



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



Metra #173 leads a westbound train into the sunset on the Union Pacific tracks in Elmhurst, IL. The #173 is one of Metra's F40PH locomotives. Metra set records for moving passengers after the Cubs won the World Series in Oct 2016. Photo Sept 2010 by K Schmidt

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Upcoming Events March 2017

TMER&THS (Traction and Bus Club)

www.tmer.org

Saturday April 15th - Tom Hoffmann - Railroads in the 1960's
Chase Bank - Cudahy 7:30pm
SE Corner Packard and Layton Use East Lot

WISE Division NMRA

www.wisedivision.org

Monthly Meet with Clinics and Layout Tours
Sunday April 23, 2017 12 Noon to 4pm
New Berlin Ale House 16000 W Cleveland Ave

Milwaukee Road Historical Association

www.mrha.com

2017 Convention
June 22nd to 25th
Ames, Iowa

C&NW Historical Society

www.cnwhs.org

2017 Convention
May 18th to May 21st
Rockford, IL

Soo Line Historical and Technical Society

www.sooline.org

2017 Annual Convention
Check the website for more information

NRHS National Convention 2017

www.nrhs.com

June 20th to 24th 2017
Nashville, TN

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

April 2017 Meeting - Norm Carlson METRA Chairman of the Board of Directors

Please plan to attend the April 7 meeting of the Wisconsin Chapter NRHS, Norm Carlson will present a program explaining Metra's operations and vision. The program was developed and presented to the City Club of Chicago by Metra's Executive Director – CEO, Don Orseno. In addition, Chief Engineering Officer Bruce Marcheschi's summary of 2016 engineering accomplishments and 2017 major projects, originally presented to Metra's Board of Directors, will be included.

Norm is the Chairman of Metra's Board of Directors, and the President of the Shore Line Interurban Historical Society. He is also the Managing Editor of Shore Line's quarterly magazine, First & Fastest, and its Dispatch Series of publications. Norm is the editor of A Transportation Miracle, the story of when railroads brought 600,000 people to Chicago for the 28th International Eucharistic Congress in 1926. On June 24, 1926, the North Shore Line, C&NW, Milwaukee Road and Soo Line combined to provide over 300,000 passenger round-trips from Chicago and Milwaukee to the congress's closing ceremonies at Mundelein.

Meetings are held at North Shore Congregational Church 7330 N Santa Monica Blvd in Fox Point, WI. The basement level is handicap accessible. Please join us and bring a friend.



Wisconsin Chapter Meeting Schedule

Saturday May 6, 2017 - Chapter Banquet - Peter Wolff TTX Company
Friday June 3, 2017 - Bill Kratville UP Historian - Cate Kratville-Wrinn

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

March 2017 Meeting

President Dave Nelson welcomed the 30 people in attendance at 7:33 pm.

Dave Nelson reported that he and several members who renewed their National NRHS membership by credit card or on-line reported receiving letters of non-renewal from National. Dave investigated what had happened. National told him the letters were sent in error. One member who had paid by check also received a non-renewal letter. Another member who renewed on-line reported that the site for doing so is so user-unfriendly that the process consumed 30 minutes of his time.

A number of members had received the March issue of Sparks & Cinders today—the day of the March meeting. No one present had received it any earlier. Others had not yet received it. Keith Schmidt had gotten it to the printer on time. They gave it back to us late without a clear explanation. Bob Baker went out in the snow and ice storm on Ash Wednesday, March 1, to mail it.

TTX will have two directors at our annual Chapter Banquet on Saturday, May 6 to discuss trends in intermodal freight. They will be bringing some TTX-logo merchandise for at

Continued from Page 2

tendees to win. They promise to make their event fun and interesting for those who are not into hard-core business analysis. All are welcome, at the same cost of \$22.50 per person. Treasurer Tom Hoffmann will not be at the April 7 meeting. Members are urged to sign up today, even if unable to pay today, so that we will have accurate count as early as possible. Mike Yuhus volunteered to accept reservations and collect payments at the April 7 meeting. Otherwise checks can be mailed to Tom at his Waukesha address up to April 22.

