



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



Three Tracks, Three Trains. This is not an uncommon sight in the Powder River Basin area of Wyoming. Here two BNSF trains and one Union Pacific train meet on the triple track main line. The Lawver Road bridge crosses the tracks. The Black Thunder mine is just north of here. 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 January 19, 2019

Doors Open 2pm Meeting at 2:30pm

Dave Stanley - Did you hear the Electroliners

WISE Division NMRA

www.wisedivision.org

Monthly Division Meet

Sunday January 20, 2019

12:30pm to 4:00pm

Swap Tables and Presentations

Layout Tours

NRHS National Convention

www.nrhs.com

May 7-11, 2019 Salt Lake City, UT

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. 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



Coal is still King by Keith Schmidt

In 2017 Keith took a long weekend trip to the Powder River Basin in Wyoming. Most of the coal burned in power plants in the US comes from the Powder River. Even with reductions in the number of coal fired plants lots a trains are moving on the 3 and sometimes 4 track mainline. The line is used by the Union Pacific and the BNSF. At times 2 or 3 trains will be in view at the same time. Keith also visited the Powder River in 2015 and 1997. There will be some "Then and Now" shots included. So there will be plenty of trains and a few other items photographed during the trip

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. 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 January 4, 2019 - Coal is Still King - Keith Schmidt

Friday February 1, 2019 - TBA

Friday March 1, 2019 - Gone but not Forgotten - Brian Siegl

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

December 2018 Meeting Summary

President Bob Baker started the meeting at 7:34 pm. Fifty-one people were then in attendance. Your secretary thinks that four more came in later, for a total count of 55.

There was no new railroad news. There were no announcements.

Nine guests and first-timers took advantage of the opportunity to introduce themselves. We got two mentions in the Milwaukee Journal Sentinel Cue Section, and one in the North Shore Now supplement.

Bob Baker introduced Dave Nelson who introduced our presenter for the evening, Jim Rindt, the owner of Rindt's Relics, a manufacturer of accurate and authentic model railroad kits, and a noted rail historian. Jim and John Dornfeld built an exact scale model of all the buildings in Zachow, Wisconsin, in eastern Shawano County, on the Chicago & North Western line between Green Bay, Shawano, and Wausau, as it existed in 1949, under a commission from a private collector

A family in the Random Lake / Elkhart Lake area of northern Sheboygan County was downsizing their living space. They offered Jim their great uncle's slide collection, about 20 years after his death. It contained 27 large round slide trays, not all of which were railroad subjects.

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Jim picked out about 100 of the best railroad slides for tonight's show. We started out with two views of the Canadian Pacific's Canadian, on the north shore of Lake Superior in November 1964. Then we moved south through the Minnesota Iron Range, the Twin Ports of Duluth and Superior, the Twin Cities of Minneapolis and St. Paul, and into Wisconsin. Most the pictures were rare subjects from the late 1940's through about 1970. Many were taken in the City of Sheboygan and Sheboygan County.

The presentation ended about 8:30 pm.

Keith Schmidt will be presenting at the January 4 meeting. The subject will be "Coal Is Still King," an account of his trip to the Powder River Basin of Wyoming in October of 2017.

Respectfully Submitted

Thomas W. Marcussen

Wisconsin Chapter Secretary

From the President

Happy Holidays! At the January meeting, the chapter will have its annual business meeting. The important function will be the election of officers- President, Vice President, Treasurer, and Secretary- and six directors. If you would like to be considered for an office, kindly email me at bbaker@milwpc.com. We will also entertain motions from the floor at the Friday meeting.

At this point in time, I have nothing to be discussed or acted upon. However, kindly email me if you want something added to the agenda.

Finally be advised that I will not be running for reelection as President. In addition I no longer will be a member of the NRHS. I have been a member since the early 1980's, but it is time to step away. Adios.



