



# 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)

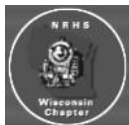


Leading a southbound taconite train at Scott Street in Fond du Lac, SP 244 has just passed through Shops Yard on the way to Utah's Geneva Steel, September 27, 1997. Photo by Brian Siegl

### *In This Issue*

- ◆ *From the President*
- ◆ *Countdown to Big Boy 4014*
- ◆ *Annual Chapter Banquet*

## Upcoming Events March 2019



### Wisconsin Chapter Meeting Schedule

Friday March 1, 2019 "Railroads at the Bottom of the Lake" (not gone but not forgotten) - Brian Siegl  
Friday April 5, 2019 - Wallace W Abbey - Kevin Keefe

If you have a program idea please contact Program Chair  
Dave Nelson at engine1385@aol.com

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#### Brian Siegl presents Railroads at the Bottom of the Lake - Fond du Lac from the 1970's to Present

Fond du Lac, at the bottom of Lake Winnebago, was once served by three railroads, one interurban, and had nine connections to the rest of the state. This program, presented by Brian Siegl, will focus on the C&NW, SOO and MILW lines which wove through the city, the transition to FRVR, WC and CN, as well as a peek at the streetcars which made North Fond du Lac possible. Also included will be the Milwaukee's line from Iron Ridge, and the line north to Winneconne.

Monthly meetings are held in the lower level of the North Shore Congregational Church at 7330 N Santa Monica Dr. in Fox Point. The church is handicap accessible. Refreshments are available for a donation. For more up to date information on meetings and speakers, and also any weather cancellations, check the chapter's webpage at [www.nrhwis.org](http://www.nrhwis.org).

Doors open by 7:00 pm, so arrive early to socialize. The meeting will start at 7:30pm sharp with introductions and railroad-related news and announcements. Please bring a friend!

To Contact the Wisconsin Chapter NRHS  
President Mike Yuhás  
[president@nrhwis.org](mailto:president@nrhwis.org)

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#### Wisconsin Chapter is 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



Sparks and Cinders is published by the Wisconsin Chapter, National Railway Historical Society. 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

NRHS National Convention  
[www.nrhwis.com](http://www.nrhwis.com)  
May 7-11, 2019 Salt Lake City, UT  
Check the webpage for information on 2019 Convention

TMER&THS (Traction and Bus Club)  
[www.tmer.org](http://www.tmer.org)  
Waterstone Bank  
6560 S 27th Street Saturday March 16, 2019  
Doors Open 2pm Meeting at 2:30pm  
Keith Kohlmann - Racine Way Back When

WISE Division NMRA  
[www.wisedivision.org](http://www.wisedivision.org)  
Monthly Division Meet  
Oconomowoc Historical Society 103 W. Jefferson Street  
Sunday March 17, 2019 12:30pm to 4:00pm  
Swap Meet and Clinics

C&NW Historical Society  
[www.cnwhs.org](http://www.cnwhs.org)  
National Convention  
May 30th - June 2nd  
Milwaukee, WI

Milwaukee Road Historical Association  
[www.mrha.com](http://www.mrha.com)  
National Convention  
June 20-23, 2019  
St Paul, MN

Soo Line Historical and Technical Society  
[www.sooline.org](http://www.sooline.org)  
National Convention September 14 2019  
Wisconsin Dells, WI

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.

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### February 2019 Meeting Summary

President Mike Yuhás started the meeting at 7:33 pm. Thirty-five people were then in attendance.

Mike revived Jeff Marker's tradition of opening with an introduction and ice-breaker question: State your name, and your favorite form of motive power—steam, diesel, or electric? Diesel won out over steam, by about 2-to-1, with a few votes for electric.

There was discussion of the downsizing of operations at Union Pacific's Butler Yard. Yuhás relayed a report he'd heard that car department employees had been walked off the property, several yard jobs had been cut, and that yardmasters would be gone by the end of the weekend. Butler will remain a crew-change point for through freight trains.

Additional input from the room on this subject followed: Fifteen mechanics were laid off. UP had been offering \$25,000.00 signing bonuses for new hires as recently as 2018.

# From the President

All trains that had originated or terminated in Butler were shifted to Proviso Yard (west of Chicago).

The RCO (Remote Control Operated) locomotives are gone.