We had two visitors / guests. Both were from the Chicago area Jonathan Lee and Shane Deemer. One of them was a dispatcher on the Canadian National Wisconsin Division (former Wisconsin Central / Soo Line).

President Dave Nelson reported an on-line editorial by Trains magazine editor Jim Wrinn on the Trains magazine website trainsmag.com. The Mid-Continent Railway Historical Society, which runs the museum at North Freedom, is faced with a financial crisis. The private owner of Saginaw Timber 2-8-2 steam locomotive Number 2 wants it returned to him. An arbitrator awarded him \$200,000, plus the unknown cost of moving it anywhere in the 48 contiguous US states. As the museum no longer has a rail connection, that move would have to be done by low-boy trailer, possibly with some disassembly. Many of the other pieces in their collection are also on loan from other private owners. How the museum would raise the funds is totally unknown at this point.

Activities Chair Ralph McClure had not talked to the Mid-Continent Railroad Museum in North Freedom since the above came up. The first weekend that they had planned on being open was May 20-21. We are still officially scheduled for our train rides and behind-the-scenes tours on that weekend. The cost of attendance is \$20.00 per person. Motel charges for those staying overnight are extra. There will be no bus. Car-pooling will be informal (as it was for the trip to Green Bay on Saturday, June 25, 2016). Ralph will call them before the next meeting on April 7. He will have a sign-up sheet at that meeting if the trip is still on.

Ralph then updated us on other upcoming Chapter events: Jeff Marker will lead an auto trip to Franklin Park (Illinois) Railroad Days the weekend of June 10-11. Our trip will probably be on Saturday, June 10.

We will probably ride the East Troy Electric Railroad in mid-summer—no date is set. The most probable time is in early August. We will reserve a larger car, with more space, than the Sheboygan car that we had in 2015.

The Illinois Railroad Museum in Union, Illinois, will be having an event honoring public transit in Milwaukee on Saturday, October 7. The North Shore Line Electroliner is being restored, and will be available for inspection, but will not be ready to run in 2017. Other North Shore Line cars, plus TMER&L cars and freight motors will be running. What other equipment (from their large collection) will be operating on that date remains unknown. There will be a sign-up sheet at the September meeting.

Ralph then indicated that he was open for other suggestions. Three suggestions were advanced:

The Little Americka amusement park, and its 16-inch-gauge Whiskey River Railroad, near Marshall, Wisconsin (NE of Madison). They recently extended their main loop, adding another 1½ miles.

The Silver Creek & Stephenson Railroad Museum west of Freeport, Illinois.

A streetcar ride in Rockford, Illinois.

The announcements and discussion above ended at 7:56 pm.

Brian Schmidt presented images from the collection of John Uckley, taken in the 1970's and 1980's in NW Ohio and SE Lower

Michigan. Part One consisted of approximately 60 digital images made from 60 mm square slides. There was an intermission from 8:23 to 8:29 pm. Part Two consisted of approximately 120 images on 35 mm slides. The presentation ended at 9:11 pm.

Our presenter at the next meeting on April 7 will be Chicago Metra Chairman Norman Carlson. He will offer a summary of current operations, progress report and vision for the future of that agency.

Respectfully Submitted
Thomas W. Marcussen
Wisconsin Chapter Secretary

FROM THE PRESIDENT

It appears that two of the special Chapter events we had planned for 2017, a trip to the Mid Continent Railway Museum in North Freedom, and a trip to the Illinois Railway Museum in Union, IL, for a proposed "Milwaukee Day" are at the very least on hold for now, and perhaps will not occur at all. The folks at North Freedom simply could not commit to anything in particular taking place there at our scheduled date, presumably due to the uncertainty caused by the legal judgment against the Museum that we discussed at our March meeting. I assume the situation in Union is simply logistics and I hope very much they are still thinking of a "Milwaukee day" that we can enjoy in the future. I am sorry that Ralph McClure's hard work in planning for these events has come to naught. In terms of Chapter events on the current docket that pretty much leaves the pizza/trolley/ice cream event at East Troy and we will try to firm up the planning for that in time for you to sign up at the June meeting.

