



# 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)



In a scene unable to be repeated. Amtrak #511 leads a northbound Hiawatha train at the old Sturtevant Depot. The new Sturtevant Depot is a couple miles up the track now off Highway 20. This depot has been preserved in a park in Caledonia. Photo by Al Baker

*In This Issue*

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- Interesting Railfan Day in Southeast Wisconsin

## Upcoming Events February 2018

### TMER&THS (Traction and Bus Club)

[www.tmer.org](http://www.tmer.org)

Saturday February 17, 2018

NEW LOCATION - Waterstone Bank

6560 S 27th Street

"Here Comes Our Bus" by Milw County Transit System

### NMRA WISE Division Monthly Meet

Saturday February 17, 2018 8am to 4pm

Bus Trip to Mad City Train Show

Alliant Energy Center, Madison WI

Check out [www.wisedivision.org](http://www.wisedivision.org) for information and cost

### Mad City Train Show - Madison WI

Saturday Feb 17 and Sunday Feb 18

Alliant Energy Center

### NRHS National Convention

[www.nrhs.com](http://www.nrhs.com)

August 7-12, 2018

Cumberland, MD

### Milwaukee Road Historical Association

[www.mrha.com](http://www.mrha.com)

National Convention

Watch the webpage for information

### C&NW Historical Society

[www.cnwhs.org](http://www.cnwhs.org)

National Convention May 17-20, 2018

Rapid City, South Dakota

### Soo Line Historical and Technical Society

[www.sooline.org](http://www.sooline.org)

Watch for upcoming events

### Green Bay & Western Historical Society

Annual Meeting Banquet

Saturday April 28, 2018 Best Western Green Bay Inn

780 Armed Forces Dr Green Bay, WI

Same Saturday as Tiletown Train Show

**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](mailto:sparksandcinders@gmail.com)



## Midwest Railroads in 1989 and 2001 with Al Baker

Al Baker remarks: "February 2018 marks my return to the Wisconsin Chapter presentation roster. I lived in Danbury, CT 2005-2016 and last presented to the Chapter prior to 2005. For February, I'll use a program I presented at the Danbury Railway Museum (they hold weekly slide shows) about Midwest railroading in the years 1989 and 2001, focusing primarily on the Milwaukee and Wisconsin areas.

I have been shooting slides with my brother, Bob, since the early 1970's. I converted to digital photography in 2007. I look forward to sharing this work with the Wisconsin Chapter at future meetings."

Meetings are held at the North Shore Congregational Church at 7330 N Santa Monica Blvd in Fox Point in the lower level. The meeting room at the North Shore Congregation Church is handicap accessible.

**Please watch the Chapter webpage [www.nrhswi.org](http://www.nrhswi.org) for any weather cancellations**



## Wisconsin Chapter Meeting Schedule

Friday February 2, 2018 Al Baker

Friday March 2, 2018 To Be Announced

Friday April 6, 2018 Rob McGonigal

**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](mailto:engine1385@aol.com)

## January 2018 Meeting Summary

There were 29 people in attendance at 7:31 pm, when Dave Nelson began explaining the rules for the annual formal business meeting. The minutes of that meeting are presented separately from the discussions and announcements here. The formal business meeting began at 7:33 pm, and adjourned at 7:40 pm.

Dave Nelson offered to turn the meeting over to newly elected President Bob Baker. Bob declined the offer. Dave Nelson continued to lead this month's meeting.

Treasurer Tom Hoffmann reported holiday contributions of \$200.00 to North Shore Congregational Church and \$50.00 to their custodian, with our appreciation for the continued use of the building. Tom is working through a large number of 2018 dues payments. A complete financial report will be made available once that work is completed.

Tom Hoffmann presented an important correction to page 7 of the January 2018 edition of Sparks & Cinders. The Great Tri-State Rail Show & Sale, in La Crosse, will be held on Saturday, January 27 (NOT on January 18—as shown in S&C. January 18 is a Thursday.).

The 2018 annual banquet will not be a Pallas Restaurant. New ownership has taken over. They are no longer accepting banquet reservations for less than 75 people. They are looking for weddings on Saturday nights. Our typical attendance has been in the

- continued from Page 2

30's. We are looking for another site, on the same proposed date of Saturday, May 5. Several suggestions were offered. The leadership is keeping our options open for now.

Long-term member and past presenter Ed Wilkommen passed away recently. His obituary is in the Milwaukee Journal Sentinel.