One of the key drivers of this change is the decline in the "fracking" sand traffic for oil and gas wells. Business at the Augusta Mine SE of Eau Claire is down significantly. A lot of their business has gone to mines on the Canadian National (former Green Bay & Western) line west of Merrilan. The reason for that shift is unknown.

Gary Young of Talgo was in attendance. He is working on a possible shop tour (at the Capitol City complex—former A. O. Smith auto frame plant—on Capitol Drive) for a Saturday in May. They are ramping up on their overhauls of Los Angeles subway cars. Four other contracts are currently active. The overhaul share of total business is going up. The current economics of constructing new cars are not cost-effective.

Tom Hoffmann offered his collection of Sparks & Cinders issues since 1971 to anyone who is interested. Keith Schmidt took them.

Tom Hoffmann also offered the summary treasurer's report for 2018, as follows:

#### Receipts:

Dues & Donations	\$1600.00
Banquet	\$ 652.50
East Troy Charter	\$ 371.00
Ad in S&C	\$ 28.80
Books	\$ 20.00
Interest	\$ 5.31
Total	\$2677.61

#### Expenses:

Donations (Note 1)	\$1000.00
S&C Postage, Labels & Seals	\$ 908.35
S&C Printing	\$ 765.93
Banquet	\$ 708.68
Insurance	\$ 539.00
East Troy Charter	\$ 281.73
Stamps (Other than S&C)	\$ 20.00
Miscellaneous	\$ 329.86
Total	\$4553.55

#### Notes to Treasurer's Report

1—Donations were \$500.00 to East Troy Electric Railroad, \$450.00 to North Shore Congregational Church (for use of space), and \$50.00 to Church custodians.

2—We invested significant additional money (in 2019) into stockpiling stamps before the increase from 50 to 55 cents on Sunday, January 27, 2019.

Jim Weinert found a UP (former C&NW) Shore Line Interest Group on Facebook. This covers the territory between Butler and Sheboygan. People who see trains post a notice so that others have an opportunity to see and photograph them.

#### Presentations

Dave Nelson, our presenter for tonight, took over at 7:49 pm. His program consisted of color slides, all taken before 2008. Part One was on the Wisconsin Central, which operated mostly on former Soo Line tracks from October 1987 until it was taken over by Canadian National in 2001. Part Two was on the Wisconsin & Southern, which was formed in 1980, mostly from routes cast off by the bankrupt Milwaukee Road, and continues to operate today. The program ended at 9:24 pm.

Respectfully Submitted  
Thomas W. Marcussen  
Wisconsin Chapter Secretary

Before you know it, February will be history, and on the first of March, another chapter meeting takes place! This month we're delighted to welcome the return of Brian Siegl, who will share scenes of Fond du Lac railroading from the 1970s to today. If you didn't get your fill of maroon and gold at Dave Nelson's presentation last month, you'll have plenty of Wisconsin Central on March 1 (and Soo Line, and Chicago & Northwestern, and Milwaukee Road)!

Speaking of February, I'm sure the 35 or so folks at Dave's two-part presentation on WC and Wisconsin & Southern enjoyed it as much as I did. Thanks, Dave!

Other meetings penciled in for the rest of the year include Kevin P. Keefe with a retrospective of the photography of Wallace W. Abbey in April. The keynote speaker at our annual banquet in May will be Norman Carlson, railroad historian and Chairman of Chicago commuter railroad authority Metra (see details elsewhere in this issue). June's presenter will be transportation photographer Lou Gerard, who will be sharing his work with an emphasis on South Shore and other Chicago subjects – and perhaps some lake boats and airliners, too. Programs resume after our summer break with our annual "favorite slide night" in September, and then in October, Scott Lothes of the Center for Railroad Photography and Art will address our group with an "After Promontory" presentation. This is truly shaping up to be a memorable year of informative and entertaining chapter programs. Why not bring a friend or three to all our meetings?

Over the next few weeks we should be able to announce details of a chapter visit to Talgo's maintenance facility in Milwaukee, to take place on a Saturday in May. Many thanks to Jeff Marker and Gary Young of Talgo for facilitating our visit. Stay tuned.

As I am writing this note, I received an automated email from NRHS National, reminding me that I hadn't paid my 2019 national dues. Uh oh! Honestly, I thought I had renewed. How did I forget? Life is busy, that's how, but luckily NRHS has implemented an online renewal system that works fairly easily, and it only took a minute. Have you paid your national dues? And have you paid your chapter dues? Chapter Treasure – whoops, I mean Treasurer – Tom Hoffmann would love to lighten your wallet of \$20 to cover your 2019 chapter dues. See him at the next meeting, and while you're at it, sign up for the banquet, too. Did you know Tom has been serving as our treasurer continuously since 1986? This is why I call him a treasure.