I will also ask Ralph to investigate some of the other ideas that were floated at the last meeting so that we have at least one other 2017 event, most likely in the fall.

In the absence of Chapter events, I would encourage all of you to think about rail-related events and trips that you can take, and then report on back to us. I know Keith Schmidt just completed a railfan trip out West that I am sure will result in a future program for us, and Dan Grudzianek has just this last week enjoyed a tour of the Union Pacific's Cheyenne facilities that will almost certainly be a future Chapter program. I myself will be going to the C&NW Historical Society's meet in Rockford which should at least give me some things to show at this September's "favorite slide/digital image" night. By the way mark your calendars now: the first Friday in September leads into the Labor Day weekend so we have moved the meeting to the second Friday, September 8. As always we are grateful to the church for being so flexible as to accommodate this change.

Dave





String of Intermodal Cars on Beaumont Hill in California



A loop of Intermodal Cars on Tehachapi, CA

Mark your calendar and make it a point to attend the annual Wisconsin Chapter banquet on Saturday, May 6. Our featured presentation will review TTX's corporate structure, rail car fleets and operations. Additionally, the presentation will discuss some of the broader economic and logistic trends that have affected intermodal transportation over the past 25 years. Last but not least, there will be ample opportunity to win "invaluable" TTX merchandise - just answer trivia questions correctly!

Presenting will be John Woodcock and Peter Wolff from TTX's Fleet Department; each has over 30 years' experience in the transportation industry. John is Director of Asset Management at TTX Company, overseeing logistics activities related to railcar maintenance and repair, in addition to asset disposal. John began his transportation career swinging a spike maul at 15; he has since held commercial positions with Canadian Pacific, Springfield Terminal and CSX, in addition to marketing and operating roles on the private car and shipper side. John's contributions have ranged from developing Mexico's first large-scale rail-truck transload to advancing GPS-based tracking solutions for rail and intermodal equipment. John holds a Logistics undergraduate degree from Northeastern University, and an MBA from Boston College. Peter started his railroad career with the Chicago and North Western Railroad, and has worked in various other modes including public transportation and airlines, before joining TTX in 2003, and is currently a Director in Market Development. Peter holds a Bachelor's degree from the University of Michigan, a Law degree from DePaul University in Chicago, and a Master's of Science in Transportation from Northwestern University.

Wisconsin Chapter – NRHS
 Official Banquet Registration Form
 Annual Chapter Banquet — Saturday, May 6, 2017
 Pallas Restaurant 1657 S 108th Street West Allis, WI

Name(s) _____ No. Attending _____ Amt. Encl. \$ _____

Address _____ City _____ State _____ ZIP _____

Your phone number (____) _____

Cost is \$22.50 per person. Make checks payable to: Wisconsin Chapter-NRHS. Mail your remittance to: Tom Hoffmann, 1102 Aspen Drive, Waukesha, WI 53188. If you have any questions, call Tom at 262-542-7447 or 262-271-4173 .

