



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.



Two “Hot” Santa Fe trains about to meet at East Galesburg, IL. These trains are on the Santa Fe mainline now the BNSF. The “transcon” is a very busy mainline with doublestack trains and piggyback trains. Photo by Dave Nelson

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Upcoming Events January 2018

TMER&THS (Traction and Bus Club)

www.tmer.org

Saturday January 20, 2018

NEW LOCATION - Waterstone Bank

6560 S 27th Street

“All Aboard on the North Shore” by David Shtaida

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

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

National Convention May 17-20, 2018

Rapid City, South Dakota

Soo Line Historical and Technical Society

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

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



Santa Fe Railroad with Jerry Krug

Come and join Jerry Krug our local CNW fan as he switches gears and shares some photos information about the Santa Fe. The meeting being held on Friday January 5th. Jerry's presentation will feature the ATSF transcon. A very busy mainline from Chicago to Los Angeles. This line today is still a very busy line. There will also be some shots from some of the Santa Fe branch lines. The years covered will be from 1970 to 1995. So there won't be any coverage of the BNSF. Please join the group and bring a friend or an enemy.

Before the presentation is the Chapter's annual business meeting. The meeting will include election of officers and board members. The board will be presenting a slate of officers to run for the offices of President, Vice-President, Secretary and Treasurer and the board members at large. Nominations are always welcome from the floor for those interested in becoming more involved.

Meetings are held at the North Shore Congregational Church at 7330 N Santa Monica Blvd in Fox Point. The meeting room at the North Shore Congregation Church is handicap accessible. **Please watch the Chapter webpage www.nrhswi.org for any weather cancellations**



Wisconsin Chapter Meeting Schedule

Friday January 5, 2018 Santa Fe - Jerry Krug

Friday February 2, 2018 To Be Announced

Friday March 2, 2018 To Be Announced

MEETINGS NOW START AT 7:30PM !!!

Programs Subject to Change

If you would like to present a program at a Chapter Meeting

Contact Dave Nelson at email engine1385@aol.com

December 2017 Meeting Summary

Treasurer Tom Hoffmann was collecting dues before tonight's meeting. He will do so again before the next meeting, on Friday, January 5, 2018. He cannot collect National dues. These must be paid to National. Most members have not yet received their renewal packages from National. Some members reported receiving them at varying times. They are known to be late this year, due to the conversion back to in-house administration and different software.

President Dave Nelson started the meeting at 7:32 pm. There were 28 people present. The secretary did not notice any first-time attendees or guests.

We did appear on the Milwaukee Journal Sentinel events page. We were not listed as a "Lecture." The only text was "David Nelson."

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. Trains magazine's web site will live-stream it on both days, about 7:30 pm.

Board Meeting Minutes December 1, 2017

continued from page 2

Wisconsin Electric will be shutting down their coal-fired Pleasant Prairie Power Plant (SW of Kenosha) in the 2nd quarter of 2018. There are some photo opportunities to be had out there. Photographers are urged to go get them before they are gone.

Jerry Krug reported hearing that Pulliam Power Plant, on the west side of the Fox River where it enters Green Bay, is also being shut down. Wisconsin Public Service offered a tour of that plant to attendees at Chicago & North Western Historical Society convention in the past 15 years.

Neal Wegner reported an increase in loaded coal trains moving west of the Canadian Pacific (former Milwaukee Road) main line in Brookfield. Bob Gallegos said those trains were going to Wisconsin Power & Light's Columbia Power Plant, south of Portage, on a temporary re-routing. The CP is doing track work on their normal route, on the west side of the Mississippi River north of Clinton, Iowa to La Crescent, Minnesota.

Tom Hoffmann reported that the sand (for rock-fracturing oil and gas wells) business is going strong on both the Union Pacific (former Chicago & North Western) and Canadian National (former Soo Line / Wisconsin Central). Traffic level is straining the capacity of the UP Adams Subdivision.

Dave Nelson took over with his program / contest at 7:42 pm. He started with an explanation of the rules (which appear in the December 2017 Sparks & Cinders). He then offered one practice round, with non-railroad sports subject matter, that did not count for points. The contest centered (mostly) on identifying locations of railroad photos. Most but not all of these were in Wisconsin. Our two top point-getters were

1st Place—Mike Yuhas—35 points. Mike took home a copy of Kalmbach's Guide to North American Steam Locomotives.

