



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



Inside one of the North Shore Shops a couple of steeplecab motors await service or an assignment. Not sure of the date or which shop.

Photo by Russ Porter Keith Schmidt Collection

In This Issue

- *From the President*
- *CP still trying to purchase NS*
- *Mid-Continent Decapod on the Move*

Upcoming Events January 2016

AMRC/MSOE All Star Railroad Night - 34th Season

MSOE 1025 N Broadway 7:30pm

Friday January 15, 2016

TMER&THS Traction Night

"All Aboard for Burlington"- Chuck Damaske

"Modern Streetcars around America" - David Shitada

TMER&THS (Traction and Bus Club)

www.tmer.org

Saturday January 16, 2016

Chase Bank - Cudahy 7:30pm

SE Corner Packard and Layton Use East Lot

"The Snowstorm of 1947" - Dick Pfeifer

WISE Division NMRA

www.wisedivision.org

Beginners Meet - Monthly Meeting

Sunday January 17, 2016

Midway Hotel and Suite

1005 S Moorland Road

12:30pm to 4:00pm

Swap Meet and Clinics

Layout Tours

Milwaukee Road Historical Association

www.mrha.com

Check Webpage for Information about Annual Convention

C&NW Historical Society

www.cnwhs.org

May 12 - 17, 2016

Minneapolis, Minnesota - Check webpage for information

NRHS National Convention

www.nrhs.com

July 19-24, 2016

Denver, CO

To Contact the Wisconsin Chapter NRHS

President Dave Nelson

Email at engine1385@aol.com

Thank You to all those that contributed to this issue of Sparks and Cinders. Member contributions make this newsletter YOUR newsletter. - Sparks and Cinders Editor

Wisconsin Chapter Now on Facebook !!

Thanks to Keith Schmidt the Chapter now has a Facebook Page. It Can be accessed at <http://www.facebook.com/pages/Wisconsin-Chapter-NRHS/170129169765334> (Must enter the number string)



Sparks and Cinders is published by the Wisconsin Chapter, National Railway Historical Society. President: Dave Nelson 1506 E Fox Lane Fox Point, WI 5317. 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 WC-NRHS.



Wisconsin Chapter Meeting Schedule

Friday February 5, 2016 - Tom Danneman—Montana

Friday March 4, 2016 - To Be Announced

Friday April 1, 2016 - To Be Announced

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 2015 Meeting Summary

President Dave Nelson greeted the 27 people in attendance at 7:31 pm. These included six guests—two members of the Northwest Illinois Chapter, two from Sheboygan, one unknown, and our presenter.

A brown cap was found in the meeting room after the November 6 meeting. No one at the current meeting claimed it.

Dave Nelson directed everyone's attention to his report on his discussion with NRHS National President Al Weber, in the latest December issue of Sparks & Cinders. Most members present had received their copy of the National Railway Bulletin (Volume 79 - No. 2), which has just resumed publication.

The January 2016 meeting will be on the second Friday of the month—January 8, 2016. This will be the annual business meeting. It will include the annual election of 2016 officers and directors. The former two-year term limit for officers is no longer in effect under the new by-laws. Dave Nelson has not yet decided on whether to run for a third year as President. Of the other officers and directors, none have yet indicated that they will not run for another term. Some have not yet responded to inquiries. Neal Wegner reported on a grade-crossing controversy in Brookfield. CP Rail re-graded their east-bound (former Milwaukee Road) main line in September and October 2015. It is much smoother for rail traffic. The crossing at Calhoun Road is even higher and rougher for road traffic than it was beforehand. It is generating lots of complaints to local newspapers and elected officials.

The announcements and discussion ended at 7:46 pm.

Mike Yuhás introduced our presenter Scott Lothes (pronounced LO-das), the current president and executive director of the Center for Railroad Photography and Art. Scott is also the author of the cover story, and the cover and centerfold photos, in the latest January 2016 issue of Trains Magazine, on the railroads along the Upper Mississippi River in winter. Scott presented selected images, from the Center's collection, of railroading in Wisconsin and northeast Illinois from the 1960's through the 1980's. John Gruber, the founder of the Center in 1999, Kevin Keefe, Editorial Vice President of Kalmbach Publishing Company, and Brian Schmidt, Assistant Editor of Trains Magazine, attended the meeting and presentation.