Dave Nelson reported that NRHS National processed his credit card payment for 2018 renewal. He has not yet received his new membership card. The new membership renewal system is working, albeit slowly.

Some railfans were on board, and among the casualties, when the first run of the Amtrak Cascades over its new routing south of Seattle, Washington, derailed in December. The train was a Talgo set manufactured in 1996. They were not then producing trains in Milwaukee. The cause remains under investigation. It appears to have been excessive speed on a curve. That is not attributable to the manufacturer.

Dave Nelson asked if there were any first-time attendees or guests present. There were three. John Schreiber and his 13-year-old son Charlie from Bayside became subscribers. Jeff Marker had met them at the railfan park in Rochelle, Illinois. Dennis Schmidt found out about us at Train Fest in November.

Jeff Marker announced that the TMER&T Historical Society will present a program on the North Shore Line, on the 55th anniversary of its abandonment, at Waterstone Bank, 6560 South 27th Street (south of College Avenue, on the east side of 27th Street), in Oak Creek, on Saturday, January 20. It will begin at 2:30 pm, and run for about 2 hours.

Jerry Krug reported that the last two C&NW-painted units had been repainted into Union Pacific colors, due to the worsening condition of their 22-plus year old paint, and the desire for a unified corporate image.

The announcements and discussion above ended at 7:52 pm.

Bob Baker introduced our presenter Jerry Krug. Jerry is a native of Reedsburg, Wisconsin. He graduated from UW-Madison, and is Certified Public Accountant. He is a past president of the Chicago & North Western Historical Society, and assembled the 2018 C&NW HS calendar. Jerry is also a member of the NRHS Wisconsin Chapter.

Jerry provided each of us with two pages of Santa Fe maps to go with his presentation. He took us on an extensive slide tour of the pre-1995 pre-merger Santa Fe, with some historical images going back to the 1950's, from Dearborn Station in Chicago to the Pacific Coast in California. The presentation ended at 9:02 pm.

Respectfully Submitted  
Thomas W. Marcussen

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## From the President

It is only January 8th, and I am already tired of the cold weather. Nonetheless, spring is coming (eventually); and it is my pleasure to serve you as the new president of the Wisconsin Chapter NRHS.

Let me use this forum to thank Dave Nelson for his outstanding years of service to the NRHS. As president, Dave's service and commitment to excellence will be hard to replace. Thanks again Dave.

Our organization is also blessed to have some gracious volunteers:

Keith Schmidt- Vice President and Editor of S&C  
Tom Hoffmann- Treasurer  
Tom Marcussen- Secretary

And to all who sit as board of directors, please keep doing it! Finally congratulate Greg Mross as he exits the board and welcome my brother Al Baker as he joins.

So what can we do as a group in the upcoming year? I would like your input and welcome your support. Please email me what is on your mind, on any subject. My email address is: [bbaker@milwpc.com](mailto:bbaker@milwpc.com).

As I look forward to the upcoming year I see preserving our membership and yes growing its total numbers. Unfortunately the deck is stacked against us. I myself, at age 65, represent the graying of the baby boomers. And I think our combined dues (both local and national) are far too high for what we get in return. The younger generations aren't into history and what they are interested in, they get instantly off the internet, for free. And so it goes.

Let's see if we can get more people to our meetings and into our organization. Then show them a good time. I look forward to hearing from you.

Bob Baker



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The minutes of the business meeting portion of the evening will be published in a later issue of Sparks and Cinders due to the length of the minutes and summary. Editor S&C

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## 1989 and 2001 in Wisconsin - Railroads That Is

Come and join Al Baker as he shares photos from Wisconsin and Milwaukee area from 1989 and 2001. Below is a sample of what will be seen on Friday February 2nd. Photos by Al Baker



Above - Southbound at Sturtevant, WI

Below - Southbound on Byron Hill from Hwy F Overpass





## Riding the Rails with the Borleske's - Part 2

Story and Photos by Stephen Borleske

Saturday September 23 we departed San Mateo for a trip out to Jamestown and the Railtown 1897 State Historic Park. The state museum in Jamestown uses the former Sierra Railway shops area as the main portion of the museum. The tourist trains are currently being pulled by the Sierra #3 a 4-6-0 built in 1891 by Rogers. When we returned back to Jamestown a Sierra Northern freight with an ex-ATSF Geep and a Genset were ready to head out over the trackage we had just ridden. After joining the roundhouse tour and chasing the last excursion train of the day back into town, we followed California Hwy. 49 (named for the gold rush of 1849) north on our way to the Sacramento suburb of Folsom. In Folsom an SP depot, a caboose, and a heavyweight coach painted in SP Daylight colors are part of the Pioneer Village.