2nd Place—Bob Gallegos—32 points. Bob took home a copy of Steam Powered Video's Great Lakes East—Michigan, Indiana and Ohio—Railroad Atlas. The program / contest ended at 9:10 pm.

Some added announcements followed.

The Lakefront Brewery, in the former Commerce Street Power House, is showing a display of Wallace W. Abbey photos of the Milwaukee Road Beer Line branch. The grand opening was last night.

Additional holiday trains will operate on Saturday, December 2. The East Troy Electric Railroad is operating on weekends through Sunday, December 17. The Kenosha Street Car Loop will operate a story trolley on Saturday, December 2.

There will be an additional exhibit of Wallace W. Abbey photos at the Milwaukee School of Engineering Grohmann Museum in May. It may or may not be opening at Gallery Night in late April.

Our next meeting is Friday, January 5, 2018. This will be the annual formal business meeting. Any 2018 dues not paid tonight are due then. Jerry Krug will show slides of the Santa Fe. He treated us to a short preview of next month's material. The second set of announcements ended at 9:15 pm.

Respectfully Submitted
Thomas W. Marcussen
Wisconsin Chapter Secretary

President Dave Nelson called the meeting to order at 7:00 pm. Treasurer Tom Hoffmann and Directors Ralph McClure, Andrew Roach, Cathy Wegner, Neal Wegner, and Mike Yuhas were also present. Secretary Tom Marcussen arrived during the meeting. Past President Bob Baker and Vice President Keith Schmidt were not available.

The minutes of the last previous board meeting, on Saturday, October 29, 2016, were read and approved.

Mr. Nelson apologized for not complying with the requirement in our by-laws that we have two board meetings per calendar year.

Bob Baker has nominated Al Baker for the Chapter Board. Greg Mross has indicated a willingness to step down from the board as he will not be able to attend meetings until he retires.

The slate of nominations became:

President—Bob Baker

Vice President—Keith Schmidt

Treasurer—Tom Hoffmann

Secretary—Tom Marcussen

Past President—Dave Nelson

Board of Directors—Al Baker, Ralph McClure, Andrew Roach, Cathy Wegner, Neal Wegner, and Mike Yuhas.

Events Chair Ralph McClure presented his suggestions for Chapter events in 2018. We are planning to go on a group outing to the Mid-Continental Railroad Museum in North Freedom, the weekend of May 12-13, 2018. We will also go back to East Troy Electric Railroad, but at a different time of the day, so that photographers will have different lighting and photo opportunities than on the 2015 and 2017 trips. Other possibilities to be discussed are Franklin Park, Illinois, Railroad Days, and the Railfan Park in Rochelle, Illinois.

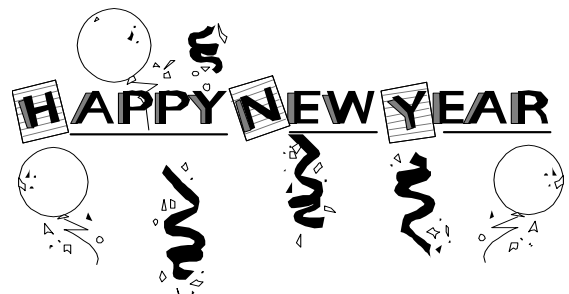
It was moved, seconded and approved to donate \$500.00 to the East Troy Electric Railroad Museum.

Tom Hoffmann discussed the possibility of obtaining employee dishonesty insurance, being offered by our insurance carrier. There have been very few claims for this category of loss. The agency is in the business of selling insurance. Tom will obtain a quote. We will see how much it costs, and then decide whether or not to purchase it.

All were in agreement that the annual Chapter Banquet should return to Pallas Restaurant in West Allis. We will try for Saturday, May 5, 2018. Pallas does not accept 2018 reservations until after January 1, 2018.

A motion for adjournment was moved, seconded, and approved. The meeting was adjourned at 7:18 pm.

