



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



UP #1943 “Spirit of Union Pacific” SD70ACe locomotive visited Milwaukee on Friday August 24, 2018. #1943 was pulling a UP business train. It was parked at Milwaukee’s Harbor for a breakfast with city officials. #1943 is painted to honor the troops that fought in the various wars. It is a great looking locomotive. Thank You to our Vets and to Union Pacific *Photo by Keith Schmidt*

In This Issue

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Upcoming Events September 2018

TMER&THS (Traction and Bus Club)

www.tmer.org

Waterstone Bank

6560 S 27th Street

Doors Open 2pm Meeting at 2:30pm

Business Meeting - Don Goerke Tour of Germany

WISE Division NMRA

www.wisedivision.org

Monthly Meeting

Sunday October 21, 2018 12:30pm to 4pm

Lake Park Community Center- NEW LOCATION

3133 Newberry Blvd Milwaukee

Clinics, Swap Meet and Layout Tours

NRHS National Convention

www.nrhs.com

Check the webpage for information on 2019 Convention

Milwaukee Road Historical Association

www.mrha.com

National Convention

June 20-23, 2019

St Paul, MN

C&NW Historical Society

www.cnwhs.org

National Convention

May 30th - June 2nd

Milwaukee, WI

Soo Line Historical and Technical Society

www.sooline.org

Watch for upcoming events

The Green Bay & Western Historical Society will hold its Annual Meeting and Banquet in Green Bay on the evening of Saturday, April 27, 2019. It will be held at the Best Western Green Bay Inn Conference Center, 780 Armed Forces Drive, Green Bay.

To Contact the Wisconsin Chapter NRHS

President Bob Baker

Email bbaker@milwpc.com

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 1998.

At the October 5th 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 5, 2018 - 20 Years Ago - Tom Hoffmann
Friday November 2, 2018 - East Troy Trolley - Evan Richards
Friday December 7, 2018 - Rare Collection comes to Light - James Rindt

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 2018 Meeting Summary

President Bob Baker reminded everyone that soda and candy bars are available, and that there is sign-up sheet to show digital images or slides. He started the meeting at 7:34 pm. Thirty-three people were in attendance. There were no guests or first-timers.

Announcements

Dave Nelson—We are looking for volunteers for Train Fest on November 10-11. Extra people are always helpful, to permit breaks, checking out other exhibits, and assistance to Train Fest staff.

Milwaukee School of Engineering Grohmann Museum will be hosting an exhibit of David Plowden photos entitled "Portraits of Work" The artist will be present, and give a short talk, on Gallery Night on Friday, October 19.

Tom Hoffmann—Kalmbach Publishing Company will be moving their library. They are looking to give away surplus copies of Fine Scale Modeler. That magazine is mainly focused on ships, tanks, and other military models. Contact Tom if interested.

Bob Baker—The Illinois Railroad Museum in Union, Illinois will again be offering Milwaukee Transit Day, on Saturday, October 13. Full details are provided in an advertisement on page 6 of the September 2018 issue of Sparks & Cinders. It will be repeated in the October 2018 issue. There is one change. We have just found out that Milwaukee Street Car 972 is in the shop and is

Rail Safety Week in Wisconsin Week of September 24th

Wisconsin Operation Lifesaver is joining with National Operation Lifesaver to observe Rail Safety Week September 24th to September 30th. In Wisconsin this will include having volunteers at the Milwaukee Amtrak Station on Thursday September 27th. Volunteers will be at a booth at the Amtrak Station. Volunteers will also be riding several of the Hiawatha trains between Milwaukee and Chicago. On train they will be talking about rail safety and handing out small reminders of SEE TRACKS THINK TRAINS. Events are being held state wide including Officer on the Train in Madison, Superior and Chippewa Falls. 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 Operation Lifesaver messages at gas station pumps. Also advertising in the Packer Extra section of newspapers. To find out more about Rail Safety Week please check out www.oli.org. Remember SEE TRACKS THINK TRAINS !!!



Don't be like this driver. Gates Down, Train Coming !! This equals danger and a substantial ticket.

not expected to run. They do have a lot of TMER&L work equipment. How much will run is unknown. There will be no organized Chapter trip this year.

