



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.



Our Speakers Peter Wolff, at the table and John Woodcock from TTX corporation. They gave a great informational presentation on Intermodal traffic in the US. Pallas Restaurant did an excellent job with the food and the Goerkes had nice door prizes also.

Photo by Keith Schmidt

In This Issue

- **NEW DATE** for East Troy Excursion
- From the President
- Visit to Cheyenne Roundhouse and some Steam Giants

Upcoming Events June 2017

TMER&THS (Traction and Bus Club)

www.tmer.org

Saturday June 17, 2017

Chase Bank - Cudahy 7:30pm

SE Corner Packard and Layton Use East Lot

"Racine Streetcars" by Bill Shapotkin

"Home Movies 1970-1989" by Bill Reynolds July 15th

"North Shore and More" by Chuck Damaske August 19th

WISE Division NMRA

www.wisedivision.org

No Monthly Meets in Summer

NMRA National Convention

July 30th to August 6th

Orlando, FL

www.nmra2017orlando.org For more Information

NRHS National Convention

www.nrhs.com

June 20-24, 2017

Nashville, TN

Milwaukee Road Historical Association

www.mrha.com

National Convention

June 22-25, 2017

C&NW Historical Society

www.cnwhs.org

Watch for upcoming events

Soo Line Historical and Technical Society

www.sooline.org

National Convention

September 7-10, 2017

Minot, ND

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



June 2nd Bill Kratville - UP Historian and Photographer by Cate Kratville-Wrinn

When you think of railroad author, historian, photographer and railcar owner Bill Kratville, you think of Union Pacific. Right? Come to our June 2 meeting and find out just how wrong you can be when his daughter Cate Kratville-Wrinn gives us a rare glimpse into Bill's other rail loves.

Cate will be showing a collection of photographs from Bill's negatives that will focus on Milwaukee Road; Chicago & North Western; Chicago, Burlington & Quincy; Amtrak and a few of Bill's personal favorites. These photos have seldom been seen or published, if at all. Bill started his railroad career working as a hostler's helper in the Milwaukee Road roundhouse in Council Bluffs, IA in 1946. He ended his career in 2005 working for the UP in its museum and as a company photographer. His mother's family worked for the C&NW while his father retired from a long career with the Kansas City Southern and other rail lines. Since Bill's death in 2011, Cate has continued to run Bill's publishing company, Kratville Publications, and has served on the board of the UP Historical Society.



Wisconsin Chapter Meeting Schedule

Friday June 2, 2017 - Cate Kratville-Wrinn - Bill Kratville UP Historian and Photographer

Friday September 8, 2017 - Favorite Slide/Digital Photo Night
NOTE DATE CHANGE FOR SEPTEMBER !!!

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

May 2017 Meeting Summary

With the May 2017 meeting being the annual Chapter banquet there is no meeting summary.

FROM THE PRESIDENT

The May 6 banquet was a very pleasant evening and our guests, John Woodcock and Peter Wolff from TTX, did a great job at keeping us entertained and informed. Many thanks to Mike Yuhas for inviting them to join us. A reminder that our "spring semester" ends soon with Cate Kratville-Wrinn's presentation on June 2. While the wonderful Union Pacific photographs of her father, Bill Kratville, are well known and much-published, this promises to be a night for discovery of Bill Kratville's other railroad interests. Cate's show promises to be a great finale for the 2016-17 season of presentations.

Elsewhere in this issue is information about our East Troy "trolley and pizza" outing, and please note that the original date has had to be changed. Bob Baker has generously agreed to be the "registrar" for this event, and I hope we have another

Summer Chapter Outing NEW DATE !! Saturday July 29, 2017

good turnout. Come to the June meeting and talk to Bob about attending. What car we get from the Museum is not yet determined, but we know that by definition it will be a museum piece!

As we head into the all-too-brief summer season of rail photography, rail historical society and model railroad association conventions/meets, and general vacation travel, another reminder that our favorite hobby brings us into close proximity with potentially dangerous situations. The Operation Lifesaver phrase "See Tracks? Think Train!" isn't just for an unaware general public but for all of us. We all need to be mindful always of our safety and the safety of others whenever in the vicinity of railroads and railroad equipment.