Respectfully Submitted
Thomas W. Marcussen
Wisconsin Chapter Secretary



Business Meeting Minutes January 6 2017

From the President

I hope all Chapter members make an effort to attend our annual business meeting at 7:30 at the January 5 meeting. After the brief business portion, Jerry Krug will be showing us an interesting selection of Santa Fe slides.

As you know I won't be running for re-election as Chapter President, but Bob Baker has expressed interest in once again heading the Chapter. His brother Al has expressed willingness to serve on the Board, and current Board member Greg Mross has indicated to me that until he fully retires his schedule makes it difficult for him to fulfill his Board duties, so he too won't be running for re-election (BUT he says "I shall return!"). I have appreciated and benefited from Greg's wise guidance even when he was unable to attend meetings in person, and am grateful for his years of service to the Chapter. The rest of the incumbent Board will be running for re-election at the January meeting.

I have greatly enjoyed serving as your Chapter President these last several years, and intend to help out if and when I can by trying to find good presenters for future meetings, at least for the remainder of the 2017-18 season and into next fall. A big and heart-felt thank-you to all the men and women who have given so generously of their time and talent to present to the Chapter at its meetings and banquets over the years I have served as your President.

I want to thank all the members of the Board for their good advice and willingness to serve, in particular Keith Schmidt who is now several years into serving as our "interim" (ha!) editor of Sparks & Cinders, Mike Yuhas for utilizing his extensive contacts in the rail industry and railfan populations to identify wonderful presenters for our meetings and banquets, Tom Hoffmann for the considerable time and energies spent as our Treasurer, Ralph McClure for his efforts to find worthwhile events and excursions for Chapter members, the Wegners for bringing in our collection of VHS tapes for members to borrow, and Tom Marcussen for his long service as Secretary. Former Board member, the late Bob McLeod should also be named for his many services to the Chapter. Jeff Marker has helpfully suggested presenters and events, and of course we thank Don and Debbie Goerke for all that they do for the Chapter. We all owe much to the administrators at the North Shore Congregational Church for allowing us to meet there for so many decades.

I would particularly like to thank each of you for attending our Friday meetings, for bringing friends and associates along, for joining the Chapter or being subscribers to Sparks & Cinders, and in particular for keeping faith by continuing to be dues paying members of the National Railway Historical Society. It has not always been easy to stay the course, given the ups and downs of the NRHS national office. It was touch and go there for some years, but the organization has I think come back from the brink.

Dave

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

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

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

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

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

President—Dave Nelson

Vice President—Keith Schmidt

Treasurer—Tom Hoffmann

Secretary—Tom Marcussen

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

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

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

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

Respectfully Submitted
Thomas W. Marcussen
Wisconsin Chapter Secretary



Chapter Dues are DUE !

It is that time of year again. There are predictions of snow. Snow is on the ground. 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 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, nor send your Chapter dues to the National office. The National NRHS has mailed renewal letters for 2018 and yours should arrive soon. You can also renew by going to their website."

Thank You for your support

Riding the Rails with the Borleske's - Part 1

Story and Photos by Stephen Borleske

In the November issue of Sparks & Cinders you followed the travels of my Dad (Phil) and myself through the Midwest this past summer. Now join us on a trip to Central California. Dad's brother Mark (from the Seattle area) also joined us for part of the trip.

Dad departed Mt. Pleasant, IA on September 12 taking Amtrak #5, The California Zephyr, to Sacramento. Due to trackwork on the former Rio Grande, the schedule was adjusted and included a long lay-over in Denver. The train arrived on time in Sacramento on September 14. Unfortunately I was unable to join him on the train ride to California, but I did visit the California State Railroad Museum extensive collection.