December 7 2018 Business Meeting Minutes

President Bob Baker called the business meeting to order at 7:39 pm. Guests and non-members were asked to not participate in the business meeting. Only dues-paying members of NRHS National are Chapter members.

The subject of the business meeting is a proposed change to the by-laws, Article V, which currently reads:

V. OFFICERS & BOARD OF DIRECTORS

a. The Officers and the Directors of the Chapter shall be elected at the annual meeting, and they shall serve until their replacements are elected.

b. Officers shall consist of a president, vice president, secretary, and treasurer.

c. The Board of Directors shall consist of the elected officers, and immediate past president, and six directors.

If amended, section (c) would read:

c. The board of directors shall consist of the elected officers and five directors.

This change was recommended by the Board of Directors meeting on Saturday, September 29. We were then at 45 active Chapter members. An 11-member board includes almost 25 per cent of the membership. A 9-member board would reduce that ratio to 20 per cent of the membership. That is a more reasonable and manageable number.

President Bob Baker declared that voting would be on the honor system. There were no objections. Tom Hoffmann moved that the recommendation be accepted and the change made. Mike Grosko seconded the motion. The motion passed by unanimous voice vote. There were no nay votes.

The next meeting, on Friday, January 4, 2019, will be the annual business meeting. All of those members interested in running for officer or director positions should e-mail Bob Baker at bbaker@milwpc.com. Bob reminded us that he will not be running for Chapter President in 2019.

Tom Hoffmann moved that the business meeting be adjourned. Mike Grosko seconded the motion. It passed by unanimous voice vote. The business meeting was adjourned at 7:45 pm.

Union Pacific #4141 SD70ACe Locomotive

On October 18, 2005 the Union Pacific unveiled UP #4141 at College Station, TX near the George Bush Memorial Library. The #4141 is only seventh Union Pacific engine to not be painted in the railroads Armour Yellow. The #4141 paint scheme is similar to that of the presidential 747 "Air Force One". The #4141 was painted right here in Horicon, WI at the Wisconsin and Southern paint shop. For a couple of years the #4141 ran in regular revenue service. It was then put in storage at the North Little Rock, AK locomotive shops. It was wrapped and sat for several years. Several years ago the #4141 was unwrapped and made a run up to Chicago and was then put back in storage at North Little Rock, AK.

With the death of George H.W. Bush #41 on November 30, 2018 the #4141 was brought back out and made its way to Texas to lead the Funeral Train. The funeral train was made up of cars from the Union Pacific excursion fleet. The UP #1943 Spirit of the Union Pacific brought the cars to Texas from Council Bluffs. The funeral train attracted thousands of spectators that wanted to see the train and pay respects to the former President. #41 did make a train whistlestop tour here in Wisconsin in 1992. The POTUS train ran on the Wisconsin Central, now Canadian National. President Bush did actually operate the #4141 for several miles under the watchful eyes of several crew members.

Currently the UP #4141 is making stops around the Union Pacific system so that employees can get a chance to see the locomotive. No public events are currently planned. The UP has says that public events with the #4141 may come later but nothing right now to respect the wishes of the Bush family.

If you are a model railroader several companies have announced model versions of the #4141. Athearn, MTH, and Walters have announced HO scale versions of the locomotives. KATO has announced an N scale version of the locomotive.

By Keith Schmidt

Sturtevant Rails Eagle Project

Paul, a local Eagle Scout is working on restoring a 1930's Fairmont Maintenance of Way (MOW) cart. I am also going to refurbish an old baggage cart as well as a park bench (weather permitting). The cart itself is rotting and is in need of a new frame and restoration of the wheels and pillow block bearings. If you would like to help with this project a Go Fund Me sight has been setup and donations are being accepted. Go to www.gofundme.com/sturtevant-rails-eagle-project

Minutes of January 2018 Business Meeting

This January 5th meeting included the annual formal business meeting of the Wisconsin Chapter of the National Railway Historical Society. Only members (who must be members of the national society) were allowed to participate. President Dave Nelson asked all other attendees to please be patient during the formal business part of the meeting. There were 19 members in attendance. Therefore a quorum was present. President Nelson called the annual business meeting to order at 7:33 pm.

