



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



A gaggle of streetcars and traction. This shot was taken in May 2003. This is location of the old passing siding near the bridge to Army Lake. Evan Richards from East Troy Railroad Museum will be presenting on Friday November 2nd
Photo by Keith Schmidt

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Upcoming Events November 2018

TMER&THS (Traction and Bus Club)

www.tmer.org

Waterstone Bank

6560 S 27th Street Saturday November 17, 2018

Doors Open 2pm Meeting at 2:30pm

Fund Raising Slide Event - Rare Look Back to Milw Electric, MTA and others. All slides will be auctioned off.

WISE Division NMRA

www.wisedivision.org

Trainfest 2018

Saturday November 10th and Sunday November 11th

9am to 5pm

Wisconsin Exposition Center - State Fair Park

For info and discount tickets www.trainfest.com

NRHS National Convention

www.nrhs.com

Check the webpage for information on 2019 Convention

Milwaukee Road Historical Association

www.mrha.com

National Convention

June 20-23, 2019

St Paul, MN

C&NW Historical Society

www.cnwhs.org

National Convention

May 30th - June 2nd

Milwaukee, WI

Soo Line Historical and Technical Society

www.sooline.org

Watch for upcoming events

The Green Bay & Western Historical Society will hold its Annual Meeting and Banquet in Green Bay on the evening of Saturday, April 27, 2019. It will be held at the Best Western Green Bay Inn Conference Center, 780 Armed Forces Drive, Green Bay.

To Contact the Wisconsin Chapter NRHS

President Bob Baker

Email bbaker@milwpc.com

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



East Troy Railroad Museum Past and Present by Evan Richards

We welcome Evan Richards from East Troy Railroad Museum for a presentation that will discuss the factors leading to the rapid development and almost equally rapid decline of electric railroads (streetcar and interurban) in the USA and locally. He includes some discussion of the impact on life of the interurban and streetcars. Then he will talk about the history of the East Troy RR Museum and our operations currently. He also plans to share an idea that they are discussing for the future and get our reaction.

The meeting will open at 7:30pm with introduction of any guests and announcements regarding rail activity near and far. Please bring a friend, guest or even enemy to the meeting. Monthly meetings are held at the North Shore Congregational Church at 7330 N Santa Monica Dr. in Fox Point. The church is handicap accessible. Please arrive on time as the doors must be secured after 8:00pm for safety reasons. For more up to date information on meetings and speakers and also any weather cancellations check out the webpage at www.nrhiswis.org.



Wisconsin Chapter Meeting Schedule

Friday December 7, 2018 - Rare Collection comes to Light - James Rindt

Friday January 4, 2019 - TBA

Friday February 1, 2019 - TBA

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

October 2018 Meeting Summary

In the absence of President Bob Baker, Vice President Keith Schmidt, and Secretary Tom Marcussen, Treasurer Tom Hoffmann welcomed approximately 25 people to the October presentation. There were no guests or first-time attendees. Rail news consisted of a mention of the Milwaukee Transit Day at the Illinois Railroad Museum October 13, as mentioned in Sparks & Cinders, and the fatal Union Pacific collision in Cheyenne Wyoming on October 4. The November 2 program will be presented by Evan Richards of the East Troy Museum. The evening's program was the latest in Tom Hoffmann's long-time series of 20-year look-backs, with a particular emphasis here on Amtrak trains of 1998, including the short-lived extension of the Hiawatha service west during freeway construction and repair. Tom mentioned that it would now be possible for him to give 40 and even 50 year look-backs in future programs, if there is any interest.

By Dave Nelson

Say THANK YOU !! To East Troy Railroad Museum

FROM THE PRESIDENT

I am sorry that I missed you at the October meeting. And due to travel commitments, I will be not at the November meeting either. Nonetheless, I hope that all of you will attend this meeting and of course, this year's Trainfest. Our organization will be hosting a table at this year's Trainfest.

We had a good Board of Directors meeting on September 29 at the home of Neal and Cathy Wegner. First the local dues to be a member in our organization will be rising to \$20.00 (from \$15.00) in 2019. Rising production costs and a just announced increase in the cost of a first class stamp (from 50 to 55 cents) necessitate this move. Be advised that part of this \$20.00 also covers a donation to the church to use their facilities, as well our insurance.