Sunday September 24 we were chasing the Napa Valley Railroad. (The Napa Valley was also affected by the wildfires this past fall.) They ran four trains the day we were there. The first train was powered by a 44-Tonner and had a heavyweight



coach for the passengers. The second train was led by a recently purchased ex-NS high-nose GP38 also using a heavyweight coach for the passengers. These two trains stopped at sidings along the route that were near vineyards where passen-



gers had the opportunity to visit several wineries. The third departure was led by RS11 #62 (ex-SP). The 10 car train made the 36 mile round trip to St. Helena in three hours. On the return trip FPA4 # 72 (ex-CN/VIA) led the train into the



sun. The final departure of the day was the 10 car train on a dinner trip to St. Helena.

The next three days were spent along the former Western Pacific. Our luck in finding trains operating in the Feather River



Canyon was dampened by a maintenance project most of the days. We were able to catch a few BNSF Inside Gateway trains and UP trains on the former WP main line. As with photo loca-



tions here in Wisconsin several photo locations along the ex-WP have succumbed to trees and are no longer worth while. The famous Williams Loop, which is located adjacent to California Highway 70, is one such location. In Portola we visited the



Western Pacific Railroad Museum. This museum has the largest collection of WP equipment, and is located at the former WP shops along the active main line. A line of 26 SD60/DASH-8's is currently stored in one of the yard tracks. Before departing the ex-WP line we briefly made a stop at Quincy to check out the Quincy Railroad, owned by lumber manufacturer Sierra Pacific.



Our last couple of days we spent along the ex-SP Donner Pass main line, built by the Central Pacific as the western end of the Transcontinental Railroad. Our luck with traffic was also not as good as would be hoped. Heading west from Truckee we traveled on old US 40 up and over the pass. The original Central Pacific mainline at the top of the pass is close to the highway and has become an attraction for people to hike the right of way missing tracks but still owned by the railroad. We visited Roseville's Davis Yard, the large manifest yard in central California, on the morning of our departure. The servicing facility is along a road on the north/west side of the yard. Near the locomotive facility is the home of the snow fighting equipment. In one area is the flangers with their assigned GP38-2's. Deeper in the yard is the home of the rotary plows still painted in their SPMW black. Also noted in the yard is the last ex-DRGW F9B #5763 still on the roster being prepped for conversion to a rotary power car. On the east end of the yard is a replica depot built in 1994 using SP plans. Across the tracks on display is SP 2252 (4-6-0, Cooke 1897) and SPMW 9221 (Rotary). I dropped Dad off at the Sacramento depot where he got on Amtrak #6, the California Zephyr, which had Amtrak 822 (Phase III heritage paint) leading. On Dad's return trip #6 detoured over Sherman Hill. Unfortunately I returned by airplane to Minneapolis.

While Dad was heading over the Overland Route mainline on October 1, I rode behind the Milwaukee Road 261 from Minneapolis Jct. to Glencoe and return. The 261 put a good show on the trip west with a 13 car train. We stopped at Bongards for a runby. The weather was not the best that day and during the runby it started a light rain. In returning to Minneapolis Jct. we headed back onto the BNSF at Cedar Lake Jct., past Target Field where an extra Northstar train for the Twins game was sitting, and onto the south leg of the wye at Harrison St. We waited for a few minutes before an inbound Northstar train passed Harrison St. before pulling west again to shove onto the north leg of the wye. The 261 then pulled the train into the siding off the main line.

Transit in the San Francisco area is very easy to use. The easiest way to go from one transit agency to another in the area is to use the Clipper Card. There is a nominal \$3 fee to purchase the card, and it is reloadable at many stations. The card

is 'tapped' at a station when getting on and 'tapped' when getting off and your fare is automatically deducted from your balance. Transfers between transit agencies are also convenient as service is very interconnected. When using SF Muni and planning multiple rides on the cable cars (\$7/each ride) get a Muni Visitor Pass available in 1, 3, or 7 consecutive day cards.

## *In Memoriam - The Dynamic Duo*



Photos by Dan Grudzielanek. Unfortunately CNW #8701 and #8646 have been repainted into UP colors. So Long !!

