



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.



The sun came out and Nickel Plate #765 showed off some smoke as it is about to finish its trip from Fox Lake, IL to Janesville, WI on the Watco/WSOR tracks on Sunday June 12th. It was a great trip. Unfortunately a later trip between Chicago and Galesburg, IL was canceled due to lack of ticket sales. Here #765 is just north of Fox Lake at Kuhn Road.

Photo by Keith Schmidt

IMPORTANT—DATE CHANGE
September Meeting Friday September 9th at 7:30pm

In This Issue

- *From the President*
- *Remembering Bob McCleod*
- *“99” and Holding*

Upcoming Events September 2016

TMER&THS (Traction and Bus Club)

www.tmer.org

Saturday June 18, 2016

Chase Bank - Cudahy 7:30pm

SE Corner Packard and Layton Use East Lot

"Kankakee Transit" by Bill Shapotkin

WISE Division NMRA

www.wisedivision.org

Sunday September 18, 2016 12noon

Monthly Meet

Milwaukee Light Engineering Society

Jackson, WI Enjoy Train Rides - No Swap Meet or Clinics

Milwaukee Road Historical Association

www.mrha.com

2017 Convention

June 22nd to 25th

Ames, Iowa

C&NW Historical Society

www.cnwhs.org

Chicago Area Get Together

November 19, 2016

Batavia, IL

Soo Line Historical and Technical Society

www.sooline.org

2016 Annual Convention

September 22-25, 2016

Duluth, MN Check the website for more information

NRHS National Convention

www.nrhs.com

July 19-24, 2016

Denver, CO

DATE CHANGE for September 2016

Chapter Meeting

Friday September 9, 2016 7:30pm

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

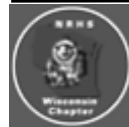


Favorite Slide/Photo Night Meet the New Wisconsin Railroad Commissioner

WELCOME BACK - The September meeting will feature the traditional "Favorite Slide/Photo Night". A digital projector and slide projector will be available. Please limit the length of the slides/digital photos/video to 10 minutes.

Before the photo portion of the evening we will have the pleasure of hearing from Wisconsin Railroad Commissioner Yash P Wadhwa PE. The commissioner was appointed in February 2016. The commissioner will open the evening talking about the duties of the Railroad Commissioner's Office. He will also talk about the proposed Great Lakes Basin Railroad and cover basic railroad safety.

The meeting will begin at 7:30pm with announcements and any rail news from the area. After the brief announcements the presentations will begin. The meeting is in the basement of the North Shore Congregational Church at 7330 N Santa Monica Dr. The basement is handicap accessible with an elevator. Please arrive on time as the doors must be locked by 8pm. Bring a friend or enemy



Wisconsin Chapter Meeting Schedule

Friday September 9, 2016 - Favorite Slide/Digital Photo Night

NOTE CHANGE IN DATE FOR SEPT 2016 !!!

Friday October 7, 2016 - Tom Burg - The Roy Campbell Collection

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 engine1385@aol.com or
Mike Yuhas at mike@mikeyuhas.org

June 2016 Meeting Summary

President Dave Nelson opened up the meeting at 7:30pm. The meeting was well attended with several guests introducing themselves. Dave thanked Don and Debbie Goerke for their work on the banquet. All those that attended had enjoyable time with good fellowship and good food.

Jeff Marker announced that it appeared that Program Night had ended its 35 year run. The Milwaukee School of Engineering model railroad club, Society of Model Engineers (SOME) had seen membership decline to just a few members. MSOE was in need of the room that the SOME layout occupied. So it was decided that the SOME group would disband. As of right now there are no plans for programs in September.

Jeff also made the sad announcement that past Wisconsin Chapter President Bob McCleod was seriously ill. Bob had gone in for heart surgery which had gone well. However during the blood work signs of cancer were found. The cancer was advanced. *Note Bob McCleod died on June 8, 2016.*

Jeff also announced the Bob McCleod had made no plans for a will or power of attorney. This made treatment options and decisions more difficult. Kathy Bruckner commented on how important it is to have a will and health care power of attorney papers in order. Those forms are available online from the State of Wisconsin webpage.

