



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



SB Milw Rd freight passing Rondout Tower January 1, 1976. Rondout is where Chapter Member Bob Brown work for many years. Bob recently passed away. He was a well known rail photographer and railroad employee. Bob has several photos in Wisconsin Rails books. Photographer Unknown

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Upcoming Events June 2018

TMER&THS (Milwaukee Electric)

www.tmer.org

No Meetings for the Summer

WISE Division NMRA

www.wisedivision.org

No Meetings in Summer

Trainfest 2018 November 10-11, 2018

Wisconsin Exposition Center, West Allis, WI

www.trainfest.com

Milwaukee Road Historical Association

www.mrha.com

National Convention

July 18th to 21st 2018

Olympia, WA

C&NW Historical Society

www.cnwhs.org

National Convention

May 17th to 20th 2018

Black Hills, South Dakota

Soo Line Historical Society

www.sooline.org

National Convention

September 20-23, 2018

Stevens Point, WI

NRHS National Convention

www.nrhs.com

August 7th to 12th 2018

Cumberland, MD

To Contact the Wisconsin Chapter NRHS

President Bob Baker

Email at bbaker@milwpc.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: Bob Baker 3834 W Sharon Ave Franklin, WI 53132 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.



Friday June 1st Mike Patrick - Kenosha from 1960 to early 1990's

On Friday June 1st Mike Patrick will be presenting Kenosha from 1960 to the early 1990's. Mike's slides will show rail-roading in Kenosha changed during those years.

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

Refreshments are now available at Chapter meetings. So enjoy a light snack and watch some great presentations.

Please watch the Chapter webpage www.nrswi.org for any changes in schedule or presenter.

Wisconsin Chapter Meeting Schedule



Friday June 1, 2018 - Mike Patrick - Kenosha 1960's to 1990's

Friday September 7, 2018 Favorite Photo Night

Friday October 5, 2018 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

May 2018 Meeting Summary

With the annual banquet being held in May there is no meeting and no summary available.

Mike Patrick - Kenosha Native Presents Kenosha from 1960 to early 1990's

Mike was born and raised in Kenosha a city block south of the Farm Yard. He got his first camera in 1961, fixed lens, manual shutter 35mm. Mike says with no light meter, recommended light setting off of Kodachrome 25 and Panatomic B&W boxes were all I had to go on. Later better cameras came along, however 4 years in the military put a dent into my local railroad photography. My program will be a sample of slides from the early 60's to late 80's and early 90's, before the UP takeover. Kenosha has changed, not for the better as far as the C&NW was concerned, but a look at what was hopefully will give you an idea what Kenosha was like while I lived there. I now live in Burlington WI for the past 21 years.



NRHS Response to Amtrak New Policy on Private Cars and Special Excursions

Amtrak Policy Changes March 28, 2018
Policy Changes To all Amtrak employees:

Amtrak must operate a safe and reliable schedule for our customers. Our mission from Congress is clear: safely and efficiently operate our trains on schedule while minimizing federal subsidies. Therefore, we have implemented two significant changes in our business lines that are consistent with these two principles.

Charters and Special Trains

Generally, Amtrak will no longer operate charter services or special trains. These operations caused significant operational distraction, failed to capture fully allocated profitable margins and sometimes delayed our paying customers on our scheduled trains. There may be a few narrow exceptions to this policy in order to support specific strategic initiatives, for example trial service in support of growing new scheduled service. Otherwise, one-time trips and charters are immediately discontinued. We must narrow our focus to running a great core railroad: safe, on time, clean cars, friendly service and great customer-facing technology.

Automatic Discounts

Amtrak has eliminated distribution agreements with private company membership clubs which obtain significant discounts for free from Amtrak and then charge fees to their members for use of the Amtrak discount rates. Instead, we will use our revenue management system to sell targeted discounts to our customers throughout the year. This week we are running a big Spring Sale to drive ridership through Amtrak.com. Please note that we continue our statutory discount programs for the disabled and seniors; we also have a generous discount program for active duty military members and their families.