I look forward to seeing the results of your railfan activity at our September meeting - and mark your calendar that it is going to be one week later than usual, on September 8 due to the Labor Day weekend.

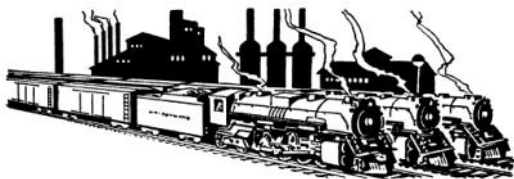
Dave

Ride in Style - The Joliet Rocket Steam Train

The Fort Wayne Railroad Historical Society is bringing the Nickel Plate #765 2-8-4 Steam Berkshire back to Chicago in 2017. The #765 will be pulling a total of 4 excursions on the weekend of June 17-18, 2017. All 4 excursions will depart from LaSalle Street Station and steam to Joliet, IL and then return. The #765 will lead the train westbound and a Metra diesel will pull the train back to Chicago. The trips will feature a photo run-by, open vestibules, entertainment, historical reenactors and more. There will also be catered appetizers and special drinks available. There are several levels of accommodations available. The trips on June 17th will leave LaSalle St Station at 9:30am and 3:30pm. On June 18th the train will depart at 9:00am and 2:30pm. For more information or to purchase tickets check out www.fortwaynerailroad.org.



NKP #765 Eastbound at Richmond IL on Sunday June 12, 2016 on WSOR tracks. Photo by Keith Schmidt



Join your fellow NRHS Wisconsin Chapter members for an enjoyable summer evening outing. We are going to repeat the outing from August 2015.

The evening will begin with a Pizza Buffet at 4pm to 5pm at Roma Ristoriante on Hwy ES just east of Hwy 20 in East Troy. The all u care to eat pizza buffet will include a variety of pizzas along with garlic beard. Coffee is included. Cash bar is available.

Then at 5:30pm we board a streetcar at the East Trolley Museum sub station in East Troy for a 2 hour excursion on the only remaining segment of the once sprawling Milwaukee Electric Railway and Light Company system. Our two hour ride from East Troy to Mukwanago and back will include of a couple of photo run bys for those interested, if the weather is OK. We are hoping to have a Milwaukee streetcar available for our trip.

After the pleasant ride in a street car please stop in at Laubers Ice Cream for an ice cream sundae and check out the collection of historical items. John Lauber, owner of the ice cream parlor was once a Wisconsin NRHS Chapter member.

The event in 2015 was very successful and members had a good time and the weather was great. Hopefully it will be again in 2017.

Cost for the event is \$15.00 for NRHS members and \$20.00 for subscribers and guests. This includes everything for the evening. Cash or Check payment will be taken at Roma or East Troy. Reservations need to be made by **July 19th** so that an accurate count can be given to Roma for the pizza dinner.

Please make plans to attend. To RSVP please talk with Bob Baker at the June chapter meeting. Or email Bob Baker at bbaker@milwpc.com or call Bob at 414-421-2937.

Never too Early to think about Trainfest 2017 Also Save 50% on Tickets

As a "Railfan" or "Rail Enthusiasts" there might be some interest in attending Trainfest 2017 in November. Most local railroad historical societies are in attendance including our own NRHS Wisconsin Chapter. There is currently a "railfan" discount for early purchase Trainfest tickets online. Please check these magazines for information and the discount code to use to receive half off your tickets. Half price is a great deal. Plus there is plenty to see and do.

Magazines featuring Trainfest discount codes.

Railfan and Railroad May 2017

NMRA Magazine May, June and July 2017

Cow Catcher May/June and July/August 2017

Model Railroader June and July 2017

Railroad Model Craftsman June and July 2017



Trainfest[®]
America's Largest Operating Model Railroad Show.
www.trainfest.com

2017 Annual Chapter Banquet



2017 Chapter Annual Banquet

On Saturday May 6th 38 members, friends and guests of the Wisconsin Chapter of the NRHS celebrated some fellowship, a good meal and learned something about how pooling of freight cars worked. All in all it was a very enjoyable evening.