With the announcements completed Keith Schmidt showed about 12 photos from his trip to see the Norfolk and Western #611 as it ran from Roanoke, VA to Lynchburg, VA. The trip was very nice with several photo opportunities. More shots from this trip will most likely be seen in September.

Mike Yugas now had the floor and gave a preview of the new Wisconsin Chapter webpage at www.nrswis.com. The webpage has many great features. The new page features PDF's of Sparks and Cinders in COLOR!! Also featured will be a listing of upcoming meetings and the speakers. Some additional items include a reference and information area. This area is still under development. Right now it includes the Wisconsin – Illinois Railroad Frequency Guide compiled by chapter member Dan Grudzielanek.

The new page will allow for last minute updates which can come in useful for meeting cancellations due to weather or changes in speakers. Please visit the page, check it out and make suggestions or how to improve or change what is seen.

With all the announcements completed Matt Planning, the grandson of Cyril "Cy" Mennen showed slides that had been taken by his grandfather. Cy Mennen worked for the Milwaukee for 40 years from 1935 to 1975. The slides shown were very interesting. Many of them were photos that only an employee could have gotten. Including several shots from MOW equipment working in the area of Grand Ave. Thank You to Matt for showing them.

Summary compiled by
Keith Schmidt

FROM THE PRESIDENT

At the risk of stating again what this issue of Sparks & Cinders already makes very plain, please note that our September meeting is NOT the first Friday of the month (September 2, which leads into the Labor Day weekend) but rather the following Friday, September 9. We are grateful to our hosts at the North Shore Congregational Church for agreeing to this change.

The Chapter's visit to the National Railroad Museum, its archives, and its "attic" of fascinating stuff, which Ralph McClure organized for us, followed by lunch at the historic Green Bay C&NW depot which is now Titledown Brewery, was a very nice Chapter event and I am only sorry that more of you did not join us, because you would have had a great time. Look for an article about it in the next NRHS News. What a change from my first (childhood) visit to this Museum where everything they owned was rusting and fading outdoors. It is so sad that former President Bob McLeod could not have joined us. Bob was working with Ralph on Chapter events at the time of his death and had been talking to the Mid Continent Museum in North Freedom about a Chapter visit. It would be a fitting memorial to Bob to make that visit a reality in 2017. We'd invite your suggestions as to other possible Chapter events and outings in the upcoming year.

The Chapter has enjoyed a good working relationship with the office of the Wisconsin Commissioner of Railroads for many years, and I am pleased that thanks to the initiative of Keith Schmidt, that tradition will continue at our September

From the President continued

meeting which will begin with a brief talk by current Commissioner Yash P. Wadhwa, P.E. Following Commissioner Wadhwa's remarks, we will have the traditional "favorite slide/digital image" night and I urge all of you to dig deep into your personal collections so that we have the usual great mix of current and past railfan experiences captured in photographs. Finally, I want to take this opportunity to honor the long history of the AMRC All Star Program Night, which has ended with the sad news that MSOE has terminated the MSOE Society of Model Engineers and their fine layout, the hosts for Program Night for many years now. Those who worked so hard for and with Program Night can look back with pride at a long history of great railfan and rail history presentations, several of which featured Chapter members.

Dave

Meet the Wisconsin Railroad Commissioner at the September Meeting.

Governor Walker appointed Yash Wadhwa as the new Railroad commissioner in January 2016. Commissioner Wadhwa is from Glendale, WI. He is a retired civil engineer that worked with the MMSD Deep Tunnel project. He also served as a board member for the Metropolitan Association of Commerce, Wisconsin Association of Consulting Engineers and Wisconsin Society of Professional Engineers.

Renovated Trainshed Opens at Milwaukee Intermodal Station

Passengers in the state of Wisconsin are enjoying a \$22 million reconstruction of the passenger train concourse at the Milwaukee Intermodal Station. Wisconsin Department of Transportation officials gathered with federal, state and local officials and partners to celebrate the completion of the project this week.

The new structure spans more than 120 feet wide, 400 feet long, and is nearly 60 feet in height from ground level to the top of the roof. Some of the renovations include a custom fabricated tubular truss roof, a mezzanine that spans five tracks, three raised boarding platforms, escalators, elevators, improved lighting, among other improvements.