Thank you, and please be safe.
Richard Anderson President and Chief Executive Officer
Amtrak

Above is the new Amtrak policy for private rail cars and special excursions. Below is NRHS President Al Weber's response and request for members to contact elected officials regarding this policy.

To all Members, Chapters and NRHS FaceBook followers;
As you may have heard Amtrak has announced a new policy for private passenger cars and special trips. This change will effect many of our members and I would like you to read it. It is printed above.

I would like you to contact your congressmen and women expressing your thoughts on this Amtrak policy change. You can find the committees and the contacts at http://rpca.com/webpages/Gov_Contacts.html

It would be nice if you also contacted your Senators and Representatives about this expressing your views on the policy change. The link to find them and their contacts is at the bottom of the RPCA Gov_Contact page.

Thanks

Al Weber - President
NRHS

FROM THE PRESIDENT

Here it is Friday May 11th. It is 38 degrees outside and my furnace is running this morning! At least there have been some good days in April and May.

Another chapter banquet has come and gone. A good time was had by all. I'd like to thank Dave Leider for his presentation and Don and Debbie Goerke for their tireless efforts in assembling the door prizes and selecting the menu items. And thanks to the Meyers Restaurant staff for their great service and food preparation.

Elsewhere in this newsletter, I have prepared a tribute to Bob Brown. A lifetime railroader and a 25 year chapter member, Bob passed away on May 9th.

In addition you will read about our August trolley ride at East Troy. I will be taking reservations and payments at the June meeting.

And June will be our last chapter meeting as we go into a two month summer hiatus. I am looking forward to Mike Patrick's slide show. Mike has been a lifelong resident of southeastern Wisconsin and has taken some excellent photos over the years. Many were used in Wisconsin Rails.

So take a lot of photos this summer and then show them at our September meeting, which is favorite slide (and digital) night. Be safe.



In Memoriam - Bob Brown

Chapter member Bob Brown passed away peacefully on May 9th. Born on October 15, 1951, he was 66 years old. Raised on the east coast, Bob attended Beloit college where he met his wife Lillian. He moved to Racine and began a lifelong employment as an operator for the Milwaukee Road, later the Soo Line and Canadian Pacific. Bob worked at various places in southeastern Wisconsin and northeastern Illinois. However he was most well known for his time spent at Rondout Tower.

Bob was a dedicated collector of railroadiana and a presenter at the Wisconsin Chapter. And he proudly received his 25 year award from the National NRHS.

Bob is survived by his wife Lillian and daughters Melissa and Elinor.



Bob Brown at Rondout Tower CTC board. Photographer unknown

East Troy Trolley Outing Saturday August 18, 2018

Come and join the Wisconsin Chapter NRHS Chapter for its 3rd outing at the East Troy Trolley Museum. This year we are doing something a little different. We are going to be running in the morning. This will change the sun angle for the photo runby's. It will likely make the photo runby's easier since we will be running into the sun and there need to be little backing up.

We are also hoping to set in some really rare mileage and take a run down the Trent (now Plymouth) Tube siding. This siding is under wire and served Trent for several years when the East Troy museum would receive cars of material from the CN at the siding in Mukwanago. Then the East Troy motor would take it and deliver it to Trent.

As of right now our run down the Trent siding is waiting approval from the East Troy museum MOW, Overhead wiring and maintenance managers. If approval is given then we will make the run.

There will be NO meal included with this years trip. Cost is just for the ride.

NOTE - Only certain cars have the ability to go down the Trent siding. We have asked for the Milwaukee streetcar #846. This car can go down the siding. We might have to put a limit on the number of riders due to capacity of the car. So get your reservations in early.

Details for Trip

When Saturday August 18, 2018
Depart East Troy 8:30am Return 10:30am Approx.

What Morning Ride on Milwaukee Car #846 Photo Runby's
Possible trip down Trent Tube siding

Cost \$10 Per Person for NRHS Members
\$12 Per Person for Subscribers and Guests

Reservations can be made to Bob Baker 414-421-2937
or bbaker@milwpc.com

Bob will take reservations and payment at the June Chapter Meeting.

