more power to hover in place. Aggressive flight maneuvers also drain the battery quickly. Spare battery packs are interchangeable in the field. They can be recharged with a 12-volt dc car battery (cigarette lighter) charger or a 120-volt ac charger.

Mike's drone's maximum control range is about 1500 horizontal feet. It is programmed to return to home if it loses its signal. Most newer-vintage drones do so.

Hobbyists do not need a license. The FAA requires a license for for-profit or business (commercial) use. The FAA requirement for drone registration has been struck down.

The FAA has rules for drone operation. Some of the most important ones are:  
Maximum altitude of 400 feet above ground level. (Full-size aircraft are required to stay at least 500 up, except when taking off and landing.) Most drones have automatic software to limit altitude.

- Do not operate within 5 miles of airports, except with permission from air traffic control.
- Stay away from aircraft and fixed obstructions (such as buildings, towers, wires and trees).
- Do not fly over crowds, stadiums, or sports events.
- Do not fly near emergencies like fires, accidents, or crime scenes.
- Do not fly over military bases and in other restricted air spaces. The FAA publishes a list of these.
- The operator must keep the drone within visual contact / sight range at all times.
- Do not fly at night.
- Do not operate while under the influence of alcohol or drugs.

Other than the above, air space is public and unrestricted. Private property owners cannot legally bar flights over their property.

Mike performed a simulated flight. The live view on his iPad control console was projected so attendees could get a flavor what the drone operator sees during flight.

Chris Guss, Bruce Oldenberg, Dan & Amanda McCarthy contributed photos, and Bill Meier contributed video showing differences in perspective of railroad scenes seen from ground level and from drones.

Mike showed a six-minute screen capture of his iPad control console that chronicled an entire flight. This was followed by an edited 30-second clip of the train. (A still image from this video was the cover photo for the November 2017 issue of Sparks & Cinders).

A highlight reel of some of Mike's footage was shown. Included were UP, CN, WSOR, and CP trains around Wisconsin; NS and CSX trains in New York state; NS trains crossing Rockville bridge in Pennsylvania; seven ALCOs on a Delaware-Lackawanna train in Scranton, Pennsylvania; Baldwin locomotives on SMS Railroad in South Jersey; and more.

Mike also showed his video, set to music, on the Union Pacific Shoreline Sub (<https://www.youtube.com/watch?v=gt1Xmg9aHkI>)

The program was rounded out by a lively question and answer session.

An audience member reported seeing anti-drone shotgun shells being advertised. These deploy a net to entangle the rotors, so that the drone drops to the ground, probably with significant damage. The price was expensive—3 rounds for \$20. The presentation and meeting ended at 8:55 pm.

Respectfully Submitted  
Thomas W. Marcussen  
Wisconsin Chapter Secretary

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## Chapter Dues are DUE !

It is that time of year again. The leaves are falling from the trees. There is a chill in the air and the occasional snow flake falls from the sky. So that can mean only one thing. Chapter Dues are DUE !!

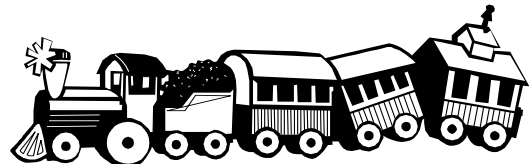
Here is the breakdown of dues  
Local Chapter Dues \$15.00  
Subscriber Dues Only \$15.00

Tom Hoffmann will be at the December and January meetings to collect dues. Dues payments can also be sent to Tom at Tom Hoffman  
1102 Aspen Dr  
Waukesha, WI 53188

Please do not attempt to pay the national dues with Tom. The National NRHS is still working on the 2017-18 dues renewals and payment system.