The cocktail hour started at 6pm following by a delicious buffet dinner of salad, mashed red potatoes, broasted chicken, sliced roast beef and vegetable medley. No one should have left hungry. The Pallas Restaurant did a wonderful job. The meal was completed with a slice of chocolate layer cake.

After the meal was completed President Dave Nelson introduced the speakers for the evening, Peter Wolff and John Woodcock from TTX Corporation. Peter began the talk by talking about how TTX is not a railroad but instead actually owned by several different railroads. Peter also mentioned the changes in the world market especially in the intermodal arena. The size of the ships like the Benjamin Franklin which can carry 18,000 containers have changed things in a BIG way. Peter also mentioned that each railroad has an allotment of cars from TTX. Quite often those allocations are checked and the railroads with more than their allotment must move cars to the railroads with a shortage.

Then John took over. John discussed how TTX deals with the changes in intermodal service. One example was the change from 48' containers to 53' containers. Many of these 48' were simply stretched to accommodate the new size. John also mentioned the FRA regulations regarding the age of cars and when they are scrapped or possibly rebuilt for more service. John also said that TTX will sell flat cars for some bridge use on certain roadways. Several attendees left with TTX playing cards and baseball caps.

Then it was time for door prizes. No one left without winning something. THANK YOU to Don and Debbie Goerke for all the help with banquet.



Mid-Continent Museum Update

Mid-Continent Railway Museum's concerns about increased financial obligations arising from the 2008 flood damage and significant liability for future repairs and operating costs under a 2003 Lease between the Museum and Saginaw Timber Company No. 2 steam locomotive owner, Skip Lichter, prompted the Board to seek renegotiation of the No. 2 Lease. When discussions in December, 2015 and January, 2016 failed to reach a mutually-acceptable modification, the Museum filed for arbitration, requesting to be released from the Lease, which otherwise would have continued for 15 years after the Federal Railroad Administration approved the repaired engine for operation again.

After submissions from both parties, the arbitrator determined MCRM would be released from the Lease, but in return, Lichter will relocate the No. 2 at the Museum's expense to a site of his choosing anywhere in the continental United States. Mid-Continent was further ordered to immediately pay \$200,000 plus interest for its prior use of, and repair costs for, the engine. This payment was made on March 17, 2017. The arbitrator's ruling also awarded Lichter attorney fees, but the Museum has asked for reconsideration of this ruling because it is contrary to Wisconsin law. A decision on this request is pending.

Article Source - Mid Continent Museum



Union Pacific Steam Shop Tour

By Dan Grudzielanek

During this past winter the Cheyenne Depot Museum and the Union Pacific Railroad cooperated to offer public tours of the steam locomotive repair shop and roundhouse in Cheyenne, Wyoming. This is where the UP's fleet of historic steam and diesel locomotives is housed, restored and maintained.

On March 17, 2017 my wife and I were able to participate in one of the tours, and a few of the highlights are included here.



UP No. 4014 is one of twenty-five Big Boy locomotives designed to operate between Ogden, UT and Cheyenne, WY over the continental divide. No. 4014 was delivered to the UP in December 1941 and retired twenty years later, having traveled 1,031,205 miles while in regular service. In 2013, No. 4014 was reacquired by the UP from the Rail Giants Museum in Pomona, California and is undergoing an 18 month restoration to bring it back to operating condition.



No. 4014 is a 4-8-8-4 with an articulated wheel arrangement. The lead engine was separated from under the locomotive and the driving wheels removed as part of the restoration process.



UP No. 844 was in the shop to receive some paint touch up as well as some other maintenance work in preparation for pulling its scheduled trips to Boise, Omaha and Denver this year. No. 844 is the last steam locomotive built for the UP in 1944 and has never been retired from the roster. It pulled well known passenger trains such as the *Overland Limited*, *Los Angeles Limited*, *Portland Rose* and *Challenger*.