Second all fully vested members of the Wisconsin chapter will be voting at the December meet on a change to the by laws of the chapter. These are members who are 2018 members of the National NRHS, as well as paying the \$15.00 to our local organization. A 5% quorum of these members is required for this vote. Astonishingly, this is only 3 members!

The Board of Directors will be reduced from 7 to 5, along with the four officers- President, Vice President, Secretary, and Treasurer. We will be delete the requirement that the past president be a BOD member. This is a reduction of two people, which for an organization of 44 active members makes good business sense.

The 2019 banquet will once again be held at Meyers Restaurant in Greenfield on Saturday May 4th. To insure there is no confusion, I will communicate the start times; doors open, dinner served multiple times. Put it on your calendars.

Enjoy your Thanksgiving.



Join fellow Chapter members to say "Thank You" to the East Troy Railroad Museum. The Chapter has had three very successful and enjoyable charters at East Troy. Each time the museum volunteers went above and beyond to make sure that our trips were great. Including this year allowing us to take the streetcar down the Industrial siding and Trent Tube siding. We have invited the East Troy volunteers that helped with our charters. We also the East Troy Board of Directors to come our Friday November 2nd meeting.

We will be having cake and refreshments and enjoy some social time with the great people at East Troy. If any members wish to bring some baked goods (cookies, brownies, etc) that would be great.

On behalf of the Wisconsin Chapter NRHS we say THANK YOU !! To the East Troy Railroad Museum and the volunteers that keep that piece of Milwaukee Electric history alive.

Canadian Pacific Holiday Train Schedule

For those interested in seeing the Canadian Pacific Holiday Train here is the schedule for when it is in the Wisconsin area. The train this year features LED light cars. Also at the stops there is a musical performance. The goal of the train is to help get donations for local food banks. So if you attend one of the performances please bring a donation of non-perishable food items.

Saturday December 2nd

3:50pm to 4:30pm Viking Park School Gurnee IL

5:25pm to 6:05pm Amtrak Station Sturtevant, WI

6:50pm to 7:15pm Amtrak Station Downtown Milwaukee, WI

Sunday December 3rd

4:15pm to 5:00pm Harwood Ave Wauwatosa, WI

5:45pm to 6:30pm Cottonwood Ave Hartland, WI

6:55pm to 7:25pm Main Street Oconomowoc, WI

7:55pm to 8:30pm Brandt Quirk Park Watertown WI

9:05pm to 9:45pm Amtrak Station Columbus, WI

For more information check out <https://www.cpr.ca/holiday-train/schedule-united-states>

Trainfest®

America's Largest Operating Model Railroad Show.

www.trainfest.com

Come and see 140,000 square feet of model train layouts, manufacturers, hobby shops and historical societies, including the Wis Chapter NRHS. That is what can be seen at Trainfest.

Check out the Celebrate a Railroad exhibit. This year the Great Northern is the featured railroad. Photos and historical information about the Great Northern will be on display.

Saturday November 10th 9am to 5pm

Sunday November 11th 9am to 5pm

Check out www.trainfest.com for discount tickets for children, veterans and NMRA members.