Neil Wegner—Riverside & Great Northern, the 15-inch gauge line NW of Wisconsin Dells, had two large washouts on their main line during recent heavy rains. They are running abbreviated trips. They are looking for financial assistance with repairs.

The Mid-Continent Railroad Museum in North Freedom (on the Baraboo River) got flooded with 2 feet of water in the depot. They moved most of their equipment to higher ground in time this time. The bridge that connects them to the former Chicago & North Western (now Union Pacific) is holding.

Bob Baker—Neil and Cathy Wegner took over distribution of Sparks & Cinders with the September 2018 issue. Label printing will move from Bob Joyce to Bob Baker with the October issue.

Canadian National is extending their Burlington Siding on the former Soo Line. They are mostly finished with grading it. They had not started on the track work yet.

Presentations

We went to presentations at 7:46 pm. There were 7 digital presentations:

Keith Schmidt—East Troy Trip on Saturday, August 18

Keith Schmidt—Year in Review—2018 to Date

Randy _____ --Mid-Continental Railroad Museum—
and Rare Mileage

Mike Yuhas—Drones and More

Dave Nelson—C&NW Historical Society Convention in Rapid City, South Dakota

Jerry Krug—Travels in 2018

Dan Grudzielanek—2018 So Far

And two slide presentations:

Tom Hoffmann—1960's Subjects

Bob Baker—2018 Subjects

Keith Schmidt will be presenting at the October 5 meeting.

(This has since been changed to Tom Hoffmann—20 Years Ago—1998.—TWM)

Respectfully Submitted

Thomas W. Marcussen

Wisconsin Chapter Secretary

FROM THE PRESIDENT

We had a great Favorite Slide Night Meeting. There were lots of great photos- and good variety too. Thanks to all of you who came. Hopefully you can come for our October meeting on Friday October 5th too.

In September, Neal and Cathy Wegner took over mailing of Sparks and Cinders. It was a seamless transition and I am personally thankful for the assumption of these duties.

Trainfest is coming and our society will have a table at this very popular venue. If you would like to be a part of this, kindly contact Dave Nelson to volunteer.

We have some great shows planned, but we are always looking for people to present. Slides or digital, recent or way back when, let us know if you have something you would like to present.

So as summer turns into fall, take those trips, near or far. If you are at trackside and you run into fellow rail fans, talk up our organization and our meetings. Even better, we'd like them to join and become active in our society. And stay safe!

BT 3

NKP #765 visited Chicago September 15th and 16th.

Pulling the Joliet Express. The weather was great and so was the show. Hopefully it will become a tradition in the Chicago area. Photo below by Mark Llanuza.



Ontario Rails in July 2018

by
Tom and Sharon Sharratt

My wife and I are members of NARCOA, the North American Rail Car Owners Association (you know, the guys who own and operate Putt-Putts!) We bought our first car in the early 1990s, followed by a narrow-gauge car which we sold after two week-long excursions on both the Durango and Silverton Railroad and the Cumbres and Toltec Scenic Railroad, and most recently we bought a hi-rail. We bought the hi-rail, not because we don't like the motor cars, but we just got tired of towing it long distances to trips in distant states. This is a wonderful hobby and a way to ride railroads that normally are not available to fans, and we have enjoyed many new railroad miles that we otherwise would not ever have ridden.

We travelled north to Canada early in July this year with a required stop at Lambeau Field in Green Bay to pay our respects, arriving in Sault Ste Marie the second day. We were glad to see that the train to the canyon loads/unloads at the traditional Algoma Central station instead of the distant yard, and were pleased to find that our ticket (senior rates available) included a \$10 coupon for food in the snack car, which was just the right amount for our mid-day lunch during the trip. The train left on time and there were excellent car attendants who gave us a good narrative of the railroad and points of interest as we rode. In addition to the snack car, there were six coaches (there are more available for larger crowds, normally expected in the Fall), all of which were clean and comfortable and came from the last non-Amtrak version of the Rio Grande Ski Train. The train had a locomotive at each end. The scenery was what we remembered from previous trips and what we experienced on the entire trip north of Green Bay – lots of trees! There was a 90-minute stop at the canyon, plenty of time to see the sights if you are a fast walker or too long if you aren't a walker. There are some rail displays – an old passenger car that we assumed could be opened for groups, and a display of old rail maintenance cars (pump and powered) in addition to several water falls. The entire trip ran on time with no opposing traffic (reports were of two or three CN freights per week) and one MOW crew working on the line. CN is reported to be committed to running the train through 2019, after which its future is in question. The train non-operating staff in non-CN, friendly and proficient, and reported that ridership is significantly down this year – not a good sign for the future. If you want to ride this train, it would be wise to do so before the end of the 2019 season (their season runs June through mid-October.) It was also reported that there continues to be some interest in restoring train service all the way to Hearst for the benefit of property owners, fishermen, etc. But that is considered to be realistically a dead issue. Bush planes and ATVs have taken the place of the train.