The second portion of the tour was of the roundhouse where we find UP DDA40X No. 6936 and E9A No. 949. No. 6936 is one of 47 "Centennials" built and is the only one in operating condition. E9s Nos. 949, 951 and 963B were built for service on the UP's Streamliner and Domeliner passenger trains. The 2000 hp locomotives were delivered in 1955.

Auto Trips to Railfan Hotspots

by Jeff Marker



UP Challenger No. 3985 was built by the American Locomotive Co. in 1943. Designed for fast freight service, it did occasionally pull passenger trains. Used in regular service until 1957, retired in 1962 and stored at the roundhouse until 1975, it was then placed on display near the Cheyenne depot. In 1981 a group of employees volunteered their services to restore it to running condition. No. 3985 will not be active this year as it is due for its required 1,472 day inspection.



There are two steam locomotives stored in the roundhouse that are unknown to many people. These locomotives are 2-10-2 No. 5511 and 4-8-4 No. 838. No. 5511 was built by Baldwin in 1923. In its last years of use, it was used as a stationary boiler at Ogden, then at Green River. Its piston rods were cut when it was towed from Green River to Cheyenne for storage and possible scrapping in 1968. No. 5511 arrived in Cheyenne and was saved from being scrapped possibly because it was featured in the movie *Last of the Giants* made by UP about the Big Boy locomotives. It was designed to pull heavy loads at slow speeds rather than passenger trains, so it is unlikely to be restored to operating condition any time in the future. No. 838 has been used as a parts supply for sister locomotive No. 844 and is beyond economic repair.

Now that you have the rail portion of my Annual “Metra Trips & More,” in the May issue of “Sparks & Cinders,” here is a few automobile trips to interesting railroad “Hot Spots.” Gather a few friends and head out for a day. Should you have any questions, please call me at 414-906-8883. I might even join you!

First of all, we all like to save money and here’s a great way at a few major destinations. If you plan to visit East Troy besides our August 12, “Trolley Outing,” and subscribe to Trains Magazine, the 2017 “Ride This Train” Supplement on page R-21 has a 2-4-1 coupon.

Probably the most popular railroad museum is IRM. Google Groupon: Illinois Railroad Museum and you will find a variety of attractive deals with occasional 20% bonus offers that can bring the \$10-\$14 admission prices to below 2-4-1. While Hesston Steam Museum is free admission except on three-day holiday weekends, its ride tickets can also be purchased at almost half prices on Groupon too. When picking any destination, you can now Google and YouTube them.

Here’s five trips to consider with easy directions for those of you without GPS guidance systems. Travel times are based on average traffic and not rush hour with Milwaukee departures from the Marquette Interchange. For those going to see Metra or Amtrak lines, it is always best to either have timetables with you or Google them. After all, railfanning is all about timing!

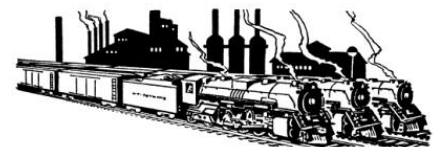
EAST TROY RAILROAD MUSEUM – Friday/Saturday/Sundays only. 2000 Church Street. 36 miles, 37 minutes. I-43 south to Exit 38. Follow WI 20 north and signs to Museum.

HESSTON STEAM MUSEUM—Saturdays/Sundays, 1201 E. 1000 North Rd., La Porte, IN. 175 miles, 2:40, 11 a.m.-5 p.m. I-94 to US 41 (or 294-Tolls) to 94, to Michigan Exit #1 M239 South to W1000/Galena Road, 6 miles off I-94.

ILLINOIS RAILROAD MUSEUM – Open Daily, 7000 Olsen Road, Union IL. 88 miles, 95 minutes. Take I-43 south to East Troy exit Hwy 120 south to US 12, to WI 120, to ILL 47 south to Hwy 43 to N. Union Road to Olsen Road to Museum.