The main presentation ended about 8:25 pm. A question and answer session followed. Scott generously provided each attendee with a complimentary copy of the expanded 60-page Winter 2016 issue of the Center's Railroad Heritage Magazine. He also appealed for us to join the Center and support the preservation and availability of their thousands of historic images of railroading.

Respectfully Submitted

Thomas W. Marcussen

Wisconsin Chapter Secretary

FROM THE PRESIDENT

As a reminder our January meeting will NOT be the first Friday of January, because that is New Year's Day. We will meet on January 8 for our annual business meeting and election. The business meeting will start promptly at 7:30 and I hope to have it over with by 8 pm or so. Among other things, we will talk about matters discussed by the Board at its own meeting. After the formal business meeting is adjourned, we will set aside a little time so that you can pay your Chapter dues to Tom Hoffmann. Then we'll have the usual "rail news" chat, and then the presentation for the evening, also by Tom Hoffmann. So if you are not a member of NRHS or the Chapter you may want to arrive closer to 8 pm so you don't have to sit through a business meeting. Your choice, of course.

Thus far I have not learned of any incumbent member of the Board who is not willing to serve another term, so the slate for the election will be David Nelson (President), Keith Schmidt (Vice President), Tom Hoffmann (Treasurer), Tom Marcussen (Secretary), and members Bob Baker, Ralph McClure, Bob McLeod, Greg Mross, Andrew Roach, Kathy Wegner, Neil Wegner, and Mike Yuhas. Anyone else wishing to run for the Board should contact me ASAP at 414-352-4710 or at engine1385@aol.com so I can bring the necessary materials for a contested election. We will of course also take nominations from the floor but if you wish to serve some advance notice would be greatly appreciated.

I mentioned it above but please remember to pay your 2016 Chapter dues soon. The NRHS will also be sending out dues notices -- some already received an email in French (!) due to a snafu (since corrected I believe) with their new automated system. Go to the NRHS website to see about dues payments if you did not receive an email about renewal.

On Friday, January 22 at 7 pm there will be a presentation at the MSOE Grohmann Art Museum on "The Art of the North Shore Line" by famed rail photographer John Gruber, who was in attendance at our December meeting, and who took some extraordinary photos of the North Shore in its final years, and J.J. Sedelmaier, an artist and designer. They curated this exhibit. Those of you who saw the Grohmann Museum's "Art of the Milwaukee Road" last year know the quality of their exhibitions and presentations on rail subjects. The exhibit is open until April 24, but January 22 is "Gallery Night" and admission is free. It will not be a "formal" Chapter event, but I would like to put together a group of us who will dine first at the nearby Water Street Brewery and then get to the Grohmann in time for the presentation. We did this before and had a good meal and a good time. Perhaps 5:15 pm? Let me know at the January meeting if you are interested so I can secure a table.

Best wishes to everyone for a Happy New Year.

Dave



Friday January 8th Annual Business Meeting Tom Hoffmann - 20 Years Ago

Please plan to join in for the annual business meeting of the Wisconsin Chapter NRHS on January 8, 2016. The business portion of the meeting will start at 7:30pm. Matters to be handled include the annual election of officers and board members. Also items that the Board of Directors discussed at its recent meeting. A treasurer's report will be given. Also time will be allowed for those that wish to renew Chapter dues only. See below for more information about that. National Dues are NOT PAID to Tom but directly to National.

After all of the official business is conducted there will be some time set aside for announcements and any other information that members and guests wish to share with the group.

Tom Hoffmann will then take over and present his annual and much anticipated "20 Years Ago". Tom will present photos and information from the state of railroads in Wisconsin and other places that he has visited in his railfan travels in 1996. Please plan to join us at our usual venue.

North Shore Congregational Church 7220 N Santa Monica Blvd Fox Point, WI. The church is handicap accessible with an elevator. Doors are locked at 8:15pm. Happy New Year

Dues Renewal Time—Please Read !!

DUES RENEWAL: It is my understanding that National Headquarters has placed the responsibility of collecting local chapter dues up to the local chapter. Therefore we are giving notice that renewal for 2016 has begun. Rather than having members cut up a page from Sparks and Cinders, we are requesting that you send your remittance direct to the Treasurer at the address that appears on S&C.

Tom Hoffmann
1102 Aspen Drive
Waukesha, WI 53188

For persons that belong to NATIONAL, the annual membership is \$15.00, payable to Wisconsin Chapter NRHS.