Thank You for your support

MERRY  
CHRISTMAS



## In Memoriam - David Mudge

I am sorry to inform you that Dave Mudge, a familiar face at Chapter events, banquets, and meetings, passed away October 26 at the age of 79. Dave retired in 2008 after a 30 year career with the City of Milwaukee. He was usually to be found at the Lionel Club's traveling layout at train shows around the area. He loved his Lionel trains, the CSX, and the chicken served at Meyers Restaurant in Greenfield - something he never failed to remind me of after we moved the Chapter banquets from Meyers to Pallas Restaurant. Perhaps Dave's proudest moment was being given the Jim Roever Award at the All Star Railroad Program Night at MSOE. He even brought the plaque to a Chapter meeting to show it off. *By Dave Nelson*



rice operations. Dave Thompson, the author, has for several months now been emailing me information and photos about RPOs and the article is a sort of culmination of Dave's research. It is a genuine rail history article, and the NRHS should be proud to publish it.

Our December 1 meeting will feature a sort of game or contest -- how well and how quickly can you identify various rail locations in Wisconsin and elsewhere? I got my inspiration from the old days of Chuck Zehner's All Star Program Night when certain members of the audience would almost drown out the speaker with their identification of each slide. So I will be showing 35mm slides rather than digital images, meaning that for the most part these will be 1979 to 2009 images of railfan locations, structures, and areas, mostly in Wisconsin. Each location or structure or area will have three slides devoted to it, and the idea is that the first slide will be the most difficult to identify. Let's say I have three slides of the old Brookfield depot. If someone shouts that out at the first slide they get 3 points. Ah -- but if they get it wrong it costs them 3 points. If nobody gets it right on the first slide we move on to the second slide, which is worth two points -- and so on. Get the idea? The point is to get a little rowdy, while allowing me to show highlights of my thousands of slides that even I hardly ever look at any more. So if nothing else is will be a wildly varied slide show! I hope you can join us.

*Dave*

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### Original 23rd Annual Model Railroad Show Presented by Metro Model Railroad Club

Sunday March 11, 2018 9am to 4pm  
Circle B Recreation Center  
Cedarburg, WI

Operating Model Railroad Layouts  
Swap Tables

For more information check out  
[www.metrorrclub.org](http://www.metrorrclub.org)  
[jimbartelt@gmail.com](mailto:jimbartelt@gmail.com)



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## FROM THE PRESIDENT

Envy can be a terrible thing, but I was (and I am sure others in the room were, too) deeply envious of the stunning aerial "drone" images and videos that Mike Yuhus was able to share with us at his superb November presentation. Drone photography and videos expand the entire notion of what is possible, and frankly, in my view, place many traditional ground level, 3/4 view traditional railfan photos very much on the back burner. I have no idea whether I will ever get a drone, but clearly if I did, I have a lifetime of railfan photographs that I would immediately want to take all over again. But I am under no illusions -- a drone photo or video is not per se automatically wonderful. It still depends on the knowledge, judgment and skill of the drone owner.

Recently a new member informed me that he had yet to receive a membership card/number or other communication from National, and when I relayed that to my contact at NRHS headquarters, the response suggested that 2018 renewals for existing members are also badly delayed, almost certainly as a consequence of clawing back the entire membership operation from outside contractors back to volunteers. All I can do is ask for your patience, whether you are a new or a long-standing member. Meanwhile this issue has information about renewal of 2018 Chapter dues or subscriptions to Sparks & Cinders.

I hope NRHS members have received the latest issue of the NRHS Bulletin, with an excellent article on Railway Post Of-

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### Wisconsin Association of Railroad Passengers 40th Anniversary Meeting by Stephen Borleske

This fall marks the 40th Anniversary of the first meeting of the Wisconsin Association of Railroad Passengers (WisARP). I was among about 50 people who attended the meeting on October 28 in Madison.