**CANADIAN
PACIFIC
RAILWAY**



Ontario Rails in July 2018 Part II

by
Tom and Sharon Sharratt

We stayed in the Ontario Northern hotel in the Cochrane depot and enjoyed meals in their restaurant. We had previously ridden between Toronto and Cochrane in mid-winter shortly before passenger train service ended, but had not ridden the train north of Cochrane to Moosonee. The real reason for our trip was to ride our hi-rail round trip from Cochrane to Hearst as part of a six-day 734 mile NARCOA trip that started in North Bay. We had not ridden this segment, and decided not to pass up the opportunity. The railroad is very fan friendly and a NARCOA trip is offered approximately every other year. This segment of the railroad was built in the early 1900s as part of the National Transcontinental Railway, an interesting venture that soon failed (see Wikipedia for a short history.) This alone proved to be well worth coming to Canada for, but while we were in Cochrane we also added a one-day round trip to Moosonee on the Polar Bear Express, a unique and true mixed train that normally runs five days a week (depending on season.) The train provides the only land service to the First Nation Cree population on James Bay. While a freight train runs twice weekly with supplies ranging from fuel to food, the Polar Bear Express takes LCL in box cars and passengers' automobiles on flats along with tourists who can stay overnight. They can enjoy whale watching and other eco-attractions along with visits to historic fur trading facilities. The train switching allows for a layover of approximately three hours before returning to Cochrane, and we returned to Cochrane the same day. Our train consisted of two locomotives, six coaches, a snack car, a power car, a baggage car, three flat cars carrying eight automobiles, and three boxcars for LCL. The railroad is in the process of doing a very thorough ground up rebuilding of their passenger fleet, each car taking about six months to complete.

On the way home, we stopped to see the "Toonerville Trolley" at Soo Junction in the Upper Peninsula about an hour west of Sault Ste Marie. This two-foot gauge railroad is built on the grade of a former DSS&A line long gone. It is a true Mom and Pop operation with the assistance of family members. It runs from June through early Fall on a very irregular schedule, usually three or four days a week. One train departs at 1030 and takes passengers to a river boat for a cruise to Tahquamenon Falls, returning about six and one-half hours later. A shorter, rail only trip leaves at 1230 and takes one hour forty-five minutes. We didn't have time to ride either, so we took some pictures and headed home. It was noted that this is NOT a high-speed operation – perhaps seven miles an hour with very light rail with non-alternating joints makes the right of way resemble a drunken snake. But hey, it's steel wheels on steel rails, and on a resurrected standard gauge Class 1 railroad grade!

Entry to Canada (and back into the US) was easy, and the current exchange rate is extremely favorable for Americans. We highly recommend these trips! The Canadians are very friendly and speak the same language (in most places.) One caution: don't try to get the last drop out of your gas tank. Once you leave a major city in Canada, there won't be a filling station until you reach the next town, and that's usually a long way.

Looking back 60 Years to Cudahy and the C&NW

Ramsey Avenue is a grade crossing in Cudahy over the lightly used Kenosha subdivision of the Union Pacific. In 1958 this was the Chicago & North Western's "old line" from 1855 and was busy with local and long distance passenger trains (including the famous 400s) and some freight traffic; Ramsey Avenue itself was a somewhat rickety overpass. Ken Thompson of South Milwaukee (who worked briefly for the Union Pacific) was a teenager when he stood on that overpass and captured these coming and going shots of a westbound freight. The number on the lead EMD F7 cannot be entirely determined but appears to be between 4080A to 4087C, meaning it was purchased in 1949 and converted to head-end electrical power and re-gearred for suburban passenger service in the early 1960s. Some of those suburban F7s were reconverted back to freight service in the 1970s. In the distance above the wood caboose you can see what was then the south portion of the Ladish factory, now owned by Vilter; the siding served the Ladish factory. For those who know the area, which is now tightly packed multi-family residential, some fast food restaurants, and a baseball diamond, it is surprising to see that there was so much active farming going on in Cudahy at the time.
By Dave Nelson Photos by Ken Thompson Dave Nelson Collection



John Gruber 1936 to 2018

In the world of railroad photography, few practitioners have had an impact as profound as that of John Gruber. He arrived in the 1960s with a daring new approach to photographing the railroad scene, then went on to found the leading organization devoted to preserving and promoting the art form.

Gruber died Oct. 9, 2018, at a hospital in Madison after a brief illness. He was 82.

Born in Chicago in 1936, Gruber spent most of his life in Wisconsin, moving with his family early in childhood to Prairie du Sac, a small town on the Wisconsin River not far from Madison. Some of his earliest encounters with trains came there, courtesy of the Milwaukee Road trains that ran through town on a branch line serving the sprawling Badger Ordnance Works nearby.

There were other early influences as well, including family trips to ride the White Pass & Yukon in Skagway, Alaska, and the Rio Grande's San Juan passenger train out of Alamosa, Colo. The Colorado narrow gauge made a strong impression on young Gruber, and he returned later in life to make some of his most significant photographs.