The Wisconsin Department of Transportation says that construction took approximately 18 months. Amtrak's daily Hiawatha Service and Empire Builder trains serve the station. *TRAINS Newswire—Courtesy of Kalmbach Publishing*
Photo by Keith Schmidt



We Honor the Memory of Bob McLeod

by Jeff Marker

He was a "fixture" at our TMER&THS meetings, along with those at MSOE and the Wisconsin Chapter of the National Railway Historical Society. He also belonged to the Center of Railroad Photography and Art in Madison and served two-terms as a Board Member at the Mid-Continent Railroad Museum. And once you met Robert Joseph "Bob" McLeod you felt like you knew him all your life.

That was the way he was, always talkative and on railroad issues an expert. Bob sadly succumbed to cancer on June 8th at the age of 85, a life that included 42 years working for the C&NW, Milwaukee Road, Soo and Amtrak. A dream story of success after success and always remembering his family and friends.

Bob married Betty Jo Krause in 1954 (62-years) just after leaving the Navy, where at Great Lakes he proved a perfect 'fit' finishing #1 in his graduating class of 230 sailors. Already as a high school student in his native Milwaukee, he had signed on with the C&NW as a messenger prior to entering the Navy.

Upon receiving his top honors, he returned to Milwaukee and enrolled at Marquette where he majored in electrical engineering. Later, he switched to UWM where he earned a degree in Economics.

Needing funds to help finance his college education, he went back to the rails signing on this time with the Milwaukee Road. Starting a career that would reach 17-years with the railroad that made his hometown famous and its successor, he again began as a messenger.

McLeod rapidly proved his worth. He soon began working in the yards and quickly was performing fireman responsibilities and eventually rose to engineer.

With the advent of Amtrak on May 1, 1971 Bob became a Hiawatha engineer between Milwaukee and Chicago, occasionally throttling on an Empire Builder. In 1995 "he tooted his last whistle" bringing to an end a spectacular career.



He was a regular filling a spot at our TMER&THS Train-fest booth and had served in 2010 & 2011, as the oldest WI Chapter, NRHS president. He was a regular on numerous railfanning trips and always available to answer questions. His warmth and availability to all who knew Bob will be greatly missed.

Kettle Moraine Ballast Scorchers Model RR Club 14th Annual Model Train Show and Swap Meet

Sunday October 9, 2016 9am to 3pm
Washington County Fairgrounds
Highway 45 and Highway PV
Model Train Layout and Model Trains for Sale
\$3.00 Donation at the Door
Kids 12 and Under Free
Service Personnel free with ID.



Chapter has Insider's View of National Railway Museum

On June 25, the Wisconsin Chapter was treated to an exclusive "insider's" tour of the National Railway Museum in Green Bay, Wisconsin. The Museum's Education Director, Bob Lettenberger, gave us a detailed explanation about items on special exhibition as part of the Museum's 60th anniversary celebration, took us into "the attic" to view the Museum's enormous collection of artifacts and materials which are rarely if ever placed on public view, and then escorted us into the special temperature-controlled archives room where valuable books, periodicals, maps, slides, and photographs are stored. This is where Russ Porter's slide and photo collection is located.

Lettenberger gave the Chapter members a demonstration of the sophisticated and powerful sound system which has been cleverly installed in various nooks and crannies in Union Pacific "Big Boy" No. 4017 followed. In the Museum's shops, normally off limits to the public, we saw an Atlantic Coast Line diner being refurbished for future dinner train use. Most of us then drove to Green Bay for lunch at Titledown Brewery, housed in the former Chicago & North Western depot. At lunch we toasted the memory of Bob McLeod. Many thanks to Ralph McClure for arranging this interesting tour for us.

Article and Photos by Dave Nelson



99 Spots and Holding

Article and Photo by Ed Ahrenhoerster

Dave Nelson asked me to write about one of the railroad related items on my bucket list. When I retired in January of 2000 there were three items on my bucket list that were at least somewhat railroad related.

One was to drive to Key West to see what was left of Mr. Flagler's "Overseas Railroad". Considering where it is and the number of hurricanes it has gone through there is a surprising amount left. Some of it is used for support for the current highway and a lot of it is used for deep sea fishing without the expense of a boat. I even got to see one of the rare key deer standing along the road on one of the smaller, undeveloped islands.