The first person to engage the attendees was Paul Soglin, Madison's Mayor. Mayor Soglin's comments were very enlightening. He started by mentioning that it was railroads (typically traction systems) that opened up suburban living. The need for roads was not great as a large portion of the population used public transportation for their needs. Since the end of WWII has changed drastically. With the increased use of the private automobile more land is needed for wider highways. Mayor Soglin has proposed a light rail system that would have three main legs all coming together on the Madison's isthmus. One leg would head to the Alliant Energy Center; another to the airport and eventually Sun Prairie; and the third would head to the University campus and eventually Middleton. In Madison's transportation planning two points need to be included. First there is a consistent demand for rail and second are sustainability issues. The single occupant vehicle will not solve transportation needs in the



future. In Mayor Soglin's closing comments he mentioned the increase in property taxes around new systems (increased development increases taxes paid) and when planning new systems government can't just look at revenue and costs alone. The ancillary benefits (increased property taxes, sustainability issues, land issues) need to be included as well.

The next speaker was Tim Hoeffner (Director, Office of Rail, Michigan DOT). His comments were a look focused at the Chicago-Detroit Wolverine service and also the Blue Water (to Port Huron) and Pere Marquette (to Grand Rapids). He started to speak using a planned presentation on the Midwest Regional Rail Initiative; the first study of which was made in 1979. The current focus started in 1994 with WIDOT Secretary Chuck Thompson. The hope was to create a better communication between the neighboring mid-west states DOT's rail personnel, which is unique in the US. In the past few years this has led to the states coming together led by Illinois to purchase the Siemens Charger locomotives. With the exception of Missouri River Eagle trains (Kansas City-St. Louis) and the trains to Carbondale, IL all trains in the midwest need the support of at least two states.

Tim also pointed out some differences in services offered. Detroit and St. Louis are around the same distance from Chicago. The Lincoln service offers 5 round trips daily with approximately \$1.3 million in revenue with around 59,000 riders per month. The Wolverine service offers 3 round trips daily with approximately \$1.6 million in revenue with around 49,000 riders per month. MichDOT has made the choice to have higher fares for their service, some of which will offset increased costs for the upgraded railroad. MichDOT has purchased from NS the line from Kalamazoo to Dearborn, MI and is nearing completion on upgrading the railroad to 110 mph standards (soon to be 100 miles). This is now the longest passenger rail friendly corridor outside the Northeast Corridor. The purchase cost was \$140 million for the 135 miles. The increased speed will reduce the train time by 20 minutes one way. With the increased speed MichDOT anticipates being able to have crews and equipment make a Chicago-Pontiac round trip. This may lead to an increase in Wolverine service.

The last speaker before lunch was Arun Rao (Passenger Rail Implementation Manager, WisDOT). WisDOT's current focus is to maintain and improve the existing rail corridors in the state. Currently the state has a \$5 million/year contract with Amtrak to operate the Hiawathas. Ridership is around 800,000/year and is up 3.4% from 2016. The Hiawathas have a cost recover ratio of 75% from ticket revenue and are near the top for on-time performance (97% west of Rondout). On some existing peak trains there are seating capacity issues. WisDOT is also looking to improve the connectivity to the current Amtrak Thruway bus service to Madison and Green Bay (via the Fox Cities and Manitowoc). Mr. Rao spoke briefly about the Empire Builder. The train had a 59% on time rating year to date, but made it to 90% in September. The difference was primarily due to BNSF summer track work. At 454,000 passengers per year (FY17) it is the most used long distance Amtrak train.

Mr. Rao did speak of some initiatives that are part of the Midwest Regional Rail Initiative. The plan is to increase Hiawatha trips to 10. One problem is meshing with the 65 Metra trains (Rondout-Chicago) and 22 freight trains (Milwaukee-Techy) each day. Another problem is equipment utilization as the current seven offers good utilization. A potential would be to reinstate a Milwaukee-St. Louis round trip. The service increases would address current demand and address traffic congestion

mobility issues. It would also facilitate better intermodal flight connections at Mitchell Field. Large employers in the area are in favor of the increased service. Opposition comes from the northern Chicago suburban areas. Some of the residents near the tracks fear an increase in freight traffic with the plan of adding a third main track east of Rondout.