Meanwhile, Wisconsin railroads continued to attract him as he gradually expanded his photographic skills. The state's most prominent carriers, Milwaukee Road, Soo Line, and Chicago & North Western, were favorite targets, of course, but also such exotic attractions as Green Bay & Western and the North Shore Line.

A North Shore trip led to Gruber's first photograph published in *Trains*, an image of shivering railfans shooting an excursion on the interurban line at Northbrook, Ill., in February 1960.

That first photo in *Trains* sparked a long and fruitful relationship with longtime Editor David P. Morgan, who became a big fan of Gruber's approach, especially his pioneering use of both telephoto lenses and his talent for getting up close and personal with professional railroaders.

Morgan went on to feature Gruber's photographs in numerous cover stories, including coverage of the demise of the North Shore in the January 1963 issue, a photo essay about Chicago Union Station in August 1965, and a valedictory for the Denver & Rio Grande Western in a celebrated all-narrow-gauge issue in October 1969.

Gruber and Morgan traveled together frequently, perhaps most memorably during the August 1966 inaugural trips of Southern 2-8-2 No. 4501. Two years later, Gruber's photos were the backbone of Morgan's book *Locomotive 4501*. The editor wrote that Gruber was always "on top of the action, however unexpected and regardless of the hour. His pictures tell it like it was."

Although Gruber followed the work of the early stars of railroad photography — especially his friend Philip R. Hastings, but also Jim Shaughnessy and William D. Middleton — his primary influence was the work of two favorite newspaper photographers, Dick Sroda of the *Wisconsin State Journal* and Jim Stanfield of the *Milwaukee Journal*. News photography inspired Gruber to go beyond what he was seeing in *Trains*.

"It was a time when press photographers and journalists were interested in what people were doing," Gruber said. "I saw this as an underrepresented area of railroad photography, and I took advantage of every opportunity to document railroad people at work, rather than concentrating on equipment."

Gruber even considered a career in newspapers, applying at one point for a reporter's job at the *Milwaukee Journal*, but later finding a position in publications and public relations at his alma mater, the University of Wisconsin. He remained with the university's publications staff for 35 years.

Always restless and ready to do more work, Gruber for years went beyond his day job by editing the *Gazette of the Mid-Continent Railway Museum*, where he was an active member for many years. During Gruber's tenure, the publication was known for the depth of its articles and the elegance of its design.

He later parlayed his *Gazette* experience into his editorship of *Vintage Rails*, a quarterly, and later bimonthly, magazine about railroad history and culture, launched in 1995 by Pentrex. The richly illustrated magazine found an intensely loyal readership but was inexplicably shut down by Pentrex just four years later.

Disappointed but unbowed, Gruber turned more of his energy toward what is likely his greatest accomplishment, his 1997 founding of the Center for Railroad Photography & Art, based in Madison and today a thriving organization known for its growing archives, its publications and exhibits, and its popular "Conversations" symposium held annually in April at Lake Forest College near Chicago.

Gruber's founding of the Center grew, in part, out of his strong sense of community. "I had become curious about railroad photographers — who they were, their backgrounds, their ideas about photography," Gruber explained. He continued to serve on the Center's board the rest of his life.

Gruber authored or co-authored a number of books, including *Travel by Train: The American Railroad Poster, 1870-1950*, with Michael Zega (Indiana University Press, 2002); *Classic Steam* (Fall River Press, 2009); and *Railroaders: Jack Delano's Homefront Photography* (CRPA, 2015). In 1994, the Railway & Locomotive Historical Society recognized Gruber's contributions with its Senior Achievement Award.

Gruber is survived by his wife, Bonnie, two sons, Richard and Timothy, and two grandchildren. Funeral arrangements are pending.

Courtesy TRAINS Magazine Kalmbach Media

Canadian National Testing PTC in Wisconsin

For several days, fans in south central Wisconsin have been watching two odd consists shuttle back and forth along Canadian National's Waukesha Subdivision: Two locomotives sandwiching a lone caboose. One train has GE power and the other a pair of EMDs.