## Original 23rd Annual Model Railroad Show Presented by Metro Model Railroad Club

Sunday March 11, 2018 9am to 4pm  
Circle B Recreation Center  
Cedarburg, WI

Operating Model Railroad Layouts  
Swap Tables



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



# Recent Locomotive Sightings in Milwaukee

By Dan Grudzielanek

On November 16, 2017 two different trains on two different railroads passed through the Milwaukee area that attracted the attention of local railfans.

The first was Union Pacific train MBUPR that departed from Butler Yard with the UP's C&NW heritage unit leading the train and the SP heritage unit also in the locomotive consist. Both units are EMD SD70ACe locomotives that are part of the UP's fleet of heritage units. Each unit pays tribute to a different "fallen flag" railroad that is now part of the UP's network.



UP train MBUPR is lead by the C&NW heritage unit on the Milwaukee Subdivision at 20th Street in Milwaukee. UP SD70ACe No. 1995 honors the Chicago & North Western that was merged in the UP in 1995.



The UP 1996 wears colors inspired by the Southern Pacific's "Daylight" passenger trains. The SP was merged into the UP in 1996.



MBUPR stopped at Airport (College Ave.) to meet a north-bound train which provided the opportunity to get ahead of it again at Drexel Ave. in Oak Creek, Wis.

The second noteworthy train to pass through Milwaukee that day was the Canadian Pacific's business train powered by the railroad's fleet of F-units.



# From the Archives

## February 1958 - 60 Years Ago

Railroading at Christmas — Jim Scribbins, Milwaukee Road: Train 5, the Morning Hiawatha, carried three RPO working mail cars for the seasonal rush. Two sections of the Olympian Hiawatha were operated from December 18 to January 6. Because of the City of Denver is now carrying a Super Dome, the Minneapolis section of Train 16 and Train 5 used tap-cafe cars....C&NW still maintained its Christmas tradition of hanging a Christmas wreath in every window of the dining car and the parlor-observation car of the Twin Cities 400.

## February 1963 - 55 Years Ago

Library donations are very warming this month. Dick Vogt has given the Chapter a copy of the 1947 "Locomotive Cyclopedia" for which we are grateful. An anonymous gentleman, again, a good member, has donated "The Nickel Plate Road," "The Road of the Century," "Steelways of New England," and two railroad photo albums. Thank you, Mr. Anonymous!

## February 1968 - 50 Years Ago

The merger of the Pennsylvania and New York Central received final OK this month, over seven years after it was initiated. The giant system will operate over 5,000 diesel and electric locos, roughly 20% of the entire U.S. total....In view of the petition by the Milwaukee Road to discontinue the Copper Country Limited, Jim Scribbins researched a five page chronology of all of the operational and equipment changes from the inauguration of service in September, 1895 through April, 1964....C&NW has ordered another 20 bi-level coaches for the expanding Chicago suburban traffic....The Milwaukee Road will operate a ski train to Iron Mountain on February 23.

## February 1973 - 45 Years Ago

Jon Nondahl contributed a comprehensive summary of Milwaukee Road motive power activity for 1972....Mike Iczkowski recounted a cab ride on the Southern Crescent.

## February 1978 - 40 Years Ago

Over 450 freight cars are now parked at St. Ignace, Michigan, waiting to be ferried to the Lower Peninsula. This massive tieup has been caused by the success of the Michigan Northern Railroad. The Michigan DOT is considering running the aging car ferry Chief Wawatam on a twice-a-day schedule rather than its current once a week crossing....A recent blizzard tied up two C&NW freights, one at West Bend in a drift up to its headlight and another at Friesland, on the Adams line, up to the handrails. A big V plow was dispatched from Butler to rescue the trains. The plow is mounted on a gondola full of rocks, followed by two gons of scrap iron pushed by an SD45 and an SD40.

## February 1983 - 35 Years Ago

The Milwaukee Road North Milwaukee depot at Hampton Avenue was demolished recently....Richard B. Ogilvie, trustee of the Milwaukee Road is seeking court authority to settle all undisputed tax claims at 90% of the principal amount

## February 1988 - 30 Years Ago

President Dorothy Wiener proposed the establishment of a video library, to consist primarily of video transfers of railroad motion pictures shot over the years by railfans.

## February 1993 - 25 Years Ago

The acquisition of the GB&W and FRV by the WC has been put on hold for 30 days but a number of track rearrangements in the Oshkosh area have already been made in anticipation of the take-over....The 1993 Snow Train is set to operate on February 19, 20, and 21 at North Freedom. However, both of the museum's snow plows are in bad order so, if ex-C&NW No. 1385 is unable to negotiate the line, a front end loader will be used to clear the track.