The meeting began with the review of the minutes of the previous annual business meeting, on Friday, January 6, 2017, as re-published on page 4 of the January 2018 edition of Sparks & Cinders. There were no corrections or discussion. Mike Yuhas moved that the minutes be approved as published. Bob Joyce seconded the motion. There was no discussion. The motion passed by unanimous voice vote.

The next order of business was the election of officers and directors for 2018. The current / incumbent (2017) officers and directors were introduced:

President—Dave Nelson

Vice President—Keith Schmidt

Treasurer—Tom Hoffmann

Secretary—Tom Marcussen

Directors—Bob Baker (Past President), Ralph McClure, Greg Mross, Andrew Roach, Cathy Wegner, Neil Wegner, and Mike Yuhas

Greg Mross and Andrew Roach were not able to be present this evening.

All of the above incumbent 2017 officers and directors were eligible to run again, and had indicated their willingness to do so, with two exceptions. President Dave Nelson is stepping down. He will remain on the Board as Past President. Greg Mross is stepping down from the board because he has not been able to get to very many meetings. That will change with his upcoming retirement.

Tom Hoffmann nominated Bob Baker for President. There were no other nominations for President. Dave Nelson called for any other nominations for any of the other officer positions. There were none. Dave Nelson called for any nomina-

tions to the at-large Board positions. Bob Baker nominated Al Baker. Al was not present due to illness. Bob confirmed Al's desire and willingness to serve. There were no other nominations to the Board.

Tom Hoffmann moved that the nominations be closed. Keith Schmidt seconded the motion. There was no discussion. The motion passed by unanimous voice vote. The above nominations left us with the following slate of officers and directors for 2018:

President—Bob Baker

Vice President—Keith Schmidt

Treasurer—Tom Hoffmann

Secretary—Tom Marcussen

Directors—Al Baker, Ralph McClure, Dave Nelson (Past President), Andrew Roach, Cathy Wegner, Neil Wegner, and Mike Yuhas

There were no contested positions. Mike Yuhas moved that the Chapter vote as a block to elect the above slate. Keith Schmidt seconded the motion. Dave Nelson asked if anyone would prefer separate voting. No one spoke up. There was no other discussion. The motion passed on a unanimous voice vote. The above slate was declared to be re-elected.

Bob Baker explained that his brother Al Baker had been away since 2005. He had been the Police Chief in Danbury, Connecticut, since then. He just retired, moved back to the Milwaukee area, and is looking forward to again participating in the Wisconsin Chapter. He did not attend tonight because he was not feeling well, and did not wish to spread his illness around.

Bob Baker expressed his appreciation for Dave Nelson's leadership and service as President. There was an extended round of applause for Dave Nelson.

The next formal business meeting will be held on Friday, January 4, 2019—unless a situation comes up that calls for a special meeting.

Mike Yuhas moved that the formal business meeting be adjourned. Keith Schmidt seconded the motion. There was no discussion. The motion passed by unanimous voice vote. The formal business meeting was declared adjourned at 7:40 pm.

Respectfully Submitted

Thomas W. Marcussen

Dues Renewal Reminder and Contact Information

This form is for the renewal of Chapter Dues Only. National Dues must be paid directly to NRHS. Paying National Dues can be done online at www.nrhs.com. Follow the directions on the webpage. Also dues can be mailed to the National Railway Historical Society Attn Membership Renewal PO Box 31074 St Louis, MO 63131.