An additional increase in service is being investigated between the Twin Cities and Chicago and is being led by Minnesota DOT. This second Twin Cities train would restore the service level Amtrak had for the first decade of its existence. This second train would also be part of the Chicago-Milwaukee increase to 10 round trips. The phase I study is nearly complete and has shown favorable ridership and revenue projections. The present plan is to have the new train depart St. Paul at noon with arrival in Chicago at 7:14 PM, and the westbound train depart at 10:20 AM and arrive St. Paul at 6 PM. In addition to those service improvements the Midwest Regional Rail Initiative is helping the states to look at the whole service being provided, not just looking at the Hiawathas or other corridors by themselves. The last part of Mr. Rao's presentation dealt with other service improvements. Illinois DOT has been the lead agency in the purchase of 33 Siemens Charger SC-44 locomotives. At the time of the meeting twelve were in service. They are leased to Amtrak for maintenance and operation during the warranty period. After that time the maintenance of the locomotives will be open for bid with Amtrak as a bidder. They are 16% more fuel efficient and are more reliable than the nearly 20-year old GE P42-DC's they replace. They are Tier 4 compliant and have a 90% improvement in emissions. The Chargers also offer faster acceleration and deceleration. The Hiawathas have the Chargers due to their high use rate in that corridor (630 miles per day). The car purchase that was supposed to have been built in Rochelle is still in the works, but the design and builder may be different from initial plans. Improved connections are planned in Chicago for Milwaukee to Detroit (2 round trips daily) and to St. Louis (3 round trips daily), but this only accounts for around 10% of current Hiawatha ridership. MinnDot is nearing completion of an environmental study on the Northern Lights corridor (Twin Cities-Duluth). The St. Louis line is nearing completion of upgrading to 90 mph service with incremental increase to 110. Metra is working on a \$155 million TIGER project for the Rondout area. It would include a second main track onto the Fox Lake Sub., a crossover at Lake Forest, a third main east of Rondout, and signal reconfiguration at Rondout.

Afternoon speakers included Mark Weitenbeck talking briefly about the first WisARP meeting in Oshkosh 40 years ago. He also talked about the Madison-Columbus connecting bus service and the Madison Amtrak agent both of which were discontinued on April 30, 1978. Nona Hill spoke about why Madison and Dane County would still benefit from passenger service. The last speaker was Gary Goyke covering a couple of topics. He mentioned Talgo's return to Wisconsin, and their contract with Los Angeles to rebuild their subway cars. He also spoke about state government activities in the rail area.



**Merry Christmas  
and Happy New  
Year**

# Sights of Trainfest 2017



A big thanks to the members who graciously volunteered to help staff our table at the 2017 Trainfest (which seemed to be very well attended): Tom Hoffmann, Neil and Cathy Wegner, James Weinert, Gaylord Yost, and Mike Yuhas. Thanks also to Bob Bialecki for serving "standby" in case someone could not show up. We just about depleted our supply of surplus Sparks & Cinders and a few folks expressed interest in attending our regular meetings. *By Dave Nelson Photo by Keith Schmidt*



Railfanning at Trainfest. A CNW consist is about to roll by. Courtesy of the MLES. *Photo by Keith Schmidt*

## Canadian Pacific Holiday Train Schedule

For those interested in seeing the Canadian Pacific Holiday Train here is the schedule for when it is in the Wisconsin area. The train this year features LED light cars. Also at the stops there is a musical performance. The goal of the train is to help get donations for local food banks. So if you attend one of the performances please bring a donation of non-perishable food items.

