



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.

Since 1950

Preserving Wisconsin Railroad History for 71 Years

Visit the Chapter Webpage www.nrhswis.org



Milwaukee Road Fairbanks Morse locomotive on the Beer Line, under Holton Street bridge.
Photo by Wallace W. Abbey.

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Wisconsin Chapter Meeting Schedule



Friday December 3, 2021 David P Morgan's Milwaukee with Kevin P Keefe (in Person and Zoom)
Tuesday December 21, 2021 Online slide show (Zoom only)
Friday January 7, 2022 - To Be Announced
Friday February 4, 2022 - Program TBA; Chapter Elections

Monthly meetings are held in the lower level of the North Shore Congregational Church at 7330 N Santa Monica Dr. in Fox Point. The church is handicap accessible. Refreshments are available for a donation. For more up to date information on meetings and speakers, and also any weather cancellations, check the chapter's webpage at www.nrhswis.org.

Doors open by 7:00 pm, so arrive early to socialize. Meetings start at 7:30pm sharp. Please bring a friend!
Our meetings are live-streamed on the Zoom platform. Connection details are shared with chapter members and other interested persons via email the day of the meeting, or before. To ensure you are made aware of this info, we must have a working email address on file - send yours to president@nrhswis.org.

If you have a program idea please contact Program Chair Dave Nelson at engine1385@aol.com

The Big Picture is your page!

We've changed the format of the Sparks & Cinders back page, giving us room to run a large photo. Member submissions are solicited. Please send one or two of your outstanding pictures to Keith Schmidt, editor@nrhswis.org.

Meeting Summary November 5, 2021

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 June, July and August, at 7:30 p.m. The Wisconsin Chapter 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. Additional information is available on the chapter's website, www.nrhswis.org.

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. Full NRHS membership is required to participate in chapter business discussions and to vote in annual chapter elections. All address changes should be sent to Mike Yuhás president@nrhswis.org (or via USPS at PO Box 070758 Milwaukee, WI 53207).

Wisconsin Chapter officers are: Mike Yuhás, President (president@nrhswis.org); Keith Schmidt, Vice-President; Tom Marcussen, Secretary; Tara Grudzielanek, Treasurer. Directors: Dan Grudzielanek, Ralph McClure, Andrew Roach, Cathy Wegner and Neal Wegner.

Contributions to Sparks & Cinders should be sent to Editor Keith Schmidt at editor@nrhswis.org (or USPS at PO Box 070758 Milwaukee, WI 53207) by the 15th of the month to be considered for the following month's publication.

All original material published in Sparks & Cinders may be reprinted in other railfan publications provided credit is given to "Sparks & Cinders, Wisconsin Chapter, NRHS." If an author is indicated for the item or article, credit must also be given to the author. The views, opinions, and comments published in Sparks & Cinders are those of the authors and do not reflect the policies of the Wisconsin Chapter or the National Railway Historical Society. Copyright ©2021, Wisconsin Chapter, Inc., NRHS.

Gathering Time

This was our third hybrid (both in-person and virtual) chapter meeting. Wisconsin Chapter President Mike Yuhás ran it from our usual pre-pandemic meeting site in the basement of the North Shore Congregational Church, at 7330 North Santa Monica Boulevard in Fox Point, Wisconsin. Members and guests started gathering, both in person at the above site, and in the Zoom meeting room, about 7:00 pm.

Introductions & Announcements

Wisconsin Chapter President Mike Yuhás greeted everyone and started recording on Zoom at 7:30 pm. The new audio system was up and working. The new video equipment is not in service yet. Members have pledged \$1400.00 to the AV Equipment Fund. Much of that money is now in hand.

On Saturday, November 6, the Oconomowoc Historical Society will be hosting an open house at their museum, located south of the Milwaukee Road Oconomowoc depot. This event includes the Milwaukee & North Western Model Railroad Club layout.