Dad is a member of the National Association of Timetable Collectors, and their annual convention this year was held at the Western Railway Museum in Rio Vista Jct., CA. Friday September 15 was a beautiful day in Central California and the museum was kind enough to pull a small part of their collection outside for viewing. After a busy day of timetable collecting the banquet was followed by two speakers on local topics (Bay Point & Clayton Railway and Sacramento Northern). Saturday September 16 was the second day of the convention and also Members Day at the museum. The museum ran 12 electric powered trips that day and only two trips used duplicate equipment. The museum has a five mile main line under wire, and another nearly 20 miles to connect with the national rail system at Suisan City, CA. All of the trackage was at one time part of the Sacramento Northern. One of the first trains of the day used SN steeple cab 654 pulling outside braced caboose SN 1632 simulating a classic SN caboose hop. The two afternoon 'interurban' trips used SN 1005 (electric coach) and Oakland Antioch & Eastern 1020 (control trailer). Both were in classic dark green with gold leaf lettering. The museum is also home to the Cedar Rapids and Iowa City (CRANDIC) 111, a light-weight interurban from Iowa.

On Sunday September 17 we traveled down to the Niles Canyon Railway. They operate an ex-SP line between Niles, now a subdivision of Fremont, CA, and Sunol. Niles Canyon is a very scenic canyon that is quite tight. The ex-SP line mingles with the ex-WP (now Altamont Commuter Express), California Highway 84, and Alameda Creek. A mile from the depot in Sunol is the yard for the Niles Canyon Railway. Part of the

museum collection includes the last Krauss-Maffei diesel-hydraulic still in existence (SP 9010). The plan is to have the locomotive complete for the museum's anniversary celebration in the fall of 2018. The train we rode was pulled by ex-SP 1423 (NW2) in black with orange safety striping pulling four cars.

Monday September 18 was the first trip to San Francisco. We drove from Suisan City to Santa Rosa where we boarded a SMART DMU for the trip south to San Rafael, the current south end of the line. (Santa Rosa is one of the communities devastated by the wildfires this fall.) Using a bus we made it to the ferry at Larkspur for a trip across San Francisco Bay. The ferry docks at the Ferry Building in the heart of downtown San Francisco. Right outside the Ferry Building is the SF Muni 'F' line streetcar stop operated primarily with PCC's and trolleys from Milan, Italy. We rode a PCC to the end of the line at Market & Castro. We walked down to the 'J' line light-rail and rode out to the Pacific Ocean. We returned to downtown via the 'J' line where we boarded a bus that took us over the Golden Gate Bridge and to the SMART train for Santa Rosa.

Tuesday September 19 we went down to Modesto and Stockton. Our goal was to check out three shortlines in the area, but were only successful in finding and taking pictures of the Modesto & Empire Traction. Only a few years ago the M&ET relied on a fleet of GE 60-Tonnors. They have since moved on to being solely powered by gensets. The end to end distance of the railroad is only a couple of miles, but the large number of industrial tracks and yards they serve created several opportunities to locate different crews working. Santa Fe 2921 (4-8-4) was recently moved to the Amtrak depot in Modesto by Pacific Gas & Electric. The two shortlines we hoped to shoot in Stockton were elusive, but we did find the ex-Santa Fe depot (served by most of the San Joaquin trains), the ex-SP depot (served by a couple San Joaquins and the Altamont



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.metroclub.org
jimbartelt@gmail.com



The next three days we would be spending time exploring San Francisco. Since we stayed only a few blocks walk from the Caltrains San Mateo depot, we rode in and out of the city on the ex-SP commuter line. After a half-hour ride we were at



the Caltrains terminal at 4th and King in San Francisco. To the east of the depot is the platform for the historic "E" line using PCCs and the light rail "N" line. (To say that public transportation in the Bay Area is interconnected is almost an understatement.) On our first day in the city we made it a point to ride the California cable-car out to the end of the line at Van Ness Ave. and back. In the early life of this line one of the investors, Leland Stanford, was big into another rail venture. We made a few stops on the way back to take some photos as this was the only day this line would be open when we were there due to scheduled maintenance of the cable gearbox. We spent a good amount of time riding and photographing the Powell/Hyde and Powell/Mason cable car lines. We also stopped at the National Park Service San Francisco Maritime Museum near the end of the Powell/Hyde cable-car line. Two of the boats docked here are of interest to the rail historian. The 1890 sidewheel powered ferryboat "Eureka" was once owned by the Northwestern Pacific Railroad and plied the waters of the bay until 1958. The other boat of interest is the 1907 built tugboat "Hercules" From 1924 until 1962 it was part of the Western Pacific roster hauling railcar barges from Oakland to San Francisco. We took a trip on BART under the Bay to the MacArthur station in Oakland where we photographed a few BART trains before returning to the city. (The BART station in San Francisco is below the SF Muni light rail tunnel which is under the street level "F" line on Market street



in front of the ex-SP headquarters building.) We visited the San Francisco Railway Museum, just blocks from the Ferry Building, and conveniently located at a stop on the historic "F" line. We headed over to the Powell cable car line to catch a car heading for the Cable Car Museum at Washington/Powell located on both Powell cable car lines.