PORTER JUNCTION/CHESTERTON IN – 146 Miles, 2:20, Take I-43 to US 41 (or 294-Tolls), to I-94, Exit 22B (Burns Harbor) follow US20 East and W. Beam St./Cty Rd. 1275 N. Indian Boundary Rd. to Wagner Rd. See tracks. CHESTERTON is 1.2 miles east at Rileys Railhouse B&B, 123 N. 4th Street. More than 125 daily trains each. Porter Jct., 3 crossings within one block. Chesterton is NS Mainline only.

ROCHELLE RAILROAD PARK -- Store is closed Tuesdays, 124 N. 9th Street. 120 Miles, 1:55. Take I-43 south to I-90, to-I-39, Exit 99. Go west on ILL38 and North on 7th. Look for signs and railroad tracks. More than 125 daily trains.



From the Archives

June 1951 — 65 Years Ago

“This week the trustee for the Milwaukee Rapid Transit & Speedrail Co. asked that the Waukesha-Hales Corners rapid transit lines be abandoned in order to pay off creditors...Local transit is a losing proposition, financially speaking. It is no longer a business but merely a public service. Therefore, it should be publicly owned...Let’s just hope something can be done before this fine steel expressway is turned into scrap. If the government can spend \$3.5 million for a new airport terminal, they can spend \$250,000 for this line.”— from an editorial by Don Ross

June 1956 — 60 Years Ago

Steam is still in operation on the Omaha where Mikes 417 and 420 head the daily except Sunday way freights between Elroy and Altoona. Operation is expected to continue most of the summer....The Riverside & Great Northern 15 inch gauge steam line at Wisconsin Dells will have an additional half-mile in operation (total of 2 miles) by July 1. The line uses two 4-4-2s.

June 1961 — 55 Years Ago

“Most unpleasant news was the demise of the Olympian Hiawatha as a separate entity. We hate to see the end of an institution such as the Olympian Hiawatha, yet progress and advance not being practical, the Milwaukee’s only choice was a strategic retreat. To replace the Olympian, Train 15, lv. Minneapolis 8:40 p.m., ar. Deer Lodge 5:00 p.m. MST, and Train 16, lv. Deer Lodge 8:15 a.m. (MST), ar. Minneapolis 6:35 a.m. will be run. This schedule is effective 23 May. Consist will include Touralux sleepers (coach tickets honored), cafe car, and coaches (unreserved) plus the head end cars. So long Olympian – you went down fighting.” – Carl Solheim, editor....Editor Solheim also reported on a field trip on the North Shore Line to Waukegan and return with his class from 38th St. School.

June 1966 - 50 Years Ago

The Combined Depot: With a modest amount of publicity and a minimum of confusion, C&NW passenger trains began using the new Milwaukee Road Station Monday, May 16. First arrival was Train 147X from Chicago at 7:30 a.m. CDT with E7 5019A, coaches 823, 839, and deadhead diner-lounge 7900. First departure: Train 152 at 7:40 a.m. CDT with E7 5012B, coaches 803 and 809, diner-lounge 7804, coaches 800 and 840. The connection to the C&NW is at Washington Street, handled by the Milwaukee Road “C&M” dispatcher via CTC. The north side connection is at the new “station” of Canco where the Milwaukee Road passes beneath the C&NWWisconsin complex. It is handled by the Milwaukee Road operator at North Milwaukee tower.

June 1971 - 45 Years Ago

There were a number of articles detailing the last days of passenger service before Amtrak took over roughly one month ago. The consists of the last BN and the last “City” trains on the Milwaukee Road were listed....The Schlitz Circus Parade Limited is scheduled to leave Baraboo for Milwaukee at 6:15 a.m. June 30 and move on the C&NW via Madison, Waukesha, and West Allis.

June 1976 - 40 Years Ago

Amtrak’s SDP40F locos are the source of bitter complaint by the enginemen who operate them. The locos are said to bottom out, sway, and are subject to violent lateral motion. A number of derailments have occurred and tests are being conducted to improve the stability of the locos....The Wisconsin Chapter hosted the Metropolitan Regional Convention of the Wisconsin Council for Local History on May 8th. Fifty-five persons attended and toured the Milwaukee Road shops and the Wisconsin Club, former residence of Alexander Mitchell

June 1981 - 35 Years Ago

News of the continuing bankruptcy woes of the Milwaukee Road occupied several pages in this month’s S&C.