If we ever have any sunny weekends again, I hope to get out to do some railroad photography. I'll look forward to seeing you track-side. Stay safe out there!



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## Changes are Coming - Hold on Tight

Change can be difficult. Some people don't like change at all. Some people embrace change as a way to see what else is out there. Well as you see there has been a change to Sparks and Cinders. The change is most noticeably in the font being used for the newsletter. Hopefully this will be easy to read. Also the "From the Archives" has gone from two columns to three. There maybe more changes coming. Please let me know about the changes at [kschmidt626@gmail.com](mailto:kschmidt626@gmail.com). Or you can let me know at the March 1st Chapter meeting.

# Chapter banquet features Norm Carlson

Mark your calendar for the social event of the year: the 2019 Wisconsin Chapter annual banquet. We're back at Meyer's Restaurant in Greenfield again this year on Saturday, May 4. Arrive at 5:00 pm and enjoy fellowship and a cash bar; a family-style dinner of comfort food will be served at 6:00pm.

After we've had our fill of beef tips, broasted chicken, mmm-mashed potatoes and more, Norman Carlson will address the group. Norm is the president of the Shore Line Interurban Historical Society and the chairman of Metra, Chicago's commuter railroad. He will present a program on Metra, its successes and challenges, history and plans, operations and political considerations. Mr. Carlson's unique position as both a student of railroad history and Metra chair will make this a lively and memorable presentation.

Price is \$22.50 for NRHS members and guests. There is a strict limit on number of attendees, so make your reservation early to avoid disappointment.

----- clip and mail -----  
*Official Wisconsin Chapter NRHS 2019 Banquet Registration Form*  
Annual Chapter Banquet - Saturday, May 4, 2019 - Cash bar 5:00 pm - Dinner served 6:00 pm  
Meyer's Restaurant, 4260 South 76th Street, Greenfield  
Keynote speaker: Norman Carlson, president of Shore Line Interurban Historical Society  
and chairman of Metra

*\$22.50 per person. Make checks payable to Wisconsin Chapter NRHS and mail to  
Tom Hoffmann, 1102 Aspen Drive, Waukesha WI 53188*

Name \_\_\_\_\_ No. Attending: \_\_\_\_\_  
Address \_\_\_\_\_ Total Enclosed: \$ \_\_\_\_\_  
City, ST ZIP \_\_\_\_\_  
Phone \_\_\_\_\_ Email \_\_\_\_\_

*More info: Mike Yuh, [president@nrhswis.org](mailto:president@nrhswis.org), 414-698-6625*

## Big Boy 4014, a hydrostatic test, and why UP can beat the usual six month rule

Earlier this week, Union Pacific announced it has completed a successful hydrostatic test of the boiler on Big Boy No. 4014. That is the kind of news that says, "without doubt, this engine is going to run again, and soon." Until you get that test completed, there's still the potential for more boiler work. Once, it's over, the heart of the engine is beating once more.

A hydrostatic test is required by the Federal Railroad Administration in which warm water in the boiler is raised to 25 percent above the maximum allowable working pressure. For Big Boy, the operating pressure is 300 psi. So, for the hydro test, the magic number is 375 psi. Why do we test boilers with water? It's simple: Squeeze it with water and it leaks. Then you fix the leaks. Squeeze it with steam and the energy in the steam does bad things. Make sense?

A general rule of thumb in rebuilding steam locomotives that have been dead for some time is that roughly six months after a successful hydro test, you'll be up and running. If you have everything else done, wheels, running gear, appliances, tender, etc., you'll be running in about six months after a good hydro. After the hydro, it's connecting schedule 80 piping for air lines, running lube lines, bolting on various items. It's the detailed work. It's time consuming. Only a few people can fit into the work space. When you get to the last box of parts that you have no idea where they belong, you know you are done.

UP doesn't have six months. The railroad and the steam crew want to debut their engine in early May to celebrate the 150th anniversary of the Golden Spike. In Ogden, Utah, 400 miles west of Cheyenne. They're close, but they've still got a lot of work to do. Can they do it? Of course, they can. I haven't been out to the shop at Cheyenne in several months and a planned visit late last month got cancelled due to weather, so I don't have a current update other than what UP puts out. But I do know this: They've got a competent steam team that is smart and inspired. They've got a shop that's been brought up to modern standards in recent years. They know how to work and work long and hard. They work ahead when they can. Best of all, they have the resources of the UP. One good thing about No. 4014's largess: It's big enough that you can spread out your workforce and attack several fronts at one time without getting in each other's way.