On Saturday, November 13, members and spouses only will have the opportunity to tour the private Christopher Transportation Museum, north of Sheboygan. It is normally closed to the public. The main attraction is owner Jay Christopher's extensive collection of railroad dining car china. This tour was a well-received event at the NRHS National Convention in late August. We will collect \$10.00 from each attendee. The proceeds will be donated to Sheboygan Meals on Wheels.

On Friday, December 3, Kevin Keefe will present David P. Morgan's Milwaukee. This is a collection of photographs from the 1950's. That is the early part of David P. Morgan's long tenure as editor of Trains magazine. It will be an expanded version of the presentation that Mr. Keefe gave at the NRHS National Convention in late August.

From the Prexy

Bob Gallegos reported that member Arlyn Colby's new Ellsworth Line book is now available. The book covers the Chicago, St. Paul Minneapolis & Omaha (CStPM&O—a subsidiary of the Chicago & North Western) branch from North Hudson SE to River Falls and Ellsworth. It also includes the short branch up to Stillwater, Minnesota, on the west side of the St. Croix River. Coverage is very thorough and detailed. The book includes 158 pages, 221 photos, 85 charts and drawings, and 35 maps. The last of this trackage was abandoned in 1986. The book is available on-line at wisconsinrailroadbooks.com

Al Baker showed photos, taken on Thursday, November 4th, of preparations to move the 1867 Brookfield Milwaukee Road depot about 300 feet south of the tracks. It was moved about 10:00 pm after darkness. Canadian Pacific, the current owner of the tracks, stopped all traffic, so that the move could proceed safely.

Presentation

Our presenter Bryan Howell took over at 7:42 pm. Bryan is a former officer of the Burlington Route Historical Society. He is a National Weather Service meteorologist based in Duluth, Minnesota. The presentation was delivered virtually from his home near Superior, Wisconsin. The subject was "Where Nature Smiles 300 Miles—CB&Q Passenger Trains along the Upper Mississippi in the Dome Era." There were a lot of passenger trains from the 1930's (and some earlier) up to 1971. The line went freight-only when Amtrak took over long-distance passenger service on May 1, 1971.

Zoom attendance peaked at 49 devices. Three of those were in the church basement, where 20 people attended in person. Total attendance was therefore at least 66—20 in person and at least 46 remote.

The planned presentation ended at 8:45 pm. A question and answer session followed.

Auction

The last event was a third auction of selected railroad books and timetables, donated from the estate of local railroad enthusiast Leroy James Burlingame. More of those will be auctioned at further Chapter meetings. The auction ended at about 9:15pm.

There was only a very short informal discussion room. It was cut short by the need to be out of the church by 10:00 pm. Image quality was good throughout the meeting. Audio volume was consistent. There was some reverberation (echo), which was reduced by experimentation. We still have some work to do on that. It is getting there.

Respectfully Submitted
Thomas W. Marcussen
Wisconsin Chapter Secretary

Dues are due

To maintain your membership in the Wisconsin Chapter NRHS, and to support our programs and to continue receiving Sparks & Cinders, renew for 2022 today! Send \$20 to Wisconsin Chapter NRHS, PO Box 070758, Milwaukee WI 53208. Or pay \$20 in person at our next meeting. Or conveniently pay \$21 at www.nrhiswis.org (click the join/renew link). As a membership organization, the Wisconsin Chapter depends on your annual support. (Please remember that NRHS national dues are paid directly to the national organization.)

A bright and sunny Saturday in mid-November brought a dozen Wisconsin NRHS members to the Christopher Transportation Museum, on the grounds of the Christopher Farm and Gardens, near Sheboygan. Curator Anne Lapinski and museum founder Jay Christopher showed the collection of railroad dining car china and other transportation-related memorabilia to our members. We enjoyed the museum's hospitality so much that we started planning a spring/summer picnic, to be held on the grounds. Stay tuned!