The unusual moves are positive train control test trains, according to a source close to the railroad. *Trains News Wire* has learned that the test trains may be seen for several weeks yet in the area.

While the way they look may differ from one major railroad to another, most Class I railroads have them out pounding the rails as they count down to the federally mandated Dec. 31, 2018, PTC implementation deadline.

Canadian National acquired the line, which is named for *Trains'* hometown of Waukesha, in October 2001 with its purchase of regional railroad Wisconsin Central Ltd.

Courtesy TRAINS Magazine Kalmbach Media



Long Weekend Visit to the Iron Range in Minnesota

I had the chance to visit the Iron Range in Northern Minnesota recently. The color was great but the weather wasn't. The Canadian National runs a lot of trains in the area. To mines, to mine and ore docks. Also double stacks and freight trains. Some great stuff to see including steaming pellets and a Frank Lloyd Wright designed gas station in Cloquet, MN *Keith Schmidt*



From the Archives

November 1953 - 65 Years Ago

Jim Scribbins reports that the GB&W's 400-series Mikes, featured on last year's fan trip, are still preserved in the roundhouse at Green Bay....Milwaukee's Union Station lived up to its name for a couple of days recently. It was used by the Soo Line's two daily trains each way on November 7 and 8 because of a freight derailment on the Soo south of Mukwonago. Soo switched its trains onto the Milwaukee Road at Burlington, thence to Sturtevant, finally rejoining their own rails at Rugby Jct.

November 1958 - 60 Years Ago

The Chapter conducted a surprisingly successful fantrip on October 12 over the Milwaukee Road from Milwaukee to Fox Lake and return. There were some problems getting the exact motive power we had hoped for, and the exact consist was somewhat of a mystery until very late in the negotiations. The trip was operated with GP-9 No. 2433, coaches 4400 (the original Hiawatha prototype), 4432, 4433, 4440, and 3357 (a suburban coach from the Chicago pool). Railfan and foliage fan alike were treated to a pleasant day and the Chapter actually turned a profit on the trip....The Milwaukee County Zoo's 4-4-0 steam engine began operations on October 19.

November 1963 - 55 Years Ago

There was no Sparks & Cinders for November 1963. A lament from the editor asking for news was printed in the December 1963, issue (editor note - sounds familiar)

November 1968 - 50 Years Ago

The Milwaukee Road has deactivated the Automatic Cab Signal system on the Chicago-Twin Cities main line. Train speed is now limited to 79 mph. This will add about 30 minutes to the scheduled running time. This was one of the last half-dozen installations in the U.S. and was one of the few segments of trackage where passenger trains still regularly exceeded 90 mph. This is the first serious retrenchment of passenger service on the Milwaukee Road's Chicago-Twin Cities line which until now had boasted service basically as good as the late 1940s. The railroad finds it difficult to justify the continued expense of ACS since freight trains cannot be operated in excess of 79 mph in any event.

November 1973 - 45 Years Ago

Milwaukee Road electric operation ended west of Deer Lodge, Montana, on October 9. All electric operation is expected to end by November 1....C&NW has placed orders for 50 SD40-2s for 1974 delivery.

November 1978 - 40 Years Ago

Amtrak has announced an implementation schedule for the new SuperLiner equipment. The first SuperLiner-equipped Empire Builder is scheduled to depart Chicago on February 18, 1979....Southern Railway has worked out most of the bearing problems on the pilot truck of ex-T&P 2-10-4 No. 610. However, they are still looking for blueprints or spring rigging diagrams and have appealed to NRHS members for help in obtaining them.

November 1983 - 35 Years Ago

A \$7.1 million track improvement project on the Milwaukee Road Kansas City gateway is nearing completion.

November 1988 - 30 Years Ago

WC celebrated its first anniversary with a special paint job on loco No. 6655. The WC paint shop at North Fond du Lac is turning out newly-painted locos at the rate of one a day and newly painted freight cars are emerging at the rate of three a day

November 1993 - 25 Years Ago

There were a number of passenger extras on the WC recently. On September 12, WC president Ed Burkhardt traveled through Oshkosh on the way from the Missabe ore fields to Chicago. Then, on September 18 and 19, ex-Milwaukee Road 4-8-4 No. 261 made its inaugural fan trips to the area. On September 30, Illinois Railway Museum's Zephyr passed through. And, on October 9, there were two round trips from Green Bay to Kewaunee.