This is not to minimize what's ahead. Even doing a lot of work in advance, they've still got a lot more ahead of them. They've still got to get their oil firing burner up and running so they can test and adjust it. They've got to get a tender ready — I suspect that at this late date they'll use Challenger No. 3985's centipede tender, which is like 4014's but already fitted with an oil bunker. And they've got to get the whole rig out there to test, break in, and get ready for the big trip to Ogden come May.

Six months to running? Not this time. For Big Boy No. 4014, I am going to guess that we'll see it test running around St. Patrick's Day. If that happens, I'll meet you at the John Galt Coffee Co., in Greeley, Colo., just down the street from the depot and the wye, where they'll turn the engine. We can get a latte to toast the occasion — AFTER we take coffee to the crew and thank them for their hard work and completing in weeks what would take anyone else six months.

TRAINS Magazine Blog Post  
By Jim Wrinn with permission

## Historical Reading about Military Railroad History

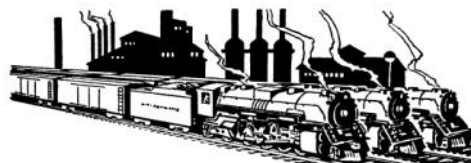
On a cold snowy winter day in Minnesota, cruising the Internet, I came across a rather obscure piece of history that you might find interesting, as someone who might enjoy railroad history and railroad operations.

The Army Historical Foundation and The National Museum of the U.S. Army at Ft. Belvoir, VA (see: <http://thenmusa.org/>) has produced an interesting historical piece on railroading in WW II. The article tells the story of how American railroad companies across the nation helped train and support seven (7) Grand Divisions of military railroaders (some 43,500 soldiers...many drawn from operating crews of America's railroads) that deployed to serve the U.S. Forces in Europe and the Pacific in WW II and run our railroads in these war theaters, entitled "Railroaders in Olive Drab: The Military Railway Service (MRS) in World War II" (see: <https://armyhistory.org/railroaders-in-olive-drab-the-military-railway-service-in-wwii/>).

When we watch war movies we usually see scenes of combat action and bravery and rarely appreciate that every piece of equipment in battle, as well as uniforms, food, ammunition and mail that got to the soldiers, ultimately arrived by ship...and then by rail or truck inland up to the battle. Anyone knowledgeable of military operations knows, logistics is the key to victory in every battle since Napoleon, who said "*an Army travels on its stomach*". In such a logistic effort, military railroaders played a key role in supplying our troops to win our wars. These military railroaders in WW II were some of the great unsung heroes of the war.

The Military Railway Service (MRS) was a remarkable team effort made possible by the Affiliation Program the Army and American railroaders developed in the 1930s and implemented as the clouds of global war appeared on the horizon. During World War II the service operated and maintained railroads in Europe, North Africa, Asia, and the Pacific that totaled more than 22,000 miles. Some 43,500 soldier-railroaders, most of whom brought years of experience with them, served in the Army in every theater of operations moving personnel and freight, often under enemy fire and through extreme weather conditions. Their efforts proved vital to the Allied victory.

By David Thompson via email



Original 24th Annual Model Railroad Show  
Presented by Metro Model Railroad Club

Sunday March 10, 2019 9am to 4pm  
Circle B Recreation Center  
Cedarburg, WI

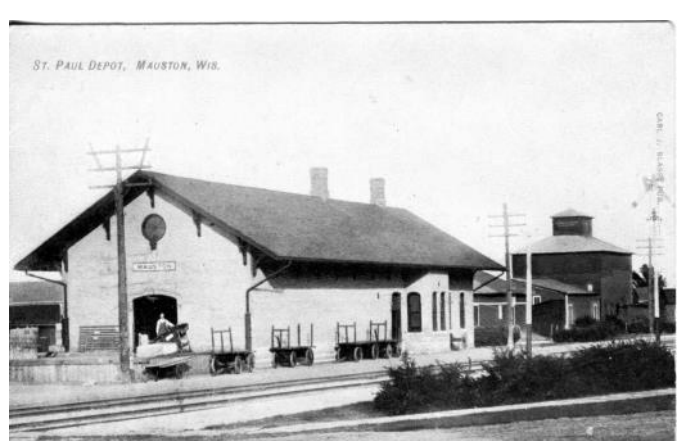
Operating Model Railroad Layouts in Various Scale  
Over 50 Swap Tables

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





Postcards from the Past. - All of these Post Cards are from the collection of Russ Porter.