To be continued in Feb 2018

Santa Fe Pre 1995

A sample of some of shots that might be seen in Jerry Krug's upcoming slide presentation on the Santa Fe. These slides were taken and scanned by Dave Nelson.



From the Archives

January 1958 - 60 Years Ago

Milwaukee & Suburban Transport Company streetcar and work equipment as follows: Kinnickinnic Car Station — 37 cars and 3 sweepers; National Car Station — 19 cars (storage); Cars scrapped during winter of 1957 — 22; Cars stored at Cold Spring Shops pending scrapping — 7; Fond du Lac Car Station — Cars 801, 802, 803 specially equipped with 2 poles each (used for training); Lakeside Power Plant — 1 car, 1 locomotive, 1 crane, 5 baggage trailers; Work equipment at Cold Spring Shops — 2 line cars, 6 sweepers, 1 snow plow, 3 double-ended work cars, 6 flat cars, 3 dump cars. (info from Daniel J. Platz).

January 1963 - 55 Years Ago

The last page of Sparks & Cinders included a ticket order form for those who wished to ride with other Wisconsin Chapter members on the last day of North Shore Line operation, January 20-21.... S&C editor Carl Solheim postulated Gumperson's Law of Reverse Probability. This natural law states that dropped toast always lands butter side down. As applied to railfans, it produces clear weather for weeks — then rain, snow, sleet, hail, and/or fog when you are on an important photo excursion. It causes a previously well-behaved slide projector to jam only when showing slides publicly. It causes your pet model locomotive to derail only when visitors watch it. There are many other applications of Gumperson's Law, which, incidentally, has been found to have more scientific validity than the Gremlin Theory.

January 1968 - 50 Years Ago

The last run of the Broadway Limited as an all-Pullman train occurred on December 12....The last of the Marmon-Herrington trackless trolleys have been shipped to Mexico City by the Transport Company. They will be used mainly for replacement parts for the extensive Marmon fleet in Mexico City.

January 1973 - 45 Years Ago

At least two of the Milwaukee Road Super Domes returned to service for the first time since Amtrak took over. They began running in trains 9 and 10 on December 20....Amtrak announced that Turbo Trains would be placed on the Chicago-Milwaukee and Chicago-St. Louis runs this coming summer.... The WERHS operation at East Troy recreated the Schuster's Christmas trolley parade during the Christmas season. Reports indicate that it was a success.

January 1978 - 40 Years Ago

On Monday, December 19, the Chicago, Milwaukee, St. Paul & Pacific Railroad filed a petition for voluntary bankruptcy in Federal Court in Chicago. The Chicago Milwaukee Corp., the railroad's parent holding company did not file and its operations in land, timber, food service, and highway paving are not affected.

January 1983 - 35 Years Ago

A reprint of an article from the Chicago Tribune details the multitude of BN operations, administrative as well as operational, that have been moved out of Chicago....The first pages of a reprint of a 1944 history of the Milwaukee Road,

January 1988 - 30 Years Ago

A WC locomotive roster dated October 11, 1987 was reprinted. ... Several articles about the railroad tunnels in western Wisconsin were included in this issue of Sparks & Cinders.

January 1993 - 25 Years Ago

The ICC has given final approval for the GB&W, FRVR, and AHW to be absorbed by the WC. With this action, the WC has begun the process of removing the tracks from Division St. in Oshkosh. The relocation to the FRVR line will be complete by 1995....CP power is showing up more frequently on Soo Line trains.