The second was to drive the Great River Road, both sides, in stages, from Lake Itasca in Minnesota to the end about 100 miles south of New Orleans. That was great fun with lots of surprises including the dirt road section through part of Arkansas and the amount of railroad things along the way. You wouldn't think that railroads would want to put that much infrastructure in flood plains but I guess the easy grades make up for having to repair or replace parts of it every few years. Also a surprise, after seeing the north end in a very nice park in Minnesota, was seeing it just



sort of peter out in the parking lot of a welding shop at the south end. (The welding shop dog had cute puppies. I almost brought one home.)

But the item that Dave found interesting is my not quite complete effort to get to all 100 places in the 2001 edition of Kalmbach Publishing's book, "The Guide to North American Railroad Hot Spots" by J. David Ingles, aka, the Hot Spots book. My late train chasing buddy, Mike Nakielski, and I have been to 99 of them.

The spots vary wildly in both surroundings and train action. There were some, e.g., Stockton, CA and Jamaica Station, NY, where we drove up and decided not to stay. (Mike: "I'm not getting out of the car." Me: "That's a good thing because I'm not stopping it". Security bars on third floor windows will have that effect.) At San Antonio we got to the hot spot at the same time as a U.P. work crew. We parked right next to their truck and when they left we left. Then again there were others like the Fraser River Canyon in British Columbia and the Cienega Creek Bridge in Arizona that are so beautiful that you could really enjoy living there.

They also vary in facilities and access. Some, like Rochelle, IL or Fullerton, CA, that have easy access, parking and seating areas and almost all the comforts of home. For others, like Belmont (Crawford Hill), NE or Dalies, NM it might be a good idea to have four wheel drive. There was even one, Burnside Bridge, KY, where photography would have been a whole lot easier if we had had a boat.

The level of train action was also quite variable considering they were all supposed to be hot spots. As I have relatives in the area I have been to Flomaton, Alabama several times for a total of 6 or 8 hours and have seen a grand total of one light engine move. On the other hand there are places like Cajon Canyon and North Platte where there is so much action you sometimes don't know which way to point the camera.

I have also found some places that would be in my version of a hot spots book if I were to write one. The pedestrian bridge at the Railroaders Museum in Altoona, PA, where they add and remove helpers for the trip over Horseshoe Curve would be one. The joint CSX/NS drawbridge over the Tennessee River at Decatur, Alabama is another, as is La Grange, KY where a fairly busy CSX line runs right down the middle of the main street. Also the pedestrian bridge behind the Amtrak station and anywhere in the "Bottoms" in Kansas City.

The one Hot Spot I have not yet been to is Delray Tower in Detroit. Even the old 2001 Hot Spots book says that the area is not too safe and it has apparently only gotten worse. A friend familiar with the area warned me not to go there unless accompanied by a platoon of Marines.

But even without that last hot spot this has been a really fun endeavor. I have met some really great railfans at some of these locations. I am currently planning a trip to some of the hot spots I have been to before but which have since built railfan parks. After that maybe I will see what is in a newer edition of the Hot Spots book.

Milwaukee Road #261 to pull Fall Rare Mileage Trips

This fall the Friends of the 261, in cooperation with the Twin Cities & Western Railroad and its subsidiary Minnesota Prairie Line, will operate steam excursion trains featuring Milwaukee Road steam locomotive 261. These trips will originate out of Chanhassen & Minneapolis Jct. These will be the first 261 excursions to operate on the Twin Cities & Western since 2008. More information about the trip and to purchase tickets please check out www.261.com

Friday October 7th - Dinner Train

Saturday October 8th - Train will depart from Minneapolis Junction at 9:00am heading west on the Twin Cities and Western to Glencoe, MN. Returning to Minneapolis Junction at 5pm. There is no way to turn the train a diesel will pull the train back to Minneapolis. This line was the former route of the Milwaukee Road Olympian Hiawatha.

Sunday October 9th - Train will depart from Minneapolis Junction at 9:00am westbound on the Twin Cities and Western. At Young America, MN the train will turn south on the former Minneapolis and St Louis RR tracks to Winthrop or Gibbon for some very rare mileage running. There is no place to turn the train so a diesel will pull the train back to Minneapolis.