June 1986 - 30 Years Ago

The current liability insurance crisis has forced cancellation of all fantrips, including trips with C&NW No. 1385 scheduled for this summer. To compound the situation, on May 18, an employee special powered by N&W No. 611 derailed in the Great Dismal Swamp....Jerry Hilton reported on steam operations in England, which are flourishing in contrast to the situation in the colonies

June 1991 - 25 Years Ago

Amtrak has signed a contract with Bombardier Corp. for the purchase of 140 new Superliner cars, the first new longdistance cars to be purchased since 1982. The new cars will be used to convert the City of New Orleans, the Capitol Limited, and the Auto Train from Heritage to Superliner cars....Trancisco Tours’ Sierra ’49er Express, the San Jose/Bay Area - Truckee/Reno luxury train lost \$2.5 million since January and service was suspended on April 28.

June 1996 - 20 Years Ago

The Great Circus Train will run on a new route this year via the UP from Baraboo to Madison, then WSOR via Milton Jct. to Waukesha, then WC to Rugby Jct., then WSOR to Horicon, then back to DBR Jct., then UP to Wisconsin, Butler, St. Francis, and the lakefront. The two-day trip will be on July 8 and 9.... BNSF has closed railfan access to Cajon Pass after a February 1st derailment there....Several street crossings on the WC line through Oshkosh have been paved over and crossing gates removed.

June 2001 - 15 Years Ago

Health and Human Services Secretary Tommy Thompson resigned as chairman of Amtrak, bowing to White House pressure....Rail service is returning to normal after major flooding on the Upper Mississippi River during April and May....The STB agreed to put the CN/WC merger on fast-track review. The STB agreed that the merger was a “minor” acquisition and therefore exempt from the current moratorium on “major” rail mergers....At a panel discussion former Milwaukee County Executive Dave Schultz said high-speed rail is the answer to crowded airports since airport expansion faces heavy opposition.

June 2006 - 10 Years Ago

Ex-Milwaukee Road Super Dome No. 53 returned to its roots when it was acquired by the Friends of the 261 in 2005 after a series of owners including CN, VIA Rail, C&NW/UP, and North Carolina DOT. It has now been re-painted in its original orange and maroon color scheme....The next UP Heritage paint scheme locomotive will feature D&RGW. A C&NW Heritage unit will debut in mid-July and an SP unit will complete the series which began with MP and WP units in 2005....Railroad Development Corp. of Pittsburgh has acquired two Chinese Q2 class 2-10-2 steam locomotives which will be brought to the Iowa Interstate Railroad. RDC is hoping to sell the locomotives to tourist railroads.

June 2011 - 5 Years Ago

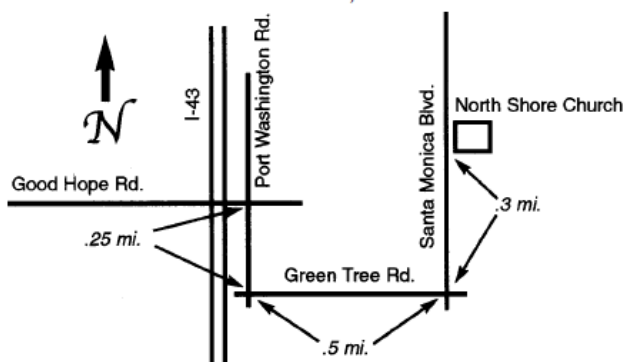
On May 7th Maurice King Manager of Operating Practices for the Union Pacific was the guest speaker for the Chapter’s annual banquet at South Woods in Cudahy. Maurice’s presentation demonstrated the role that the Union Pacific plays not only in Wisconsin but nationally. It also showed the daily emphasis on safety used by the UP. After the presentation Maurice answered questions from those in attendance. The banquet was well attended and a big Thank You was given to Don and Debbie Goerke for the door prizes.

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, 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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