Chapter Dues are \$20.00 for the year. This includes a subscription to Sparks and Cinders. Please include this form with payment. The chapter is trying to utilize contact information especially email to keep people up to date on changes and important information. Thank You

Name: _____ Phone Number _____

Address: _____ City _____ State _____ Zip _____

Email Address _____

Payment of only Chapter Dues can be made to our Treasurer Tom Hoffmann at Chapter meetings or by mailing this form to him at Tom Hoffmann 1102 Aspen Dr., Waukesha, WI 53188. Please fill out this form whether mailing in dues or paying person. Thank You.

Equipment Updates from Illinois Railway

The Steam Team reached a huge milestone on October 28th when J. Neils Lumber 5, our Shay steam locomotive, was tested and approved for revenue service. It was the same day as the end of our regular season, but the Shay will be in regular operation in 2019 along with Frisco 1630. It will be the first time this millennium that IRM has had two of its steam engines in service.



Restoration work has accelerated on the North Shore "Electroliner," our 1941 streamlined interurban train set. The train's trucks and motors are now completely rebuilt and ready for use. Meanwhile contractors are repairing and replacing components in the car's articulation joints in preparation for placing the train back onto its trucks and IRM volunteers are working to reassemble the train's interior and repair its windows. Watch our website and Facebook page for news on this exciting project.

Article and Photos from IRM Email Newsletter

Original 24th Annual Model Railroad Show Presented by Metro Model Railroad Club

Sunday March 10, 2019 9am to 4pm
Circle B Recreation Center
Cedarburg, WI

Operating Model Railroad Layouts in Various Scale
Over 50 Swap Tables

For more information check out
www.metrorrclub.org
jimbartelt@gmail.com



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Amtrak Launches Social Media Photo Contest

Amtrak has launched a social media photo contest looking for holiday pictures. Six winners will receive a \$100 Dunkin' gift card, and six will include an Amtrak "swag bag" with various merchandise valued at \$127.

The contest, which runs through 11:59 p.m. EST on Christmas Day, is open to anyone posting a photo to Facebook, Instagram, or Twitter with the hashtag #AmtrakHolidayContest. There is a limit of one entry per person. Complete rules and other information is available on the Amtrak website.

Wheels for the Big Boy and Request for PTC Waiver

Photos published on Facebook news groups showed Union Pacific steam shop crews on Tuesday lifting the smokebox and boiler with side sideboom tractors and sliding the rebuilt front engine (the 4-8 in 4-8-8-4) under the boiler. The photos also show what appears to be an almost completed boiler with only the steam dome cover and smokebox inspection hatches missing and a complete backhead with valves, piping, waterglasses, and other controls.

Wheeling the locomotive is another major step forwarding in the restoration of the massive 1941 locomotive that is set to run in May as part of the celebration of the 150th anniversary of the transcontinental railroad completion. UP says it plans to send both No. 4014 and 4-8-4 No. 844 to Ogden, Utah, for the celebration. No Big Boy locomotive has run under its own power since 1959, and its restoration is unprecedented in the annals of American steam locomotive preservation.

Meanwhile, a notice published in the federal register Thursday shows that UP has asked the Federal Railroad Administration for waivers on Positive Train Control compliance for steam locomotives Nos. 844, 4014, and Challenger 4-6-6-4 No. 3985, which is stored out of service in Cheyenne.

Says the filing: "UP states these units are specifically designated and utilized on an extremely limited number of excursion trips annually. Excursions utilizing this equipment historically and continually involve the highest level of preparation in planning and operational safety during operation, giving special designation to each move. No less than two operators are present at any given time ensuring continual functional safety awareness during operational moves. UP explains they have been operating steam powered excursions without PTC-initiated application and have found no adverse mechanical effect on operational safety."

Both of the above stories from TRAINS Newswire Courtesy Kalmbach Media



Soo #1003 pulls Christmas Tree Train to Elkhart Lake

Railfans had plenty to be thankful for this year a Thanksgiving Day November 22nd. On Thanksgiving Day the Soo #1003 a restored 2-8-2 USRA Mikado was steamed up and pulling a special train from Hartford, WI to Plymouth, WI. On Friday November 23rd the #1003 took that train with a flat car loaded with Christmas trees up to Elkhart Lake for delivery. Then on Saturday November 24th the #1003 steamed back to Hartford to be prepared for the winter inside the Auto Museum. Here are some photos from the trips on Thursday and Saturday.