RESERVE EARLY !! There could be a limit on seats due to restrictions on the Trent Tube siding.



Group photo from 2017 East Troy Charter trip in August. Be a part of the 2018 trip this time in the morning.



Trent Tube Siding
trackage taken in May
2015. Keith Schmidt



Milwaukee Road #261 Groups Cancels PTC Fundraiser Steam Train Excursion

Dear Friends of the 261 and loyal supporters,

On behalf of the Friends of the 261 and the Lake Superior Railroad Museum, I am writing with great sadness to tell you that Amtrak has denied our appeal to operate of our Positive Train Control (PTC) fundraiser on June 9th & 10th.

Needless to say this is devastating news for our non-profit organization that Amtrak would abruptly cancel this excursion only weeks from departure. As previously announced, Amtrak has changed its policy on special trains and will no longer run one-time excursions on non-regular Amtrak routes. We are very disappointed in Amtrak's new policy and in the future we will be sending you additional information about how you can help overturn Amtrak's decision. As I'm sure you are aware, Amtrak receives an operating subsidy from You the American taxpayer. The charter trains operated by the Friends of the 261 are profitable to Amtrak and help reduce the federal subsidy; Amtrak has decided that even though the charters generate a profit, it is not sizable enough for them to put forth the effort. In addition the Friends of the 261 have invested millions of dollars over the years to comply with Amtrak's strict mechanical safety standards and we have a perfect safety record. We strongly feel that this is a breach of trust that our small non-profit organization would make this significant investment only to have Amtrak change its policy.

For now we will continue to work with our State and Federal legislators to come up with short and long term solutions, we will keep you posted as we move forward. We are very sorry for the inconvenience this may have caused you and are offering you a full refund for your train tickets. Please fill out the information below and we will respond appropriately. As you know this trip was to be a fundraiser for the installation of Positive Train Control on No. 261, we are still facing this major challenge and we hope you will consider donating a portion of your ticket cost to help us meet this goal.

Thank you,

Steve Sandberg
President & Chief Operating Officer
The Railroading Heritage of Midwest America/North Star Rail



Milw #261 at Waterford Ave on a visit to Milwaukee. #261 is headed south to Sturtevant to turn on the wye track.

Photo by Keith Schmidt

“Big” News from the Union Pacific Steam Program

Union Pacific confirmed Thursday May 10, 2018 that Big Boy 4-8-8-4 No. 4014 will be in Ogden, Utah, exactly one year from today in celebration of the sesquicentennial of the first transcontinental railroad.

In a Facebook live event in conjunction with the CBS affiliate in Cheyenne, UP steam manager Ed Dickens said the restored Big Boy as well as 4-8-4 No. 844 will travel to Ogden, Utah, for the celebration. He said the engines will re-enact the scene made famous by the two American-type locomotives, the Central Pacific Jupiter and UP 119 on May 10, 1869 at Promontory Summit. Ogden is the closest UP point to Promontory, where the railroad was abandoned during World War II.

He did not provide a schedule, but did say that the journey between the steam shop and Ogden would take several days in order to give the public plenty of opportunities to see the locomotive. Of the 25 Big Boy locomotives built in the 1940s, only eight survive, and none has run since 1959.

He also said that No. 4014 will be seen in other locations on the UP in 2019 – “virtually all over the system.”

Dickens spoke in front of a set of freshly machined drivers that had been repaired at Pennsylvania's Strasburg Rail Road. The locomotive is still under restoration.

Courtesy Kalmbach Publishing TRAINS Newswire

What the ????



No, the BNSF is not experimenting with three-truck locomotives. It is an optical illusion, with the paint and striping of No. 2654 matching that of the locomotive on the track right behind it. The photo was taken during Galesburg Railroad Days in 2013, during a tour of the diesel shop. This year's Railroad Days is June 21-24. In addition to the usual city festival aspects, there will be equipment displays, a train show at the local high school, and rail yard tours on Friday, Saturday and Sunday. The special VIP tour (extra fare, limited seating) gets you access to the diesel shop and hump yard tower.