Saturday December 2nd

3:50pm to 4:30pm Viking Park School Gurnee IL

5:25pm to 6:05pm Amtrak Station Sturtevant, WI

6:50pm to 7:15pm Amtrak Station Downtown Milwaukee, WI

Sunday December 3rd

4:15pm to 5:00pm Harwood Ave Wauwatosa, WI

5:45pm to 6:30pm Cottonwood Ave Hartland, WI

6:55pm to 7:25pm Main Street Oconomowoc, WI

7:45pm to 8:30pm Brandt Quirk Park Watertown WI

9:05pm to 9:45pm Amtrak Station Columbus, WI

For more information check out <http://www.cpr.ca/holiday-train/united-states>



Canadian National's Little Obie was in attendance. Unfortunately no rides due to inclement weather outside.



# From the Archives

## December 1957 - 60 Years Ago

Steam-seeking tour by Ted and Phil Borleske: August 25: "We followed the North Western's Park Falls branch, Draper to Raddison, not expecting to see anything, what with their three days-a-week service. However, at Winter we discovered an NYC baggage-storage car and west of town met a Geep leading four Pullmans. Returning to Winter, we beat the train by seconds. Here the Geep was added to the train. We found, according to the trainmen, this was a special operating into Park Falls to pick up a load of girls from a camp to be returned to Chicago and "intermediate points." August 27: Spending the night in a tourist home (Two Harbors, Minnesota), we could hear the low, sad whine of the whistles of those spectacular Yellowstones (2-8-8-4, DM&IR)." August 28: "While we were looking the scrap line over (Staples, Minnesota, NP) an Alco diesel switcher came up and snatched two Mikes, switched one out, and took it off to the graveyard. Odd, however, was the way in which the drivers of the 2-8-2 turned only occasionally on the wet, weed-covered rails, as if trying to postpone the inevitable.

## December 1962 - 55 Years Ago

Electric operations in Wisconsin (excluding North Shore Line) compiled by Jerry Hilton: Municipality of East Troy (7 mi.) two ex-Milwaukee Electric Lines motors - operating; Wisconsin Electric Power Co., Port Washington, one box motor (possibly more) - operating; WEPCo, Milwaukee, Lakeside power plant, five electric locos - operating; Solvay Coke Co., Milwaukee, one narrow gauge electric steeple cab - operating (At one time there was a steam locomotive (possibly narrow gauge) this might still be on the property.); Transport Co., Milwaukee, 4000 W. State St., one electric crane, one line car - operate infrequently.

## December 1967 - 50 Years Ago

The Chapter by-laws were scheduled to be adopted at the December meeting since it was discovered earlier that the Chapter articles of incorporation, due to an oversight in the Secretary of State's office, had never been legally filed. Since the Articles are now legally filed, the Chapter by-laws must now be adopted once again.

## December 1972 - 45 Years Ago

Jerry Hilton was elected NRHS Central Region Vice-President at the NRHS Board of Directors meeting in Philadelphia on November 12....Treasurer Don Reck reports Chapter profit from November's Auction was \$103....The Soo Line has repainted caboose No. 104 "Wisconsin Central" in honor of the centennial of the founding of the WC in Menasha....Arnie Burchardt reported that MILW freight No. 82 arrived from Green Bay on November 11th with nine units; Fs 106A, 101A, 120B, 104B, 113B, 126B, Geep 314, switchers 706 and 709....Amtrak reported that the Denver Zephyr turned a profit of \$151.08 in June.

## December 1977 - 40 Years Ago

A lengthy article about the special collections of railroad material at the Milwaukee Public Library, written by Orville Liljequist, Humanities Coordinator, highlighted many of the unique items in the collection. The library is currently featuring a display of some of its railroad materials....Tom Hoffmann provided a trip guide for railfanning on the Milwaukee Road River Division....The Milwaukee Road announced that it had donated one of the first electric locomotives on the railroad to the Lake Superior Museum of Transportation in Duluth. The loco was in service on the Milwaukee Road from 1915 until 1974.