My friend and former colleague Kevin Keefe addresses the chapter on Friday, December 3. Kevin's presentation will be an expanded version of "David P. Morgan's Milwaukee," a talk he gave to a sell-out crowd at the NRHS national convention in August. Morgan was known as a writer and editor; the photos in the program were taken by numerous well-known photographers. It's a compelling look at the golden years of railroading in Milwaukee, in the 1950s and 60s. The program will be shown live in Fox Point, and simulcast via Zoom.

On December 21, we wrap up the calendar year with another of our online slide shows. The lineup of presenters will be posted on the chapter's website soon.

We appreciate your membership in and support of the Wisconsin Chapter, which helps preserve railroad history. Happy holidays!

Stay healthy and remain safe,



Thank you to our donors

During the coronavirus pandemic, remote meeting software enabled us to successfully present our programs to a wide audience. The trouble is, when we resumed in-person meetings in September, we didn't have the proper equipment to allow our remote audience to appropriately experience these live presentations.

We identified the items necessary to professionalize our remote meeting stream and enhance audio quality for the in-person audience. In late October, your chapter board approved the purchase of this gear, which amounted to a little over \$2,000.

Several members gave freely to our "AV Fund." Listed below are the donors, as of press time:

Ward Wells
Tony White
Neal & Cathy Wegner
Ralph McClure
Anonymous
Richard Hawthorne
Jeff Wojciechowski
William Becker

Together, these individuals contributed over \$1,500 toward this essential purchase. We thank these members for their generous support!

If you would like to contribute to the AV Fund, send a check for any amount to Wisconsin Chapter NRHS, PO Box 070758, Milwaukee WI 53207. Your gift will be acknowledged in a future issue of Sparks & Cinders.

Friday December 3rd "David P Morgan's Milwaukee by Kevin Keefe

In a program originally put together for the NRHS national convention, Kevin Keefe takes us on a tour of Milwaukee railroad scenes in the years when David P. Morgan was a young editor at Trains magazine, mostly in the late 1940s and 1950s. The images are culled from both Classic Trains magazine as well as the Kalmbach library, and feature such familiar locations as the Milwaukee Road and North Western downtown depots, the Milwaukee Road and North Western downtown depots, the North Shore station, the Beer Line, TM streetcars and interurbans, and the CMStP&P West Milwaukee shops. We'll join "DPM" at Kalmbach's offices at 1027 N. Seventh Street at the end of a work day and head out across town to see what there is to see. Steam, diesel, traction — the trains that made Milwaukee famous.

Visit to Christopher Transportation Museum

On Saturday, November 13th, a dozen chapter members visited the Christopher Transportation Museum, just north of Sheboygan. The museum showcases china from railroads, airlines and steamships. Highlights include two items that survived the crash of the Hindenburg, and Eva Braun's punch bowl. There is a large collection of railroadiana, including lanterns, tools, date nails and even a lavatory (not operational). If you are looking for a newel post, there is a roomful of them, too. Behind the museum building are beautiful gardens, greenhouses, several ponds and some railroad tracks. Members had a pleasant time visiting with museum founder Jay Christopher and curator Anne Lapinski. All in attendance were impressed to say the least. We will be planning a chapter picnic in the gardens in late spring or early summer. Enjoy some photos from the museum. Photos by Keith Schmidt



Chicago Milwaukee and North Shore China



The group chats with Jay Christopher. Thank You to Jay and Anne for allowing us to stop in.

Do You Know ?

by Dave Nelson

The activist/populist financier and investor Robert R. Young waged a public relations and advertising war against entrenched (and in his opinion, hopelessly hidebound and anti-merger) railroad leadership in the 1950s, with large newspaper advertisements using the headline "A hog can cross the country without changing trains - but you can't." His agitation (and wealth) eventually made him the Chairman of the Board of the C&O and later, the New York Central -- where he learned just how difficult it is to change things in the railroad business.