C. M. & ST. P. DET. N. MILWAUKEE WIS.

1159

C., M. & St. P. Depot, Randolph, Wis.

C.M. & St. Paul RR Depot, Pewaukee, Wis.

ST. PAUL DEPOT, MAUSTON, WIS.

C. M. & ST. P. DEPOT, WAUWATOSA, WIS.

*Does it look familiar?*

The "Hawthorn" traveling 85-100 miles per hour - Tomah, Wis.

© R. L. LUCKENBILL

# From the Archives

March 1954 - 65 Years Ago

A special excursion train, using steam power all the way, will be operated over the Milwaukee Road to Madison on Sunday, May 23.

Sponsored jointly by the Milwaukee Chapter - NRHS and the Milwaukee County Historical Society, the special will commemorate the 100th anniversary of the first train between Milwaukee and Madison which ran on that date in 1854. Short stops will be made at Waukesha and Milton, while longer layovers are scheduled for Janesville and Madison, where steam engines will be spotted for photographers. Ticket price: \$5.00.

March 1959 - 60 Years Ago

On the CB&Q: Contrary to popular opinion, all Q steam is not dead eleven or twelve months of the year. Six days a week, four 4900-series locos steam up and haul loads from the coal mines to the washer to the main line interchange in southern Illinois

March 1964 - 55 Years Ago

The diesel-electric rotary snowplow built by the NP in 1956 was used for the first time this year when record-breaking snows made a ride on both the Great Northern and Northern Pacific a memorable occasion.

March 1969 - 50 Years Ago

C&NW began operating trains 121-206 with bi-level equipment on February 3, ending use of conventional equipment north of Milwaukee....Ex-NKP No. 759 will not go through Chicago with the High Iron Co.'s Golden Spike Centennial Limited because no railroad will run it from Chicago to Omaha. Apparently it will run via Decatur and Kansas City....The Flying Scotsman steam locomotive will be brought to this country in September to pull a train exhibiting British manufacturers' products.

March 1974 - 45 Years Ago

The long-delayed Chicago-Dubuque Amtrak run, financed in part by the Illinois DOT began operation on February 14. The train is named The Black Hawk....Ex-Southern Railway 4-8-2 No. 4501 will be active in 1974, but only in the South....The Menomonee Falls Historical Society has purchased the Milwaukee Road depot in the village and moved it to the Old Falls Village at Pilgrim and Town Line Roads....A ski-masked bandit held up a C&NW train and got away with \$20. He stopped the "owl" commuter train Jesse James-style by placing a red flare on the tracks between Barrington and Fox River Grove. After the train stopped, the bandit, armed with a sawed-off shotgun, demanded money from the conductor, who had opened the door to get out to protect the train.

March 1979 - 40 Years Ago

Amtrak operations were severely affected by a wreck on the Milwaukee Road main line just north of Sturtevant which closed both main tracks. Some trains were annulled and passengers were bussed between Chicago and Milwaukee. Later, some trains ran via the C&NW between Chicago and Milwaukee....On February 17, the Milwaukee Road put a 40 mph speed restriction on the line between Portage and Milwaukee account ice buildup under the rails. Currently there is only one stretch of track between Hastings and Milwaukee where a train can operate at the timetable speed of 70 mph - the east-bound track between MP 130 and MP 123.

March 1984 - 35 Years Ago

All of the problems have now been overcome and Steamtown, USA, is scheduled to begin its move from Bellows Falls, Vermont, to Scranton, Pennsylvania, in June or July....Rio Grande power has been working its way east from Kansas City to Chicago over the Milwaukee Road in December and January

March 1989 - 30 Years Ago

The Grand Canyon Railway has announced that it will begin service between Williams, Arizona, and the Grand Canyon with steam power in April, 1990. The 61-mile line was operated by the AT&SF before abandonment in the early 1960s....WICT is now using the ex-Milwaukee Road J-line between Janesville and Fox Lake, Illinois. A few weeks ago Wisconsin Central was surprised to learn that no cabooses were included in the purchase of Lake States Transportation (Soo Line) and they had to return all cabooses on the property, including No. 17, already repainted in WC colors.