To SUBSCRIBE to Sparks & Cinders, the annual subscription is \$17.50, payable to Wisconsin Chapter NRHS.

With your payment to Tom PLEASE include an email address if one is available. We are trying to establish a Chapter email list.

Persons that belong to National, but are members via another chapter, will be addressed separately via email or telephone.

Deadline for Chapter Dues renewal is February 1, 2015.

Tom Hoffmann, Wisconsin Chapter
Treasurer



Canadian Not Taking “NO” for an answer from Norfolk Southern

When Norfolk Southern’s board of directors formally rejected Canadian Pacific’s \$28 billion cash and stock bid to purchase the carrier on Dec. 4, CP board member and investor William Ackman thought they’d done the right thing. This is a negotiation, as he sees it, and the first offer is rarely the best. CP quickly returned to the bargaining table with an offer it thinks is better. The second offer was one for less cash and more stock.

How would this “reduced” offer (in NS’s terms) benefit NS stockholders? Through the creative use of a voting trust to keep the railroads under separate management while the Surface Transportation Board considers the acquisition, said CP. One railroad cannot buy or exercise control over another without STB authority. However, when the boards of directors of two railroads strike a merger deal, they usually can’t wait for the STB to approve it, since changing conditions could quickly make the financial terms obsolete. The solution is to close the corporate merger, paying off the stockholders of the acquired company, and immediately place one railroad in a voting trust till the STB rules.

Though uncommon in non-rail mergers and acquisitions, voting trusts are customarily used to park stock in newly acquired railroads pending STB approval of common control. The acquiring railroad selects a trustee, which could be a bank or other financial institution or an individual, that manages the acquired railroad’s operations in the interim. The STB’s general procedures for establishing a voting trust are informal; the applicants may, but aren’t required to, ask the Board’s staff to review the trust agreement before it is filed and becomes effective. The STB’s main concern is that the business independence of the railroad in trust, and the competition it provides, must be maintained until the acquisition is approved.

Under the STB’s 2001 merger rules, though, a slightly different procedure applies when one Class 1 carrier strikes a deal to acquire another one. The railroads must explain to the Board how the proposed voting trust would insulate the carriers from “an unlawful control violation” and why the trust would be in the public interest. The STB will rule on the proposed trust after a “brief” pause to allow public comment.

The twist CP is suggesting is that, after a three-week due diligence examination, CP would close the merger deal with NS and place CP, the acquiring carrier, and not NS in an STB-approved voting trust. At the same time, CP’s CEO, Hunter Harrison, would resign his CP post, sever all ties with CP and be elevated to a similar position at NS. Then he would attempt to “Hunterize” NS operations, lowering the operating ratio and saving the company billions of dollars.

Meanwhile, CP would operate independently under Harrison’s heir apparent, president Keith Creel. When the STB approves the CP-NS transaction, which Harrison is confident it will, the new holding company could gather in the remaining 30 percent of the \$1.8 billion in annual benefits by creating single-line CP-NS routes, diverting traffic from competing carriers and reducing NS’s effective tax rate.

CP doesn’t think meeting the public interest standard for the voting trust would be a significant hurdle? And there is precedent of a sort. After Canadian National bought Illinois Central in 1998, putting IC in trust, Harrison left his job as chairman of IC and became chief operating officer of CN, implementing his cost-saving strategies on the larger carrier before the STB approved CN’s control of IC the following year.

Not surprisingly, NS disagrees with CP’s assertion that the STB would approve the voting trust. It hired former STB members

Francis Mulvey and Charles Nottingham to explain that, by installing CP management at NS, “CP essentially would usurp and preempt the STB’s exclusive jurisdiction” to review and approve the proposed combination. Mulvey and Nottingham went on to observe that keeping CP in “limbo” for as long as it takes the STB to rule on the merger could result in “compromised service for shippers, reduced investments in rail infrastructure and network capacity, and disruptions for NS labor interests.” But no one really knows how the STB will react to CP’s voting trust plan — the 2001 merger rules have never been used.

NS formally rejected CP’s revised proposal on Dec. 14. CP volleyed back a second revision on Dec. 16, adding to its compensation package a “contingent value right”—essentially an IOU from CP, whose value depends on the stock price of the CP-NS holding company. However, anticipating NS would reject this iteration as well, CP hinted its next conversations would be directly with significant NS stockholders.