January 1998 - 20 Years Ago

Thomas M. Downs, Chairman, President, and CEO of Amtrak resigned on December 10, 1997. He was replaced by George Warrington....Wisconsin Central Transportation Corp. stock price dropped by almost 20% on December 16 after WC announced that its fourth quarter results would fall short of analyst's expectations....UP has begun to phase in Chicago-Texas intermodal service after suspending it on November 1 to help relieve traffic congestion in the corridor as part of the Service Recovery Plan....Amtrak's Empire Builder now features an on-board "Empire Builder Magazine" tailored to the specifics of its route and customers.

January 2003 - 15 Years Ago

The era of SD45s on CN's Wisconsin Central Division is winding down. A majority are working off horsepower hours on other railroads and will probably be stored when they return. A group of 40 SD40-3s is slated to replace them. These are ex-CN SD40s rebuilt by Alstom and leased back to CN.... A Southeastern Wisconsin Regional Planning Commission study committee has recommended that heavy rail commuter service be established between Kenosha and Milwaukee to connect with Metra at Kenosha.

January 2008 - 10 Years Ago

Thursday December 13, 2007 marked 100 years of service to East Troy, Wisconsin, by electric traction. John I. Beggs, President of Milwaukee Electric Railway and Light Company sent the very first electric train from Milwaukee to the resort city of East Troy. East Troy Mayor, Thomas O'Connor and F. Simmons drove a silver spike to finish the link.

One hundred years later, another silver spike was driven in commemoration of the event. The observance was presided over by East Troy Electric Railroad's Andy Witkowski, Chris Lanning, Norman Carlson, and, of course, local politicians. Early on the frigid morning of January 21, 1963 the Chicago North Shore & Milwaukee Railway ceased passenger operations. January 21, 2013 will mark 50 years since service ended on this fabled interurban.

January 2013 - 5 Years Ago

On November 30 2012 the first Oregon Talgo train set departed Milwaukee's Talgo plant enroute to Pueblo, CO for testing. The train was handled by Wisconsin and Southern for the first part of the trip. On November 10 three members of the Chapter Jeff Marker, Bob McCleod and Gary Braun traveled to Chicago and Aurora via Metra. The late departing Metra train arrived in Aurora with enough time to take in the renovated roundhouse and some other attractions in the area.

What: Great Tri-State Rail Sale

When: Saturday January 18, 2018

9 AM - 3 PM

Where: La Crosse Center, North Hall

3rd & Pearl St., La Crosse

Cost: Adults - \$5

Children under 12 - Free with adult

The Great Tri-State Rail Sale has grown to become the tri-state's largest one-day Railroad Hobby Sale, Model Railroad Flea Market & Swap Meet. This annual extravaganza celebrates the area's railroad heritage while raising funds to maintain and restore The La Crosse Short Line display in Copeland Park.

The Great Tri-State Rail Sale traditionally hosts vendors from six states offering over 200 tables of railroad related merchandise. All proceeds from this event are used to maintain and restore The La Crosse Short Line Railroad Museum. The 4000 Foundation is a non-profit organization formed in 1989.

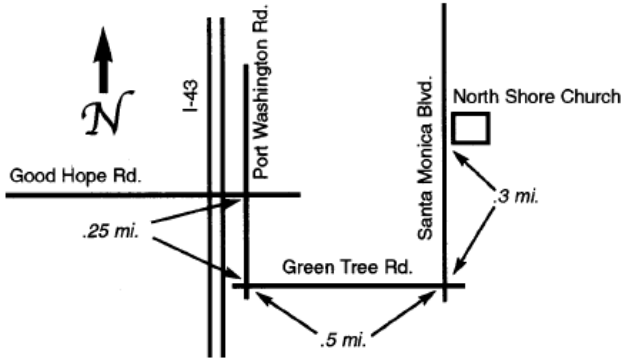
For more information please contact Don Anthony at (608) 781-9383 or visit www.4000foundation.com

Sparks & Cinders
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Waukesha, WI 53188

FIRST CLASS

Chapter Meeting Location

North Shore Congregational Church
7330 N. Santa Monica Blvd.
Fox Point, WI



**For Meeting Updates and Weather Cancellations
please check the Chapter Webpage
www.nrhiswis.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 Bob Baker.

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