## December 1982 - 35 Years Ago

After a tortured series of legal proceedings that reads like a Walworth County soap opera, the effort to save the C&NW's Lake Geneva branch ground to a halt in October when local interests seeking to purchase the line failed to come up with the purchase price set by the ICC....The ex-North Shore Line Electroliner arrived at the Illinois Railway Museum at Union on May 4th and was successfully unloaded, under its own power, on July 4th. There is a considerable amount of work to be done to restore it to its former glory.

## December 1987 - 30 Years Ago

Tom Hoffmann inaugurated his "Twenty Years Ago" slide show series at the December meeting....Wally Neumeister reported on activity at Portage and North Freedom....Brisk sales are reported for the Chapter's latest publication, "Wisconsin Rails."

## December 1992 - 25 Years Ago

On November 10, the ICC granted preliminary approval for Wisconsin Central's proposed purchase of the Green Bay & Western and Fox River Valley from Itel Corp....President George Bush's campaign train "Spirit of America" operated from Burlington to Chippewa Falls on October 31....Metra is planning new commuter service on the WC from Chicago to Antioch.

## December 1997 - 20 Years Ago

UP has put the former CNW business train power up for sale to the highest bidder. The six units (3-F7A; 3-F7B) are being sold as-is, where-is. The crew dormitory car is also for sale....CP completed the remodeling of the Grand Ave. area. Signals west of Grand Ave. have also been re-spaced and converted to 3-color light from the old searchlight style....WSOR has installed a bumper post at Holton Ave. on the old Beer Line to indicate the end of track. All trackage east of that point has been removed. WC has drawn up plans for double tracking of Byron Hill. The project is expected to be completed in 1999....The WC/WSOR diamond at Slinger will be replaced with a pair of power switches....As of November 1, WC and CN have a haulage agreement for intermodal trains. This means that more CN power will be running through.

## December 2002 - 15 Years Ago

Amtrak news: In October Amtrak added a seventh Milwaukee-Chicago round trip Monday through Saturday. The Sunday schedule remains at six round trips....An Amtrak test train hit 109.6 mph between Normal and Ballard Siding, Illinois, on October 31 to test positive train control on the proposed 110 mph line between Springfield and Dwight, Illinois.

## December 2007 - 10 Years Ago

Amtrak Hiawatha ridership is up over 2% and is approaching the 600,000 mark. Wisconsin and Southern RR painted a 50 foot boxcar pink for Breast Cancer Awareness. Bill Gardner President of WSOR said the car was painted and dedicated in memory of his late wife Lucy Stone-Gardner who died of cancer in 2004. The car included the familiar Pink Ribbon.

## December 2012 - 5 Years Ago

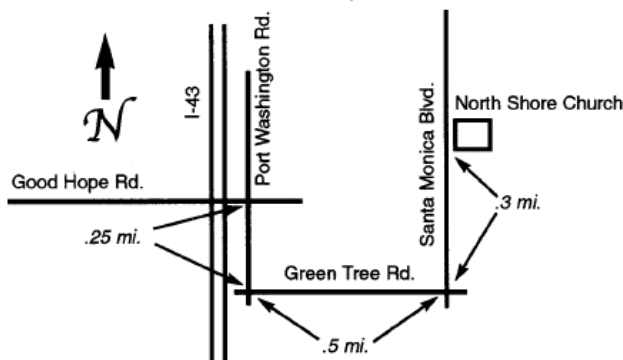
Jerry Hilton was presented with the Chuck Zehner Award. Jerry had been a member of the Chapter for 52 years. Rob McGonigal Editor of Kalmbach's Classic Trains presented the award at AMRC All Star Railroad Night on November 9th. Mid-Continent is proud to announce the we have recently brought on Steve Sandberg to serve as a consultant for the restoration of CNW #1385 steam locomotive. Mr. Sandberg is well known throughout steam restoration circles for his role with the Milwaukee Road #261. He will no doubt be a great asset to our Steam Task Force as we move forward on the #1385's restoration.

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



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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.

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