## February 1998 - 20 Years Ago

Three railroads, WC, UP, and BNSF, are asking a federal court to overturn the new Wisconsin law requiring two-person crews on all trains operating in the state....The old yard office at the UP Butler Yard will soon be history. Yard office operations will move to the former division headquarters building....UP has filed to abandon the last 1.4 miles of track into Waukesha.

## February 2003 - 15 Years Ago

Several articles covered various aspects of the proposed commuter rail line between Kenosha and Milwaukee....CN offered 30 jobs at its former IC Woodcrest Shop in Homewood, Illinois, to mechanical department employees displaced by the closing of the Stevens Point and North Fond du Lac shops. The shop closing affected 54 employees....Amtrak President David Gunn said Amtrak would require at least \$10 billion in federal subsidies over the next five years to keep its trains and infrastructure intact

## February 2008 - 10 Years Ago

WSOR Revised Operations Plan included different abbreviations depending on where and when a train runs. Example HJ (Horicon-Janesville) JH (Janesville to Horicon), HM (Horicon to Milwaukee) and HMR (Horicon to Milwaukee Relief). For the 33rd Year Mid Continent Railway Museum is running a Snow Train Feb 15-17, 2008. All the trains are diesel powered due to the steam engines being out of service. Jim Wrinn Editor of TRAINS magazine is scheduled to present at Feb 8th meeting of the Chapter.

## February 2013 - 5 Years Ago

An organization is proposing to restore Milwaukee Road 4-8-4 No. 265 and build a roundhouse museum to house the locomotive in Milwaukee's Menomonee Valley, once the home of the sprawling Milwaukee Shops. Nancy Ring, project manager for the Steam Marketing Group, said her for-profit organization is hoping to return No. 265, nicknamed "Old Smoky" to Milwaukee, where it was displayed from 1957 to 1975. It is now at the Illinois Railway Museum in Union, Ill., and was donated to the museum by the city of Milwaukee after road construction displaced the locomotive. Ring said the group wants to restore No. 265 to operating condition to pull trips around the state of Wisconsin. In addition to returning No. 265 to the city, Ring said the group wants to build a Milwaukee Road history museum in Milwaukee. The museum would replicate one of the two roundhouses that once stood in the Milwaukee Shops complex. The history museum would be on a second floor of the roundhouse, with a walking tour telling the history of the Milwaukee Road system.

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## Mad City Model Railroad Show

Saturday February 17th 9am to 5pm

Sunday February 18th 9am to 4pm

Held at the Alliant Energy Center

Madison, WI

Check out Operating Train Layouts in G, O, S, HO, N and Z Scale. Also buy trains from hobby shops and sellers.

Hourly drawings for door prizes.

Cost is \$12.00 for Adults 12 and Over

\$11.00 for Seniors and Active Military

\$16.00 for a 2 Day Pass

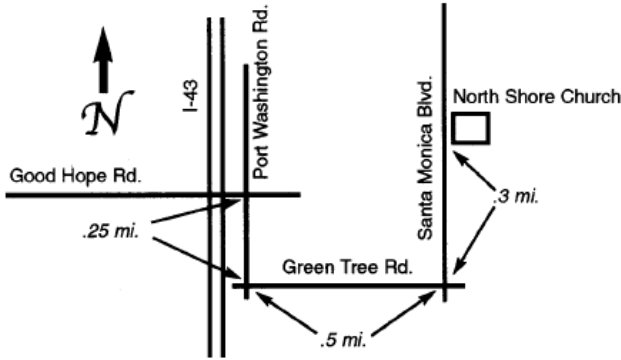
\$6.00 for Kids Age 5 to 11 Under 5 FREE

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 Meeting Updates and Weather Cancellations  
please check the Chapter Webpage  
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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. A subscription to Sparks & Cinders is included in the annual dues of \$65.00 per year which also includes membership in the national organization and a subscription to its publications, NRHS Bulletin and NRHS News. Officers of the Wisconsin Chapter are: President, Bob Baker; Vice-President, Keith Schmidt; Secretary, Tom Marcussen, Treasurer, Tom Hoffmann; National Director Tom Hoffmann; Directors, Al Baker, Mike Yugas, Ralph McClure, Andrew Roach, Neil and Cathy Wegner and Dave Nelson.

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