Bill Ackman, whose Pershing Square Capital Management mounted the proxy fight that ousted CP’s board and management in 2012, admitted in the Dec. 8 investors call that most of the merger synergies are “management based, not consolidation based.” In fact, Ackman allowed, NS’s lagging returns create an “ideal activist situation,” and he would be buying NS stock himself except for the legal restrictions he has as a CP director. One certainly gets the impression that this deal is less about creating a visionary transcontinental railroad than cleverly letting Ackman move in on NS before some other activist investor does, and giving the 71-year-old Hunter Harrison a chance to work his financial and operating magic on an underperforming Class 1 one last time.

TRAINS Newswire—Courtesy Kalmbach Publishing

MSOE Grohmann Museum Presents “Art of the North Shore” by John Gruber

On Friday January 22, 2016 at 7pm the Grohmann Museum at MSOE in Downtown Milwaukee is hosting a Gallery Night opening of the exhibit - “The Art of the North Shore”. Well known photographer John Gruber will be speaking about the exhibit. The exhibit will feature photos of the North Shore. It will also highlight artwork used in North Shore advertisements. Since it is Gallery night admission is free. The exhibit runs until April 24th.

Mid-Continent 2-10-0 Decapod going to Age of Steam

NORTH FREEDOM, Wis. — Woodward Iron Co. Baldwin 2-10-0 No. 41 will be a giant Christmas present for the Age of Steam roundhouse at Sugar Creek, Ohio. The decapod was scheduled to be loaded aboard a heavy-duty flatcar Tuesday, according to Tim Sposato of Age of Steam.

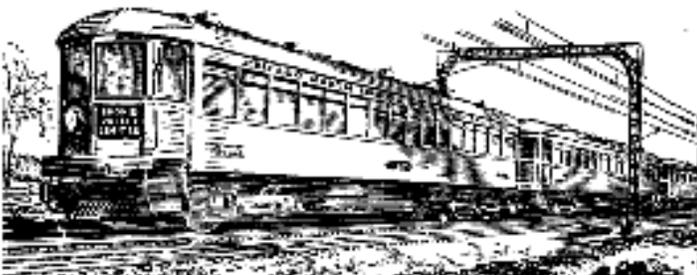
"We hope to see it at the roundhouse before Christmas," Sposato tells Trains. A precise arrival date is difficult to predict because the rail move is over several railroads, he noted. Sposato says the tender was trucked to Sugar Creek about a month ago. The tender body was on one trailer, while the frame and trucks were on a second rig.

Age of Steam owner Jerry Joe Jacobson bought the locomotive in May 2015 from the Mid-Continent Railroad Museum in North Freedom. The locomotive, built in 1928 for the Alabama Tennessee & Northern, was acquired by the Woodward Iron Co. in 1948 and retired in 1959. The locomotive was donated to Mid-Continent in 1965 but never operated at North Freedom. Mid-Continent auctioned No. 41 and another steam locomotive, as well as several other pieces of rolling stock, to raise funds for the restoration of Chicago & Northwestern 4-6-0 No. 1385.

TRAINS Newswire—Courtesy Kalmbach Publishing

The North Shore around Milwaukee.

Photos by Russ Porter - Keith Schmidt collection



Soo Line #1003 Steams Again October 31st—
November 1st 2015



From the Archives

January 1951 — 65 Years Ago (Special Addition)

The first issue of Sparks & Cinders (although the publication did not have a name at the time) was published on January 2, 1951. One of the articles was by Jim Scribbins and recounted the last day of operation of the Port Washington interurban line, Easter Sunday, March 18, 1948. The equipment was articulated car no. 1198-1199. It left Port Washington at 4:59 p.m., less than 1/3 full. "On the East (South) side of the track between Port and Grafton steel power line towers were lying on their sides waiting to be put up on the abandoned ROW. At Grafton people stood in the street taking pictures of the interurban and we saw the Greyhound bus which had left Port about 10 minutes ahead of us. We saw it again at Cedarburg where a gang of kids swarmed into the cars. They got off at Highway 12 and Thiensville. Most of the way a boy about 15 years old handled the door and the signal cord while the conductor collected fares. At Thiensville, the motorman's relatives got off and took some more pictures and then departed in a car which was parked in the street alongside the station. Passenger stops were made at Good Hope Road and at Mill Road, one passenger getting on at each place. Entering the woods south of Wisconsin, a Milwaukee Road northbound freight train could be seen on the other side of the woods, but I was unable to identify the type of engine. It seemed to be a Mike."