While people were far more likely than hogs to travel coast to coast by train, it is true that stock cars of hogs were definitely an urgent and expedited shipment, given very special treatment by the railroads. Indeed, all animal shipments by rail received special treatment under a 1906 Federal law (49 US Code Sec. 80502, Transportation of Animals) mandating that animals could not be confined for more than 28 consecutive hours in a railroad car without being unloaded for feeding, water and rest. The owner of the animals could, in writing, permit the period to be extended to 36 hours. 28 hours wasn't chosen due to scientific study; it simply copied an Illinois law passed in 1869. And the concerns were not the result of humane feelings for animal welfare, but rather that confinement and travel in a stock car caused animals to lose considerable weight (and thus, value), take ill, break limbs, or even die, before arrival at the slaughter house. Worst of all there were unscrupulous butchers who would accept such damaged goods and sell the tainted meat to the public. It was perhaps no coincidence that 1906 also saw the publication of Upton Sinclair's muckraking book, *The Jungle*, which horrified the public in its exposé of the worst practices of the meat industry.

Hogs are even more susceptible than cows to stress-related illness and death during the transportation process: heart failure, severe sunburn, suffocation, and respiratory distress were common, and abnormal muscle metabolism would cause the meat to be deemed "PSE" (pale, soft, and exudative - go ahead, look it up -- from inflammation). Are you feeling hungry yet? And hogs were tightly packed in those stock cars: John A. Droege's 1925 book *Freight Terminals & Trains* states that a stock car that could hold 25 cows would contain 75 hogs or, on a double deck car, 200 hogs. The hog digestive process would be working in overdrive due to the fear and stress of being jostled and tightly confined.

Because hogs do not sweat they are prone to overheating (that's why they wallow in mud on the farm). For this reason, the shipment of hogs involved not only compliance with the 28-hour rule, but at regular intervals the stock cars holding hogs (single or double deck) would be slowly rolled past a special drenching and watering standpipe, connected to a pump house or water tank, and a workman would aim the two nozzles at the open slats of the stock car to cool the hogs and drench the



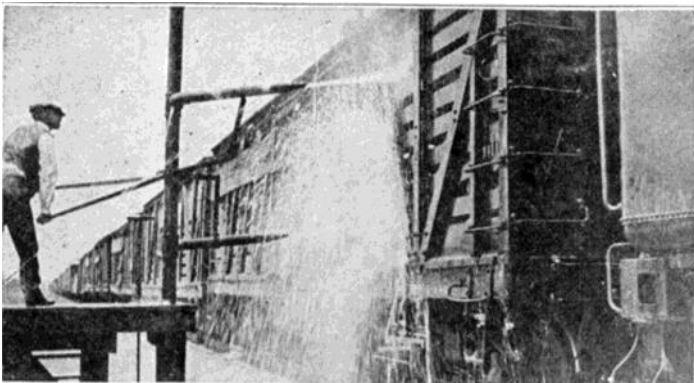
straw on the car floors. But this was a learned skill: if the nozzles were aimed at a direct 90 degree angle to the side of the car, the pressured water, and the, shall we say, "contents" of the stock car floors, would bounce directly back and cover the workmen with water and other "contents," making him a most unpopular colleague in the caboose. An oblique 45 degree angle for the water worked much better.

And so once again, railroading provided a new word to the American vocabulary: Hogwash!

Sources for this article include Jeff Wilson's book *The Model Railroader's Guide to Industries Along the Tracks*, Vol. 1 (Kalmbach 2004), and Harold Russell's article "Hogwasher," in the January 2017 NMRA Magazine.

Looking for Photographs

Does anybody have any pictures of the old yellow 35-ton Plymouth Paragon switcher from the Jones Island sewage treatment plant? This was the little end-cab switcher that was painted pale yellow with black lettering. It worked there from the 1950's until the late 1980's. It had problems moving 100-ton cars, at which point the 1989 blue and white center cab switcher replaced it. I think the 1950's switcher was still lettered for the Sewage Commission of the City of Milwaukee, which ran the plant until the Milwaukee Metropolitan Sewerage Commission was formed in 1982. This model is now available in HO scale from Broadway Limited Imports (order from Factory Direct Hobbies). But I do not remember exactly how it was painted and lettered. Contact Tom Marcussen at thomasw.marcussen@twc.com



December online slide show

Join us for the Chapter's online slide show! Less formal than a regular meeting, these online events feature the work of five railroad photographers, each presenting a 15-minute slide show on a variety of railroad subjects.