Photos by James Weinert and Keith Schmidt



From the Archives

January 1954 - 65 Years Ago

In a surprise move, the Milwaukee Road Chippewa Hiawatha, trains 21 and 14, was terminated at Channing on December 28. Now only a way freight disturbs nature's silence on the 92 miles of line between Channing and Ontonagon....Iowa interurbans are rapidly going diesel. Crandic, which quit passenger service in May, was all-diesel by October 15, with delivery of three EMD 1200 hp locos. Fort Dodge has also decided to dieselize. It got one 1200 hp EMD loco November 15, with at least 10 to follow, but "when" is still in doubt....Illinois Railway museum has purchased Crandic No. 120, ex-Indiana RR No. 65, and has it stored at North Chicago, Illinois, until a site for a mile or so of track and overhead is obtained.

January 1959 - 60 Years Ago

The Soo Line is discontinuing trains 1 and 2 which served Waukesha. Trains 17 and 18, The Laker, will be renumbered 3 and 4. It will not operate on Saturdays....A belated news item from March, 1958: On Friday, March 14 the last motorist in Wisconsin to be given a citation for passing a streetcar on the wrong side was cited by Wauwatosa police at 65th and Wells. Just 27 hours before the end of streetcar service, the streetcar had been stopped by curiosity seekers and traffic was obstructed. The impatient motorist pulled around the car on the left side and was promptly ticketed by an officer who had responded to help clear traffic. He paid a fine of \$25 for his impatience

January 1964 - 55 Years Ago

S&C editor Carl Solheim visited the North Shore Line scrapping area near Lake Bluff, Illinois. He reports that some cars to be saved are stored at the North Shore/CNW junction. Highwood is reported clear of cars, but some may still be at North Chicago....Dues for 1964 are due: \$6.00....The first Chapter meeting at our current meeting place, the North Shore Church, was held on Friday, January 10, 1964.

January 1969 - 50 Years Ago

The Milwaukee Road took delivery of 10-GP40s, 3-SD45 slave units, 5-SDL39s, and 5-FP45s, during the last half of December. The FP45s are the first new passenger power purchased since 1956 and are scheduled for the Chicago-Council Bluffs service....The C&NW has 10-SD45s on order and the Soo Line is purchasing 10-SD45s

January 1974 - 45 Years Ago

C&NW has leased 11-U50Ds from the Union Pacific....C&NW is also constructing a 78-mile branch line in Wyoming to handle coal traffic....Amtrak had planned to add a second section to trains 9 and 10 between Chicago and Minneapolis as of December 15 on days when the train went to the West Coast. However, the plan was scrapped because the equipment was pressed into service on the Chicago-St. Louis run due to the Turbo trains' continued bad luck at grade crossings....With possible gasoline shortages looming, planning for Mid-Rail '74 has been suspended. The feeling is that many potential attendees would have a difficult time making the trip and that securing charter buses may be a problem.

January 1979 - 40 Years Ago

If the assets of the Milwaukee Road were to be completely liquidated, with none being sold for railroad purposes, they would have a market value of \$832 million after deducting the cost of dismantling. This study confirms the trustee's contention that the assets are more than sufficient to cover the approximately \$400 million debt....Amtrak took delivery of the first of 284 double deck long-distance Superliner cars from Pullman-Standard on Friday, October 27.

January 1984 - 35 Years Ago

The January 1984 issue of Model Railroader marked the publication's 50th anniversary. The press run for the first issue in January 1934 was 262 copies; by 1984 this had increased to 185,000 copies....Jean-Pierre Fortin of the French Railways has proposed that there exists a "rail-wave barrier" for trains similar to the sound barrier for aircraft. This theory of the physics of track movement with high speed trains postulates that the limiting speed is dependent upon track construction and may be relatively low for conventional construction.