January 1956 — 60 Years Ago

Steam News: Milwaukee Road: Six types are running in the Milwaukee area: 0-6-0, 2-6-2, 4-6-0, 2-8-0, 2-8-2, and 4-8-4. Burlington: They have been running a number of Northern and 2-10-4s into Chicago and Galesburg. Get 'em while you can! Nickel Plate: Brewster, Ohio, was alive with 2-8-4s.

Pennsylvania: Steam activity on the Pennsy is heavy, with Decapod I-1s and 2-10-4s running up to Sandusky, frequent double-heading, and Consolidations doing yard chores. Norfolk & Western: Steam in profusion. Seen recently were 2-6-6-4s on freight, Mountains on passenger, and, once-in-awhile a 4-8-2 on a local freight. This road is by no means dieselized yet. C&O: This road is running much steam power east out of Russell, Kentucky, to Hinton, West Virginia. They are using a lot of 2-8-4s and one 4-8-4, the 610, plus a couple of 0-8-0s in the yard. L&N: This road is still hauling coal around with Berkshires, using them between Corbin, Kentucky, and Cincinnati. Mikados (1800-series), along with Berks are being used on the line to Ravenna, Kentucky.

January 1961 — 55 Years Ago

Green Bay & Western took delivery on November 30 of the 310, the first Alco DL-640 road switcher delivered to any U. S. road. It is a 2400 hp locomotive and, while Alco has other road switchers, they are all equipped with 6-wheel trucks. The DL-640 uses 4-wheel trucks for added tractive effort, since all axles are powered and thus all the weight is on the drivers. This also means more pay for the crews, as their pay is partially determined by weight-on-drivers. The 310 is the largest unit on the GB&W, replacing a 12-year-old 1500 hp road freight unit. As of this writing, she had undergone shakedown runs Green Bay-Kewaunee, but no regular assignment had been given. A possibility is that it might handle time freights 3 and 4, Green Bay-Winona, a 3-day-per-week run which would keep it busy six days a week. Although GB&W's newest caboose came out in yellow last summer, the very attractive red and gray colors were retained for the 310.

January 1965 - 50 Years Ago

This issue of S&C highlighted a continuing problem for S&C editors producing the January issue – it must be put together during the holidays. This issue consisted of just three pages (the back of the second sheet was blank). The new officers and the program content were listed but little else.

January 1971 — 45 Years Ago

The Soo Line has applied for abandonment of the Greenwood branch, running from Marshfield, and the Athens branch, running from Abbotsford....Editor Bob Adams reported on the C&NW's new jet snowblower. After seeing it in action the editor felt that perhaps while the contraption does the intended job, it may be a case of overkill. An editorial by Jerry Hilton about the proposed startup of Railpax (Amtrak), scheduled to startup on May 1st, questions the absence of Milwaukee from the list of cities to be served

January 1976— 40 Years Ago

Note was made of the passing of Jay Maeder, the owner of the Speedrail system in the Milwaukee area in 1949 and 1950....

The Ann Arbor Railroad announced that carferry service between Frankfort, Michigan, and Kewaunee and Manitowoc, Wisconsin, would be suspended on February 26....

Mid-Continent Railway Museum is scheduling winter steam operations on January 17 and 18.

January 1981 — 35 Years Ago

Tom Hoffmann reports that the South Shore Line Little Joe electrics are living on borrowed time and recommends that fans get their photos as soon as possible.... Richard B. Ogilvie, bankruptcy trustee for the Milwaukee Road, will file a reorganization plan with the Court on January 15 for "Milwaukee II." He is also seeking authority to borrow up to \$54 million from subsidiary and escrow accounts for continued operation

January 1986 — 30 Years Ago

Bob Baker reports that work is well underway on the Chapter's proposed publication, the new "Railfan's Guide to Wisconsin"....Chris Burger has been appointed Vice President-Investor Relations of the C&NW and will be moving to Chicago....Dorothy Wiener is the new editor of Sparks & Cinders. Tom Hoffmann has retired the editor's green eye shade after 11 years.