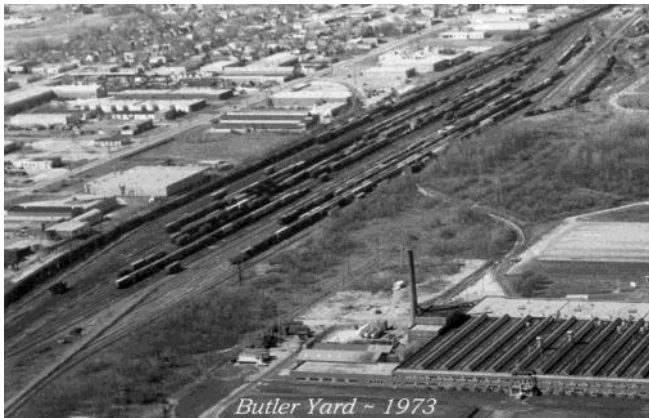
Deadline for mailing reservations is Saturday, April 22, 2017

Cocktails 6:00 - 7:00 p.m.
 Banquet Following

Photo Gallery Past and Present



A few issues ago, Gary Rumler had asked about the consist of the Chapter's 1960 excursion on the C&NW to Baraboo, via Madison. Bob Joyce found the information, and the March issue included reproductions of two pages from a 1960 issue of S&C that gave all the details. Bob also found this great Russ Porter photo, that also appeared in the May 2000 50th Anniversary issue of Sparks & Cinders (that entire issue is available on the Chapter's website. Bob says the photo (which appears to be of a photo run-by) was taken on the Highway 26 overpass west of Jefferson Junction.



Aerial View of Butler Yard 1973 James Weinert



Blizzard of 1982 Plow at West Bend James Weinert



Pair of SD60's lead a tank train eastbound at 12th Street in Milwaukee Feb 2017 K Schmidt



NS #2557 standard cab SD70 leads CP train eastbound in Wauwatosa Feb 2017 K Schmidt

C&NW Locomotives Roll Again

By Dan Grudzielanek

As reported in last month's Sparks and Cinders, the last two Chicago & North Western locomotives wearing their original paint and road numbers returned to service in mid February.

After their return to regular service, the General Electric C44-9Ws Nos. 8646 and 8701, were regularly assigned to Union Pacific train IG2G2 operating on the Geneva Subdivision. The IG2G2 transfers intermodal traffic from Global 2 to Global 3, near Rochelle, Ill., before returning to Global 2.

The photos below were all taken on March 10, 2017.

The CNW Dynamic Duo bring IG2G2 westbound through the small town of Malta, Ill.



With work completed at Global 3, the CNW 8646 is now on the point as IG2G2 departs from Rochelle to begin the eastbound portion of the trip.

As of this writing, the units were still operating in revenue service. It is unknown for how long they will remain in service.



Moments before arriving in Global 3, the CNW 8701 leads IG2G2 at the 1st Ave. road crossing in Rochelle. This location is just west of the Rochelle Railroad Park and the crossing with BNSF's Aurora Subdivision.

WSOR wraps up Rail Infrastructure Project

Railroad crews on the Wisconsin & Southern Railroad are wrapping up the first phase of a track improvement project that will increase train speeds and beef up infrastructure between Madison and Watertown.

The three-year project, divided into three phases, looks to upgrade the short line route to Federal Railroad Administration Class II standards, which allows up to 286,000-pound cars and train speeds of up to 25 mph. Trains are currently limited to 10 mph speed restrictions, the Watertown Daily Times reports.

Phase one included the installation of 10,000 railroad ties and the addition of several at-grade rail crossings from Madison to Sun Prairie. The first phase will be complete once railroad workers surface the roadbed.

Project leaders are seeking bids for phase two of the project, which will replace another 10,500 ties from Sun Prairie to Waterloo, Wis. Several additional crossings will also be improved in the next phase of the project.

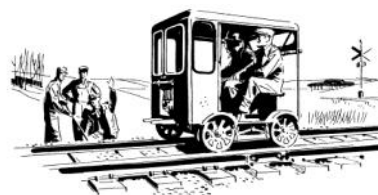
The final phase will replace another 11,000 ties from Waterloo to Dayton Street in Watertown. That work is scheduled to take place in 2018.

Another component of the project is expected to improve six railroad bridges on the route from Madison to Waterloo, specific plans have yet to be released.

Funding for the \$7.6-million project is coming from State of Wisconsin and the railroad.