The Ontario newspapers reported that a mining company had just narrowed their potential site for a new smelter to Sault Ste Marie and Timmons, located between Sudbury and Cochrane, with significant amounts of rail traffic promised. The selection will benefit either CN or Ontario Northern and perhaps the Huron Central between Sault Ste Marie and Sudbury which is run by Genessee and Wyoming for the time being. Reportedly G&W wants to end their contract if there is not additional governmental funding in 2019. Their operating contract ends before the end of 2018. We did see one train on that line, and it was longer than we had expected.

There was another train that we had previously ridden, and did not want to pass up riding again: the VIA Budd train from Sudbury Junction to White River on the CP mainline. It runs west on Tuesday, Thursday and Saturday, returning the follow-

ing day with no service on Monday. The summer train consists of one each RDC-1, 2 and 3, all somewhat modified but close enough to make the experience one not to miss. It is the only place we know of in North America where you can ride a regularly scheduled non-tourist RDC train! During the summer, it carries fishermen to fishing camps in the real boonies and paddlers and their canoes to put-in locations for white river canoeing. The day we rode west, there were over a dozen canoes loaded in the former RPO/Baggage car along with many backpacks and water jugs. The crew knows all the put-in locations and the train stops long enough to help unload all the gear, then takes off for the next stop at a remote trail crossing to unload fishermen. This train also serves on a flag-stop basis residents who live in the deep woods or on a lake without any road connection. The crew is very friendly and related that in the winter, only two cars are used and often there are only two or three passengers.

to be continued next month

Heavy Rains and Flooding cause issues with Wisconsin Railroads

About 400 Amtrak passengers were stranded overnight Tuesday in western Wisconsin after floodwaters damaged tracks. The national passenger rail company announced service on its Empire Builder trains had resumed a little before 12:30 p.m. Wednesday, with the eastbound train running more than 18 hours behind schedule and the westbound train more than 22 hours late. The eastbound train stopped near Tomah around 3 p.m. Tuesday, while the westbound train was held near Portage since Tuesday night, said Amtrak spokesman Marc Magliari. Magliari said it was safest to shelter passengers on the trains as roads were also impassable.

Crews with Canadian Pacific Railroad worked through the night to repair damage to tracks near Mauston. Canadian Pacific spokesman Andy Cummings said the line was re-opened at about 10 a.m. Wednesday, though trains were moving at reduced speeds. Magliari said all passengers were provided complimentary meals. One train ran out of eggs at breakfast Wednesday, but Magliari said managers are on-site to help keep passengers comfortable. "We appreciate the patience of our customers and the work by CP to restore the route used by these daily trains," Magliari said.

Meanwhile, the Wisconsin & Southern Railroad is working to repair about 60 washouts affecting roughly 40 miles of its network across the southern part of the state.

Ken Lucht, assistant vice president for government relations, said the historic rainfall of Aug. 20-21 took out sections of the line between Prairie du Chien and Madison and on the subdivision between Sheboygan and Milwaukee.

Another storm that hit western Wisconsin Monday night washed out a section of track near Reedsburg. Company crews and contractors are working around the clock and hope to restore service to Middleton by Friday, while other sections could take another week, Lucht said. He estimates the total cost will be about \$2.5 million. Lucht said the railroad, which primarily transports plastics, lumber, fertilizer and grain, is working with its customers to get their cargo onto trucks or route it on another railroad's line. "It's extraordinary," Lucht said. "The last thing we want is for them to shut down their business."