Photo Run-bys are said to be a part of both Saturday and Sunday trips. For more information www.261.com

Photo by Keith Schmidt



Summer of 2016



From the Archives

September 1956 — 60 Years Ago

In a further attempt to cut costs and put the dining car department closer to the break-even point, the Milwaukee Road is developing an automat car. As yet, it has not been perfected and several problems still exist, e.g., should the car be half parlor and half automat, or full automat with no, or a separate, parlor car? The one or two cars are planned for service between Chicago and Milwaukee and possibly on the Chippewa Hiawatha between Milwaukee, Green Bay, and Channing, Michigan.

September 1961 — 55 Years Ago

There was no Sparks & Cinders as such for September, 1961 but rather a combined July-October issue which was basically a report on the NRHS National Convention in Chicago, sponsored by Wisconsin Chapter.

September 1966 - 50 Years Ago

There was no Sparks & Cinders for September, 1966. The official meeting notice (on a postcard) announced that the meeting program would feature Bob Bullermann's slides of steam on the Q and other subjects.

September 1971 - 45 Years Ago

The Cannonball, Milwaukee's only commuter train, now has its own public timetable – a blue 2 1/2" x 4 1/2" card showing the schedule of No. 12 and No. 23....The Cannonball derailed and overturned at the North Ave. bridge on June 7 after the bridge was hit by a truck shortly before the train was due....A public hearing on the Milwaukee Road's request to discontinue the Cannonball will be held on September 22....A bill to restore passenger service between Milwaukee and Green Bay has been introduced into the Legislature. Passenger service to Green Bay ended with the start of Amtrak on May 1....Amtrak's TurboTrain is scheduled to visit La Crosse, Portage, and Milwaukee on September 2 as part of a 31-state tour which began August 11.

September 1976 - 40 Years Ago

This issue of S&C featured a complete C&NW locomotive roster, listed both by model and assignment....Mid Rail '76 is scheduled for September 17, 18, and 19 in Kansas City.

September 1981 - 35 Years Ago

The Milwaukee Road and three utility companies that operate a coal-burning power plant in North Dakota have come to an agreement which will provide an interest-free loan of up to \$1 million to institute immediately a program of additional maintenance on the line between the Big Stone Plant and the Gascoyne Mine in North Dakota....A10% reduction of Amtrak service nationwide will take place on October 1. Operation of the Milwaukee depot will be reduced to 15 hours daily.... C&NW will institute a new train numbering system on October 1. It will be similar to that used by SP, UP, and Conrail.

September 1986 - 30 Years Ago

The Chapter's publication "The Railfan's Guide to Wisconsin and Michigan's Upper Peninsula" is now available for \$7.95 postpaid....The Soo Line has started construction of the connection between the Stevens Point-Fond du Lac-Chicago line and the old Milwaukee Road Milwaukee-La Crosse line at Duplainville....Work by local railroad artists Russ Porter, Gil Reid, and Mike Danneman is featured at an exhibit entitled "The Art of Wisconsin Trains" at the Milwaukee Public Library through September.

September 1991 - 25 Years Ago

A \$1 million study of possible high speed rail service between Chicago and the Twin Cities, investigating possible 125-185 mph speeds, was announced....The Chicago Transit Authority has contracted with Morrison-Knudsen to supply 256 rapid transit cars for \$207.7 million....Union Pacific is studying the possibility of constructing a tunnel through Oregon's Blue Mountains. The 8.44 mile single track tunnel would bypass 28 miles of existing track.

September 1996 - 20 Years Ago

Amtrak announced a major restructuring of its routes and frequencies in light of reduced funding for FY 1997. Some routes had daily service restored while others were discontinued....Metra service on the WC began on August 18 with a press run from Antioch to Chicago and return....Both the Englewood and Union Ave. towers in Chicago were taken out of service during the winter of 1995-96. Englewood tower controlled the former Pennsylvania-NYC-Rock Island junction while Union Ave. tower controlled the former Burlington wye south of Union Station....Ex-CB&Q No. 4960 began a new life on the Grand Canyon Railway after a complete reconstruction (including conversion from coal to oil) in the GCR shops. It began regular service on July 24.