January 1989 - 30 Years Ago

At 12:01 a.m. on Saturday, December 10th, the Fox River Valley Railroad commenced operations. The first train left the ex-C&NW Green Bay depot, the road's headquarters, in zero degree cold at 10:05 a.m. on the 10th.

January 1994 - 25 Years Ago

The Soo Line has put single-track CTC into operation between Pewaukee and Watertown. The former westbound main is now out of service and has been removed west of Oconomowoc.... The new CTA Midway Airport line began service on October 31. This is the first CTA rail expansion since 1984....CSX has raised the insurance liability requirements for excursion trips from \$10 million to \$200 million. Many fan trip operators said that this requirement would put them out of business. It is estimated the premium for one-day \$200 million coverage would be \$200,000.

January 1999 - 20 Years Ago

The new WC "yard" at Ackerville is nearly ready for service. The switches that will connect the new yard to the WSOR main are under construction the old fashioned way - constructed in place rather than with the WC-style pre-built panel switches.... The Byron siding extension is in the works. Grading is being done using fill dirt from the new Quad/Graphics retention pond. No information yet about when track laying will begin

January 2004 - 15 Years Ago

On Monday, December 15, Amtrak displayed a prototype self-propelled Diesel Multiple Unit railcar at the downtown Milwaukee Amtrak depot. This type of equipment is being considered for use on the Chicago-Milwaukee Hiawatha service and other short haul routes, including a proposed commuter rail system in Madison....The state Department of Transportation says it has reallocated \$1.2 million in federal funds for renovating Racine's former Chicago & North Western station for the proposed Metra extension, according to an Associated Press report

January 2009 - 10 Years Ago

President George W. Bush has signed a new law giving federal authorities the power to investigate and fine freight railroads for not giving priority to passenger trains, according to a story in The Kansas City Star. On-time performance is a problem for Amtrak passengers nationwide, especially in Missouri where tardy trains between Kansas City and St. Louis have contributed to declining ridership in recent years. Amtrak trains were at least 30 minutes late almost one-third of the time in 2007-08, state figures show.

January 2014 - 5 Years Ago

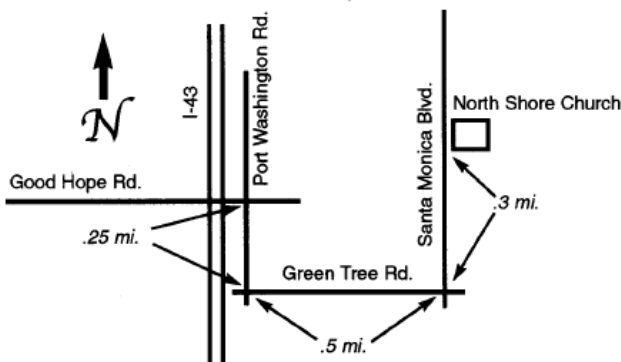
Amtrak is reducing the operation of its Empire Builder to normalize equipment and schedules and help recover from on-going timekeeping issues. It will operate stub trains between Chicago and Minneapolis/St. Paul and between Spokane and Seattle on select dates through Dec. 16. Union Pacific announced it will be restoring UP #4014 4-8-8-4 Big Boy to operating condition in time for the 150th Anniversary of the Golden Spike in 2019. The #4014 is coming from the Southern California Railroad Museum. The #4014 will run from Southern California in a special train to Cheyenne where it will be restored.

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 up to date changes and weather cancellations
check out www.nrhis.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 who is also a member of the NRHS. Paying \$20 annually to the Chapter will entitle you receive Sparks & Cinders. Paying the National dues of \$50 to the NRHS will entitle you to membership and subscriptions to the 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 Yuhus, Ralph McClure, Andrew Roach, Neil and Cathy Wegner and Al Baker

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