Freight traffic was halted on BNSF Railway's lines along the Mississippi River as crews worked to repair washed out tracks. BNSF spokeswoman Amy McBeth said there were no derailments or incidents and that trains were stopped Tuesday morning after inspectors found a "handful" of washouts between La Crosse and Stoddard. McBeth said repairs will require a significant amount of materials but trains should be able to begin moving again Thursday. -from Wisconsin State Journal 08-29-2018

A Whistle Stop in Minnesota

by
Neal and Cathy Wegner

It was a bucket list trip for us. Having enjoyed numerous motorcycle rides along Wisconsin's Great River Road, Neal and I decided it was time to visit the headwaters of the Mississippi River at Minnesota's State Park Lake Itasca. Traveling in late June, we had the advantage of longer daylight hours to maximize train watching. Our base was the Whistlestop Bed and Breakfast in New York Mills, Minnesota after seeing an ad for the inn in Trains magazine. The town is located midway between Staples and Detroit Lakes, both Empire Builder stops. This is a bed and breakfast aimed at people with a serious interest in historical train cars. There are three wooden cars, 1900's Pullman passenger cars, plus a caboose to choose from. In addition to the rail cars, there is also a train motif cabin and a couple of rooms in the hundred year old house.

We stayed in the Palace Car, built in 1909 as a dining car, later used as a private car for a railroad executive. Taken out of service in the 1960's, it was placed on a siding in Brainerd to become a meeting place for railroad workers, later a storage shed, then forgotten and neglected. In 1997, it was purchased by the present owners.

After a tremendous amount of work, blood, sweat, tears and money by the owners, the car has been turned into a Victorian dream of rail travel with modern amenities, including a whirlpool, microwave and refrigerator. With BNSF running a block away, rail fans are happy and equally pleased at night, realizing that a green space and lots of trees buffer the sound of passing trains, so sleep in undisturbed. Neal had to set the alarm to see the west bound Builder pass at 2:00 a.m. He slept in for the 3:40 a.m. east bound train.

In the morning, breakfast is delivered to each car, Eggs, quiche, bacon, sausage, fruit, muffins, all delicious and lots of it. You don't need lunch! New York Mills, population 2,000, isn't big on dining establishments; so evening meals were the VFW Post (it was burger night) or the bowling alley. We also made use of the microwave - frozen dinners are wonderful.

While the rail cars are wonderful, the rail traffic doesn't disappoint. A short walk will bring you to the town center and the double track main line of BNSF. The heavy haul line sees auto racks, grain, oil and mixed freight, With a covered picnic area trackside, you can wait in comfort for the next train.

The goal for our motorcycle trip was to visit the headwaters of the Mississippi River which we did. The Inn is about fifty miles from Lake Itasca State Park. Once there, I did what most visitors do. I took off my shoes and socks and walked across the Mississippi. 1,906 miles in eight days equals a great rail and river adventure.

The web site is whistlestopbedandbreakfast.com check it out.



Headwater of the Mississippi River Lake Itasca, MN

Iowa Interstate Chinese QJ Steam Pulls Special Trains

Iowa Interstate #6988 Chinese QJ 2-10-2 steam engine pulled special trains to raise money for two local fire departments in Iowa. August 18th and 19th were the dates that Mitchellville and Brooklyn Iowa were host to the trains. All 5 of the trains each day were SOLD OUT !! Great to see the QJ out again. Story and Photos by Keith Schmidt



Kettle Moraine Ballast Scorchers Model RR Club 16th Annual Model Train Show and Swap Meet

Sunday October 14, 2018 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 2018 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. Dave needs to know which day you are interested in and either morning or afternoon. Also he will a phone number or email address. A couple more volunteers are needed.

Trainfest 2018
5 Saturday November 10th 9am to 5pm
Sunday November 11th 9am to 5pm



ANNOUNCING THE 2018 MILWAUKEE TRANSIT DAY AT IRM

Plan on visiting IRM on Saturday October 13 for the SECOND Milwaukee Transit Day! This event will be similar to last year's but with two or more likely surprises. You will find a new entry point – the Schroeder Store, which is also our new gift store. AND IF the Electroliner has been reassembled, it will be on display and available for tours for the first time since 2013! DON'T MISS THIS SPECIAL EVENT!!!