The Wisconsin & Southern Railroad is a Watco Co. railroad operating more than 800 miles of track in Wisconsin and Illinois. The railroad interchanges with all Class I railroads except for Kansas City Southern.

TRAINS Newswire - Courtesy Kalmbach Publishing



From the Archives

April 1957 - 60 Years Ago

At 5:30 p.m., February 28th, fire broke out in old Milwaukee Road roundhouse No. 1 located in the Menomonee valley, just west of the 35th St. viaduct. Half of the 42 stalls were destroyed. Partially damaged were two EMD FTs, an Alco road switcher, an EMD switcher, a 300 hp Davenport switcher, an F-M 1200 hp switcher, and an EMD E-7....The Transport Co. has recently equipped streetcars 957, 961, 972, and 994 with new wheels. Car 972 has been repainted on one side (it formerly carried an advertisement). The new paint job does not display the true "traction orange" color but rather a brownish orange. The Transport Co. diamond decal is missing, apparently the supply has been exhausted....Latest gossip has it that the last of the Milwaukee streetcar lines, Route 10, will be converted to (our reporter was unable to bring himself to utter the "B-word") by October of this year....The New York, Ontario & Western railway died at midnight, Friday, March 29, at the age of 80 after a lingering bankruptcy....The Chicago, Aurora & Elgin is now operating day-to-day. Another day, maybe a week, possibly a month....Although such action will probably not take effect until fall or winter, there are reports in the air that the Milwaukee Road will probably make an attempt to operate the Olympian Hiawatha tri-weekly or every other day. It appears that the high-class competition of the City of Portland, Empire Builder, and North Coast Limited has captured most of the business with the so-called Limpin' Hiawatha operating somewhat as an overflow train. Many authorities have noted that the Olympian's schedule is equal to, and that the scenery surpasses, the competition, however, they also criticize the train for its limited lounge facilities and bad reputation it has for running late

April 1962 - 55 Years Ago

The Soo Line is selling a group of cars recently made surplus by reason of abandonment of some passenger service, all stored serviceable at Minneapolis. Included are seven steel coaches built 1911-1913, no air conditioning, eleven sleepers, and two business cars....Jerry Hilton presented a roster of operating, stored, or on display steam and electric motive power in Minnesota, Michigan U.P., and Wisconsin. Wisconsin has 23 steam locos, not counting 150 GN locos stored for scrap in Superior. There are 11 electrics listed.

April 1967 - 50 Years Ago

The Jos. Schlitz Brewing Co., hopes to use Dick Jensen's ex-Grand Trunk 4-6-2 No. 5629 on the Circus Train from Baraboo to Milwaukee via Madison on June 30....The Milwaukee Road scrapped and burned its last heavyweight business car, the Illinois, at the Milwaukee Shops last month....The CTA will receive Federal funds to assist in the construction of a five-mile extension from the present Logan Square terminal on the Northwest line to a point near a C&NW Wisconsin Division suburban station and for a new rapid transit line in the median of the Dan Ryan expressway from 95th St. to the Loop "L."

April 1972 - 45 Years Ago

The last IC train rolled out of Central Station on Chicago's lakefront on March 5....UP 8444, on its way back from an excursion, powered Amtrak's City of San Francisco from Denver to Cheyenne on February 21. Passenger reaction was not recorded

April 1977 - 40 Years Ago

A complete C&NW motive power assignment roster, showing the home division of all 944 units owned, was included in this issue of S&C. Bob Adams reported on the sad condition of rail passenger facilities and rolling stock which he encountered on a recent trip to New Jersey and Boston.

April 1982 - 35 Years Ago

Hopes are running high that the Prosperity Special, powered by ex-C&NW No. 1385, will operate during Transportation Week. The effort has been spearheaded by C&NW Wisconsin Division Manager and Assistant Vice-President Chris Burger.