January 1991 — 25 Years Ago

The Illinois Railway Museum at Union, Illinois, announced that the restored Electroliner, Nos. 801-802, will return to service on February 8, 1991, the 50th Anniversary of its inaugural run in 1941....Scenic Rail Dining is no longer operating over the WSOR, the equipment having been sold to a dinner train operator in California.

January 1996—20 Years Ago

Wisconsin Central ended 100 years of street running in Oshkosh on January 27 with a ceremonial last train and pulling of a spike to symbolize closing the line. Operations were shifted to the ex-FRV, ex-C&NW line running on the east side of Oshkosh....Metra is set to begin operations on a 41-mile segment of the WC. Metra will pay WC \$2.5 million per year for trackage rights.

January 2001—15 Years Ago

The rail industry version of a soap opera continues to unfold in the battle for control of the Wisconsin Central between management and deposed CEO Ed Burkhardt. As of December 14, the proxies were 29.7% for Burkhardt and 19.8% for management. Amtrak has 85 new P42s arriving and some of them will be assigned to the Empire Builder. Some have already been observed on the Builder....UP is looking at the Rochelle area for a new intermodal terminal....In a memo to company personnel, CP has stated that all references to D&H and Soo Line will cease after December 1.

January 2006—10 Years Ago

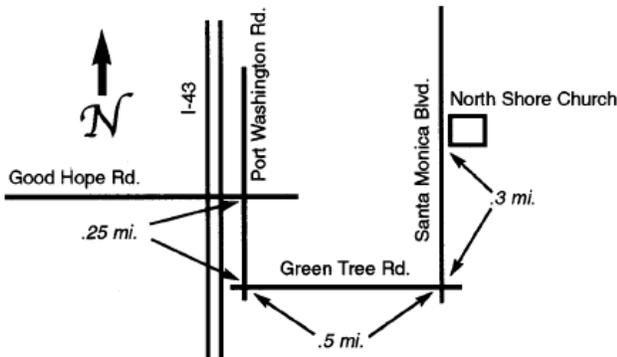
Mid-Continent Railway Museum's 31st annual Snow Train™ is set to depart from the North Freedom depot during the weekend of February 17-19, 2006. All cars are heated either with steam or coal-fired stoves. The museum's 1944-built Alco S-1 diesel will again pull the trains. Trips will last about 50 minutes

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



**BAD WEATHER
 CANCELLATION**

In case of inclement weather on a Chapter meeting night, check the radio and TV stations or web sites listed below for possible meeting cancellation.

Radio	TV
WTMJ - AM620	WTMJ Channel 4.1
WISN - AM1130	WISN Channel 12.1
Internet	
www.todaystmj4.com (click on "closings")	
www.wisn.com (click on "weather," then "closings")	

Sparks & Cinders is published by and for the members of the Wisconsin Chapter, Inc., National Railway Historical Society monthly except for July and August. The Chapter meets at the North Shore Congregational Church, 7330 N. Santa Monica Blvd., Fox Point, Wisconsin, on the first Friday of each month, except July and August, at 7:30 p.m. The Wisconsin Chapter, Inc., NRHS, is a not-for-profit corporation, affiliated with the National Railway Historical Society and the Wisconsin Historical Society, organized to preserve the history of railroading in Wisconsin and the surrounding area.

The interim editor of Sparks & Cinders is Keith Schmidt. All material to be included in Sparks & Cinders should be sent to him via U.S. Mail to 3286 S. Springfield Ave Milwaukee, WI 53207 or by e-mail to: sparksandcinders@gmail.com by the 15th of the month preceding the month of publication. All address changes should be sent to the treasurer, Tom Hoffmann, 1102 Aspen Dr., Waukesha, WI 53188-2314.

Membership in the Chapter is open to anyone having an interest in any aspect of railroading. A subscription to Sparks & Cinders is included in the annual dues of \$65.00 per year which also includes membership in the national organization and a subscription to its publications, NRHS Bulletin and NRHS News. Officers of the Wisconsin Chapter are: President, Dave Nelson; Vice-President, Keith Schmidt; Secretary, Tom Marcussen, Treasurer, Tom Hoffmann; National Director Tom Hoffmann; Directors, Greg Mross, Mike Yugas, Robert McLeod, Ralph McClure, Andrew Roach, Neil and Cathy Wegner and Past President Bob Baker.

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