March 1994 - 25 Years Ago

Conrail will be the third major railroad to operate AC traction locomotives in freight service, placing orders with EMD for 4 - SD70MI-AC 4000 hp units and with GE for 4 - AC4400-CW 4400 hp units. BN and UP have also ordered AC units. BN has placed a multi-year order for 350 units from EMD, the largest purchase in railroad history. UP opted for GE units....Conrail has unveiled an experimental high-visibility paint scheme for improving grade crossing safety. Three locomotives have been painted bright chartreuse from the running boards down. Scotchlite™ reflective tape and strobe lights have also been applied.

March 1999 - 20 Years Ago

During 1998, WC track crews installed 433,500 crossties, 563,500 tons of crushed rock ballast, and 101.6 miles of new welded rail. An additional 1,070 miles of track was resurfaced.

*Continued from below -*

Shop forces overhauled 16 locomotives and serviced 1,437 cars - 719 were upgraded significantly....A Midwest Regional Coordination Meeting for the Midwest Regional Rail Initiative will be held in Chicago on March 13....A meeting will be held on March 27 in Racine to discuss the proposed Metra Racine extension and an update on Madison rail service....The Escanaba ore dock ended its shipping season on January 24 with the loading of the Joseph L. Block. The same vessel opened the season on March 13, 1998

March 2004 - 15 Years Ago

Wisconsin Chapter is planning an excursion on the East Troy Electric Railroad on April 24. The excursion will utilize former South Shore Line Car No. 30....Ex-Milwaukee Road No. 261 will visit Milwaukee on June 22 and 23....CP 4-6-4 No. 2816 will doublehead with ex-Milwaukee Road No. 261 on a St. Paul-La Cresent excursion on July 3.

(This excursion was part of the activities at the 2004 NRHS Convention - ed.)

March 2009 - 10 Years Ago

Following a tortuous fight, Canadian National Railway took control of most of the Elgin, Joliet & Eastern Railway late on January 31. The deal follows more than a year of sparring with opponents, and ends speculation EJ&E owner U.S. Steel Corp. might refuse to extend an expired deadline on its offer to sell. Announced last September, the deal enables CN to route trains around congested Chicago to connect its Wisconsin Central, Illinois Central, and Grand Trunk Western properties.

March 2014 - 5 Years Ago

January 29th Bill Bedell a local railfan and photographer passed away suddenly at work. Bill was an excellent photographer with a vast collection of slides. Bill was also a fan of Great Lakes Shipping and trucks. Bill was the "Unofficial Official of Jones Island". An open house at Spec Machining near Madison WI showed off the work being done on the restoration of the CNW #1385 steam locomotive. The #1385 is owned by the Mid-Continent Railway Museum in Baraboo, WI. Work is still progressing on the restoration.

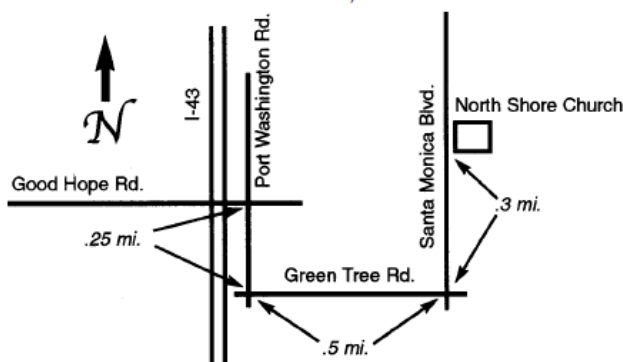


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1102 Aspen Dr  
Waukesha, WI 53188

**FIRST CLASS**

### Chapter Meeting Location

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



For up to date changes and weather cancellations  
check out [www.nrhis.org](http://www.nrhis.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](mailto: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 who is also a member of the NRHS. Paying \$20 annually to the Chapter will entitle you receive Sparks & Cinders. Paying the National dues of \$50 to the NRHS will entitle you to membership and subscriptions to the NRHS Bulletin and NRHS News. Officers of the Wisconsin Chapter are: President, Mike Yuhás; Vice-President, Keith Schmidt; Secretary, Tom Marcussen, Treasurer, Tom Hoffmann; National Director Tom Hoffmann; Directors, Ralph McClure, Andrew Roach, Neil and Cathy Wegner and Dan Grudzielanek

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