November 1998 - 20 Years Ago

Wisconsin Central opened four miles of double track at Lake Villa, Illinois, on September 27. The double track extends from MP 52.5 to MP 48.5. This project was part of a long range plan for double track from Antioch to Tower B12....Wisconsin Governor Tommy Thompson was elected Chairman of the Amtrak Board of Directors....The historic antebellum ex-Milwaukee Road depot in Mineral Point has been put up for sale.

November 2003 - 15 Years Ago

Amtrak posted its highest total ridership in its history during FY2003, ending September 30, carrying more than 24 million passengers. This broke the previous record of 23.5 million passengers set in 2001....At a summit meeting of Wisconsin officials in Kenosha on September 29, it was agreed to move ahead with plans for extending Metra service to Milwaukee from Kenosha....Mid-Continent Railway Museum will operate the Santa Express on November 29 and 30 with diesel power. All of the museum's steam locomotives are currently out of service.

November 2008 - 10 Years Ago

Rail lines between Chicago and Milwaukee will get a \$10 million upgrade as more passengers switch from driving to riding the country's trains. U.S. Transportation Secretary Mary Peters announced a new grant program in September that includes \$5 million in federal funds for the upgrade. The Canadian Pacific Railway will match that contribution. Crews will replace the remaining 18 miles of track between Milwaukee and the Illinois state line that's held together by joints with a welded track. The upgrade will allow trains traveling through that section to travel 79 mph. With the current track, those trains can't go faster than 70 mph.

Kodachrome slide film, beloved by railroad photographers for decades and the subject of a 1973 Paul Simon hit song, may soon go the way of the dinosaur, the Associated Press has reported. Kodachrome hasn't announced that it will discontinue the film, but speculation has been growing that the film's time is nigh. Kodachrome is especially beloved in railfan circles for its archival quality. Its inks are remarkably slow to shift over time, and countless color photos of the late steam and early diesel era survive in near-perfect condition because they were shot on Kodachrome.

November 2013 - 5 Years Ago

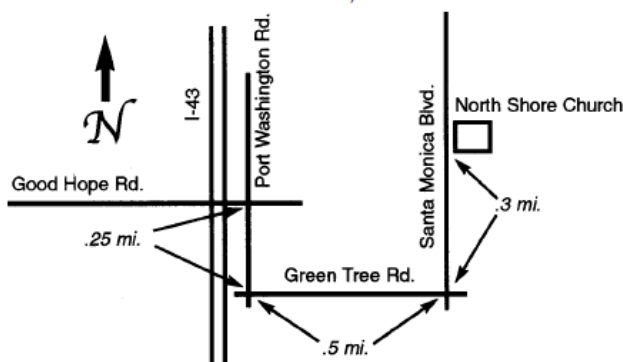
More than 100 industry and rail executives joined state government officials for the annual Wisconsin Freight Rail Day in Madison on Wednesday. Gov. Scott Walker provided the keynote address, his second appearance at this meeting in the past three years. "Freight rail is vital to Wisconsin's economy. We count on freight rail as an integral player in moving Wisconsin forward," Walker says. "Frac sand is Wisconsin's 21st century gold rush," says Rick Shearer, president and CEO of Superior Silica Sands. His company operates two modern frac sand mines and processing facilities in Barron and Chippewa counties. Superior's newest plant, near Clinton, is served by the long out-of-service and now completely rebuilt former Soo Line main line west of Ladysmith to reach Superior's facility. Canadian National invested \$40 million to rebuild the 35-mile line in the past year.

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



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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, Bob Baker; Vice-President, Keith Schmidt; Secretary, Tom Marcussen, Treasurer, Tom Hoffmann; National Director Tom Hoffmann; Directors, Dave Nelson, Mike Yuhas, Ralph McClure, Andrew Roach, Neil and Cathy Wegner and Al Baker

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