Our next show is set for Tuesday evening, December 21. If you'd like to present a 15-minute program, send an email to president@nrhswis.org.

At press time, presenters are being finalized; see www.nrhswis.org for up-to-date info. Zoom connection details will be sent to members via email within 24 hours of this event. If you have not supplied the chapter with a valid email address, please send it to president@nrhswis.org to receive all notifications.

Brookfield Depot moves 350 feet southwest to new home

Built in 1867 the Milwaukee Road depot in Brookfield is one of the last remaining depots to actually be trackside. On Thursday November 4, 2021 at 10pm the Brookfield depot took a little trip. It traveled about 350 south to its new home looking over the Canadian Pacific mainline. In the near future the Depot will become a coffee shop. Here are some photos of the nighttime move of the depot. Photos by Cate Kratville-Wrinn.



From the Archives

December 1956 - 65 Years Ago

The Milwaukee Road and North Western have run into bitter opposition in their attempts to discontinue unprofitable main and branch line trains. The Milwaukee Road wants to substitute buses between Watertown and Madison and between Wausau and Minocqua. The North Western has plans to discontinue its Madison local and nearly twenty other trains within the State. Both lines are attempting to end all train service to points where mail contracts have been lost or are threatened

December 1961 - 60 Years Ago

The Milwaukee Road operated football trains for all of the Big Ten games at Madison as well as numerous other Football Specials during the season.

December 1966 - 55 Years Ago

MILW Train No. 1, November 18, morning: 3-E9s and 2-FP7s totaling 10,200 hp, which possibly represents a new high in passenger horsepower through Milwaukee. 20 cars in, 24 out, of which 10 were REX refrigerators and similar cars for storage mail. The extremely heavy numbers of such cars in some CMStP&P trains recently is because of the parcel post and "junk" mail mess in Chicago. Such mail, unsorted, is taken to St. Paul (where the Post Office Dept. has rented a CMStP&P freight house for the purpose), sorted, and returned to Chicago....Minneapolis-Madison passenger extras for the Wisconsin-Minnesota game consisted of 2-E9s, 1-FP7, 5 coaches, two tap cars, diner, RI sleeper Golden Dream, UP sleepers Imperial Palm and Imperial Rock (the last three to provide "room" accommodations)....CNW is returning its virtually new Alco RS-27s Nos. 900-903 for four Century 4-30s which are expected to be delivered via car ferry at Manitowoc....November 28 a two-car, one E7 round trip passenger extra from Chicago to Milwaukee was operated for the Chicago Symphony....And, in an unremarked event, your editor joined Wisconsin Chapter. (Not KAS the current editor. Was only 2 yrs old)

December 1971 - 50 Years Ago

The Milwaukee Road is second only to Union Pacific in on-time Amtrak performance, with trains arriving on the advertised just under 95% of the time. The Chapter trip on the first Amtrak train through Chicago was a great success as some 30 members traveled from Milwaukee to Joliet....The C&O car ferry service on Lake Michigan was suspended in October and November because of the national coal miner's strike. The Grand Trunk vessels are oil-fired and continued to operate

December 1976 - 45 Years Ago

Because of production and mail problems, this issue contained only six pages. The majority was devoted to a reprint of the inaugural address by the newly-elected President of NRHS, V. Allan Vaughan

December 1981 - 40 Years Ago

It was announced that noted diesel enthusiast Tom Hoffmann would present a program of steam slides at the December meeting....The Milwaukee Road employee timetable effective November 8 indicates that the entire railroad now consists of two divisions. The Northern Division includes everything north and west of Rondout and La Crescent including Davis Jct., Madison, and Beloit. Everything else is the Southern Division.