M&ST trackless trolley 441 will run



972 will run



M15 will be out and running on the car line pulling the M37.



An L locomotive and hoppers will be staged for



A NSL standard train will run



D13 will be running on the car line.

There will be a garage sale of bus related items, including some from Milwaukee.
Hours: 10-6 Food Service will be available on site.
Contact Tom at tssharratt@mwt.net or (608) 634-2118 for more information.

From the Archives

October 1953 - 65 Years Ago

The October 10 fantrip turned out to be all we had hoped for. We had 51 persons leaving from Milwaukee, and six more who joined us at Madison. This meant we had our own car on the end of each train. Milwaukee Road train 55, which took us to Madison, was hauled by F-3 Pacific No. 171, instead of its usual diesel. This didn't "just happen" but was the result of Gary Duckert's negotiations with the roundhouse foreman. Nice talking, Gary!

October 1958 - 60 Years Ago

We have been in a dither regarding the Fall Foliage Fantrip, since several complications have arisen. First, higher brass in the Milwaukee Road nixed our getting 5901, and 5900, though available, needs \$200-\$500 in repairs to move, so she's out, also. Then, there is some difficulty about the use of a baggage car, so that is being worked on now. Because of these factors, we have had to re-write the flyer. We have insisted on the orange and maroon equipment, so that aspect is quite definite. Don, Dan, and Jim have worked very diligently on the myriad details it takes for an event of this nature, so let's support them to the utmost.... Milwaukee Road S-3 No. 261 and Soo Line No. 2718 are on the National Railroad Museum property located on the west bank of the Fox River between Green Bay and DePere. Fencing is on hand and it is hoped that volunteer labor will soon erect a fence around them. Weldon McGee, Operating Vice-President of the GB&W, and active in the museum, advises that anyone interested in becoming a charter member should send a one dollar contribution to the museum.

October 1963 - 55 Years Ago

On October 9-16 the American Railway Progress Exhibition will be held in Chicago at McCormick Place and at the IC 31st St. Yards. On October 13 and 14 the exhibits in both places will be open to the public without charge – the meetings are closed to the public....Our recent fantrip to Green Bay via the Valley 400, visiting the National Railroad Museum, and return via the Lakeshore Line was fun, but where were all the Chapter members?

October 1968 - 50 Years Ago

The C&NW has completed the renumbering of the former CGW locos. As was the case with the former Omaha Road, Litchfield & Madison, and M&StL, only units with conflicting numbers have been renumbered....About 6:30 p.m. on September 20, a westbound Milwaukee Road freight had an unscheduled meet with a flatbed semi-trailer which got hung up on the Sawyer Road crossing near Nashota. The train was going an estimated 60 mph at the time and all four units and 27 cars were derailed. The fuel tank on the second unit ruptured and the units caught fire and were destroyed. Fortunately, no one was injured.

October 1973 - 45 Years Ago

The hoped-for through service via Turbo from Milwaukee to St. Louis will not materialize and train changes in Chicago will once again be necessary. Bob Adams reported the Turbo train did, in fact, make a trip to Milwaukee to try out "sundry sidings, crossovers, and alternate routes" (including a side trip from Sturtevant to Racine). It reportedly returned to Chicago via the C&NW.

October 1978 - 40 Years Ago

The Milwaukee Road has added another pair of Sprint trains (Nos. 208-209) between Bensenville and St. Paul....Milwaukee Road SD40-2 No. 156, still in its Bi-Centennial paint job, arrived at the shops for a rebuild and a new orange and black paint job.

October 1983 - 35 Years Ago

SP is reportedly planning to run a full-length train in Daylight colors, powered by 4-8-4 No. 4449, to the New Orleans World's Fair. It will run east as a shipper's special and return as a public excursion....Amtrak is set to begin Auto Train service from Lorton, Virginia, to Sanford, Florida, on October 30.

October 1988 - 30 Years Ago

"Sweet Soo," the ex-Soo Line steam loco on display at the Depot Restaurant in Waukesha will soon be moved permanently to the Mid-Continent Museum at North Freedom. The move was precipitated by the track rearrangements in Waukesha for connecting the WC and C&NW.