September 2001 - 15 Years Ago

The first Trains Magazine Photo Workshop for high school students was held on May 12....Bob Adams reports from Madison that the city instituted a "no whistling" ordinance effective November 1....WSOR has terminated the Football Specials between Middleton and Madison and the Dinner Train between Madison and Mazomanie....The Lake Michigan Carferry Co. announced plans to overhaul the ex-C&O carferry Spartan for \$10 million, rename it Wisconsin Clipper and operate it between Milwaukee and Muskegon, Michigan.... Amtrak proposed using Penn Station in New York as collateral for a \$300 million loan to cover operating expenses through September 30....The STB merger moratorium expired on June 11 with the announcement of more stringent rules....Ex-Soo Line No. 2719 powered its last excursion on WC rails on June 17....WSOR is phasing out its passenger excursions, citing high costs of fuel and maintenance and liability concerns....Amtrak named new GE P42 No. 182 Governor Tommy G. Thompson in honor of the former Chairman of the Board.

September 2006 - 10 Years Ago

A new Amtrak station to replace the old former Milwaukee Road facility opened to service Sturtevant on Monday, August 14. The new \$3.2 million facility is one mile north of the old depot, on the west side of the tracks just south of Wisconsin Highway 20. The village of Sturtevant will continue to operate the station, which like the old depot, will have no attendant on duty. The village and Amtrak shared costs on constructing the new facility....Following special unveiling ceremonies Saturday, July 15 at the Ogilvie Transportation Center in Chicago, Union Pacific's Chicago & North Western heritage SD70ACe UP 1995 went into regular service. An increasing number of Chicago-area travelers, especially those from Lake County and northern Cook County, are choosing to fly out of Milwaukee's Mitchell International Airport rather than Midway or O'Hare airports in Chicago, according to a story in the Pioneer Press of Glenview.

September 2011 - 5 Years Ago

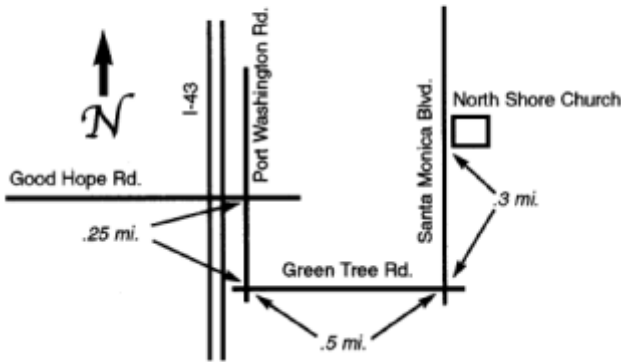
It was announced that the Mid-Continent Railway received a \$250,000 challenge grant to help in the restoration of CNW #1385 2-8-0 Steam locomotive. Soo Line #1003 2-8-2 steam locomotive will get its 15 year boiler rebuild. The #1003 housed at Hartford Auto Museum last ran in October 2010. It was uncertain if the Mikado would be rebuilt. Bill Gardner made a sizeable donation towards the rebuild project. Meeting on July 25th the Southeastern Regional Transit Authority ended plans for a commuter rail line linking Milwaukee, Racine and Kenosha. The Milwaukee City Council approved plans for a streetcar system in Milwaukee. The 2 mile would run through Downtown Milwaukee and the lower east side.

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



**BAD WEATHER
 CANCELLATION**

In case of inclement weather on a Chapter meeting night, check the radio and TV stations or web sites listed below for possible meeting cancellation.

Radio	TV
WTMJ - AM620	WTMJ Channel 4.1
WISN - AM1130	WISN Channel 12.1

Internet
www.todaystn14.com (click on "closings")
www.wisn.com (click on "weather," then "closings")

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The interim editor of Sparks & Cinders is Keith Schmidt. All material to be included in Sparks & Cinders should be sent to him via U.S. Mail to 3286 S. Springfield Ave Milwaukee, WI 53207 or by e-mail to: sparksandcinders@gmail.com by the 15th of the month preceding the month of publication. All address changes should be sent to the treasurer, Tom Hoffmann, 1102 Aspen Dr., Waukesha, WI 53188-2314.

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 Yugas, Robert McLeod, Ralph McClure, Andrew Roach, Neil and Cathy Wegner and Past President Bob Baker.

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