December 1986 - 35 Years Ago

The Soo Line is planning to single track the former Milwaukee Road main line from DuPlainville to St. Croix Tower within the next two years.

December 1991 - 30 Years Ago

Just three hours before departure from Chicago on October 15, American-European Express announced cancellation of all service and dismissal of virtually all employees. Some 50 passengers were left stranded in Chicago. AEE blamed the shutdown on negative cash flow as a result of a June 21st derailment which damaged six of AEE's twelve cars....The Grand Canyon Railway celebrated its second anniversary in September with a gala celebration in Williams, Arizona....The former Milwaukee Road depot in Muscoda was demolished in late October

December 1996 - 25 Years Ago

WC has signed a letter of intent to purchase 220 miles of trackage in Wisconsin and Michigan's Upper Peninsula from the UP. The Green Bay North lines were "orphans" and not connected to any other UP trackage....Wisconsin and Illinois agreed on a \$2.7 million funding package to keep the Hiawatha service operating through June, 1997

December 2001 - 20 Years Ago

Amtrak named P42 No. 182 the "Governor Tommy G. Thompson" in honor of the former Amtrak chairman of the board at a ceremony in Washington, DC on November 1....UP and the Salt Lake City Committee for the Olympic Games unveiled the 2002 Olympic Torch Relay Train at Kansas City Union Station on November 15....A list of "Indicators of Terrorism" posted on the American Short Line and Regional Railroad Association web site encourages railroad employees to be on the lookout for seven types of suspicious activities. Railfans typically engage in most of the cited activities

December 2006 - 15 Years Ago

Ex-Soo Line 2-8-2 No. 1003 powered the "Santa Train" on the WSOR from Burnett to Hartford on Saturday, November 11.... Wisconsin DOT has begun negotiations with the UP for the purchase of the former C&NW line between Plymouth and Kohler. Once the 11-mile line is acquired, the DOT will contract with the East Wisconsin Counties Railroad Consortium and WSOR to provide service on the line....The FRA is requiring railroads to make more frequent track inspections in response to three deadly derailments in 2002 and 2004. The rule applies to 90,000 miles of railroad with continuous welded rail. The FRA said failure of welded rail was the probable cause of all three derailments....The four remaining tracks at St. Louis Union Station may soon be removed according to the person who leases the tracks. The four tracks (the remainder of 42) occasionally see special trains....Metra has ordered Wabtec's Electronic Train Management System® for 24 locomotives and 24 cab cars used on the Metra Rock Island line....Internet auction site eBay has banned the sale of railroad switch keys, citing national security concerns.

December 2011- 10 Years Ago

On Friday November 11th Wisconsin Chapter Member Tom Hoffmann was presented with the Chuck Zehner Award. Tom at the time was a 40 year member of the chapter. Tom was also involved with Operation Lifesaver and has a large collection of railroad slides and photographs. The Zehner award was presented to Tom by Bob Baker the 2006 Chuck Zehner award member and 25 year chapter member... METRA approved a 25% fare increase for the Chicago area commuter rail provider. METRA was facing a 53.6 million dollar budget shortfall. Bob Joyce announced his desire to retire as editor of Sparks and Cinders after 22 years and 222 issues published.

December 2016 - 5 Years Ago

The Canadian Pacific Holiday Train visited Milwaukee on December 5th and spent the night. Then had an event in Wauwatosa the next day. The December chapter meeting was a TRAINS's trivia night. TRAINS editor Jim Wrinn lead a spirited question and answer session. Eight teams did there best to answer the questions presented. Awards were presented to the first place team. Snacks and sodas were also available to keep the evening enjoyable.



The Big Picture



In the Clear on the siding as the snow falls. Now just have to figure what year this was. Photo by Keith Schmidt