October 1993 - 25 Years Ago

Wisconsin Central's purchase of the FRVR and GB&W took effect at 12:01 a.m. August 28. At the same time, the Fox Valley & Western was brought into being. The first few days of operation were a bit hectic....A loaded WC/CNW/WPSX coal train ran into a problem on October 11 at Fox River Jct., on the FV&W Fox River Sub. Twenty-five cars got loose from the Appleton Yard and hit the coal train at 10 to 15 mph. The impact moved the coal train 25 to 30 feet backwards. The crew was able to escape the lead SD50 before the impact. The yard crew, who had no idea the cars had left without them, received a long and stern reprimand

October 1998 - 20 Years Ago

Street traffic in Waukesha was snarled on September 2 when a semi hauling scrap steel was struck by northbound WC train 49 at Main Street. The train was traveling below 20 mph when it hit the truck, which ignored the flashing crossing lights. All three locomotive were derailed as well as a number of cars in the 103-car train. Ten crossings were blocked. A test run from Chicago to Madison was operated via WSOR as a prelude to possible Amtrak service between Chicago and Madison. The proposed service may start in the spring. A running time of 4 hours is projected.

October 2003 - 15 Years Ago

UP officially opened its new Global III intermodal facility in Rochelle, Illinois, on August 27. The new facility can handle 720,000 trailers and containers annually....Chappie Fox, a driving force in the establishment of the Circus World Museum, the Great Circus Parade, and the Circus Train, passed away in Madison on September 12 at age 90. Metra's new MP36s are beginning to arrive and are being put into service on the various Metra lines, except UP. Apparently the new locos are too heavy for some bridges on the Kenosha Sub. For every MP36 received, an F40C is being retired

October 2008 - 10 Years Ago

Union Pacific Railroad will spend \$9.1 million upgrading track between Adams and Lebanon, Wis., the railroad announced on August 20. The segment is part of UP's Chicago- Minneapolis/ St. Paul "Adams Line." Crews will replace 77,000 ties, spread 30,000 tons of ballast, and surface 41 crossings. Work is already underway, and is expected to wrap up in October. Since 2003, UP has invested \$73.4 million for capital projects in Wisconsin, primarily upgrading the Adams Line, which saw deferred maintenance under UP predecessor Chicago & North Western. UP bought C&NW in 1995.

October 2013 - 5 Years Ago

Canadian Pacific is replacing the Kinnickinnic Avenue overpass south of downtown Milwaukee. The project began in the summer, says railroad spokesman Andy Cummings. The bridge upgrade is part of the railroad's planned 2013 capital spending program. Because of the construction, CP is running all traffic on Track 2 south of Milwaukee. A railroad crew is lucky to be alive this morning after the train it was operating fell into the Spoon River after a bridge collapse. The historic Spoon River Bridge on the Keokuk Junction Railway collapsed on Monday afternoon Sept 17th under the weight of the eastbound train, near Seville, Ill. Shortly after 4 p.m., as three locomotives and six cars made it safely over the ancient structure, the train crew felt a tug followed by an emergency air brake application.

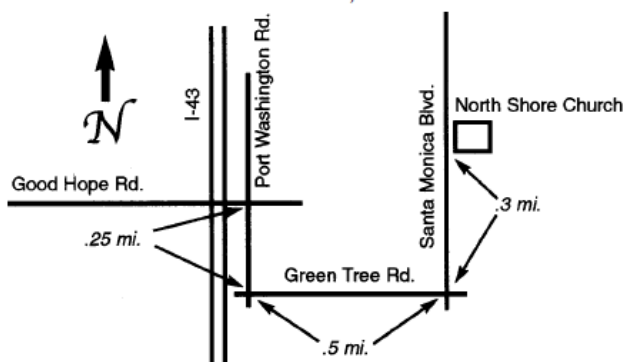
- 7 There's currently no indication of what caused the bridge to fail. A Keokuk Junction EMD-built GP20 locomotive was in the lead followed by two classic EMD FP9s.

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, Bob Baker; Vice-President, Keith Schmidt; Secretary, Tom Marcussen, Treasurer, Tom Hoffmann; National Director Tom Hoffmann; Directors, Mike Yuhas, Ralph McClure, Andrew Roach, Neil and Cathy Wegner, Dave Nelson and Al Baker.

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