April 1987 - 30 Years Ago

The venerable Duplainville tower was closed at midnight, Monday, March 30. The crossing is now operated remotely by the dispatchers for the two lines. It is reported that the tower may be demolished soon....Extensive news about Lake States Transportation (a.k.a. the Real Genuine Soo Line, not the fake imitation double-track orange-and-black Soo Line) and the Core System (a.k.a. the New Soo Line; the fake imitation double track orange-and-black Soo Line; the Old Milwaukee Road) occupied several pages in this issue.

April 1992 - 25 Years Ago

The Midway rapid transit line from the Chicago Loop to Midway airport is scheduled to open in mid-summer....The renovated Chicago Union Station re-opened with four days of festivities in October. The two-year \$32 million rehab was financed by Chicago Union Station Company with a \$7.7 million contribution from Metra....On March 17 Wisconsin Central, Ltd., filed a preliminary request for permission with the ICC to acquire the Green Bay & Western and Fox River Valley railroads for \$61.2 million

April 1997 - 20 Years Ago

The State of Wisconsin is asking for \$14 million to purchase two new trainsets for the Chicago-Milwaukee Hiawatha Service....Amtrak, CP, and Wisconsin DOT are discussing the possibility of instituting commuter service to Waukesha County during the reconstruction of I-94....CSX and NS have announced a deal to split Conrail between them. Both CSX and NS would have access to New York City.

April 2002 - 15 Years Ago

UP's Challenger No. 3985 is scheduled to visit the Milwaukee area on June 15....A planned April excursion with Soo Line No. 2719 on the WC was cancelled because of "severe escalations in fuel, insurance, and track rental."...ex-Milwaukee Road No. 261 will power a May 18-19 round trip from Minneapolis to Duluth....CP announced that the recently restored 4-6-4 No. 2816 will not operate east of Winnipeg this year. Wisconsin DOT and a consortium of private developers are working on plans to redevelop the Milwaukee Amtrak station....DM&E announced that it will purchase I&M Rail Link. It plans to rename the 1385-mile railroad the Iowa, Chicago & Eastern.

April 2007 - 10 Years Ago

The last remaining old color position light signals on the former Alton Railroad (later Gulf, Mobile & Ohio, Illinois Central Gulf, Chicago, Missouri & Western, and Southern Pacific) are in the process of being replaced by Union Pacific's 30-man signal suspension gang this week. The signals are being removed between Bloomington and Springfield, the last stretch with a significant number of CPL signals on UP's Joliet-St. Louis route (CN owns the Chicago-Joliet portion).

March 2012 - 5 Years Ago

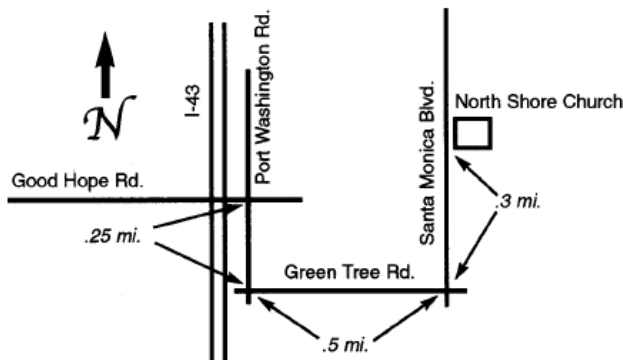
Eastman Kodak announced in early March that it will end the production of all slide films, including the once-popular Ektachrome reversal film, ending 77-years of slide film production. In a notice sent to retailers and distributors Kodak said, "due to a steady decrease in sales and customer usage, combined with highly complex product formulation and manufacturing processes, Kodak is discontinuing three Ektachrome (color reversal) films." (Note - Kodak announced in Jan 2017 the Ektachrome film production would resume in 2017. Editor Note)

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



For Weather Cancellations and Updates
check the Chapter Webpage
www.nrhswis.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 Past President Bob Baker.

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