Story and Photo by Dave Nelson



2018 Annual Chapter Banquet

May 5, 2018

Over 30 members and guests enjoyed some fellowship at the 2018 Annual Chapter banquet. This year the banquet returned to Meyer's restaurant. The meal of rolls, salad, chicken, beef tips over noodles and mashed potatoes was very good. The ice cream sundae dessert was a great treat at the end of the meal. Then David Leider treated those in attendance to a presentation about the history of the Chicago stockyards and the involvement with the railroads. David was presented with a signed copy of Wisconsin Rails 2 by President Bob Baker. After the presentation everyone had a chance to take home a door prize of various shapes and sizes. BIG Thank You to Don and Debbie Goerke for making sure that everything went fine and for collecting and bringing the door prizes. Looking forward to 2019 banquet.



From the Archives

June 1958 - 60 Years Ago

The Twin Cities 400 is down to one unit and six cars weekdays....Passenger service between Janesville and Mineral Point finally ended June 21 with the removal of the combine from trains 21 and 6....Because of the wreck of Soo train 233, Soo trains 2 and 17 were detoured over the CMStP&P's Northern Division between Slinger-Iron Ridge-Fond du Lac. The spur at Thiel's Mill in Slinger was used as it connects with both roads and no backing was necessary....Green Bay & Western operated its last train between Scandinavia and Iola (the former Iola & Northern) on May 31 and began to take up the branch on June 2....The wye at Berlin was retired May 13th

June 1963 - 55 Years Ago

On June 23, the Milwaukee Road's bi-levels will run Chicago-Green Bay to visit the National Railroad Museum. Departure Milwaukee 10:10 a.m. DST, returning 7:15 p.m. DST. Fare, including bus to and from the Museum and admission: \$6.30

June 1968 - 50 Years Ago

Although the Circus Parade has been canceled because "of the possible problem of controlling animals in the dense crowds," the Circus Train, powered by ex-GTW 4-6-2 No. 5629, will run from Baraboo to Milwaukee via the C&NW as scheduled. Since there will be no parade, the train has been renamed the Old Milwaukee Special....The 5629 is also scheduled to power an excursion from Chicago to Kalamazoo and return on July 7. The fare is \$16.50....The SP has applied for permission the discontinue the Sunset Limited, the last passenger train between New Orleans and Los Angeles....On May 15, the Justice Dept. won a stay blocking the merger of the GN, NP, and CB&Q only hours before it was to take effect.

June 1973 - 45 Years Ago

It is rumored that Amtrak will increase service in the Chicago-Milwaukee corridor with the coming of the Turbo trains.... Wisconsin Governor Patrick Lucey's task force on mass transit has recommended that every Wisconsin city with a population of 25,000 or more be connected by "an interurban rapid transit system."...Burlington Northern announced that it is studying the feasibility of electrifying its main lines. The BN is encountering difficulty in obtaining diesel fuel and would like to turn its coal reserves of 62 billion tons into electricity. The BN currently consumes one million gallons of diesel fuel each day.

June 1978 - 40 Years Ago

Starting Monday, June 5, at 2:00 a.m., the Milwaukee Road will inaugurate the "Sprint Trains," a new intermodal train service between Chicago and St. Paul. The tentative schedule calls for three trains each way Monday through Friday and one train each way on Saturdays. The trains will be powered by two GP40s and will consist of twenty 86 ft. TTX flats loaded with forty containers or trailers and an assigned caboose. The reduced crew trains will operate on a 10-hour schedule.

June 1983 - 35 Years Ago

Butler Railroad Days are scheduled for June 4 and 5 and will feature the Butler 400 powered by ex-C&NW 4-6-0 No. 1385. The June Chapter meeting will be conducted aboard the 400 at 6:00 p.m. on June 5

June 1988 - 30 Years Ago

The Great Circus Parade is scheduled for Sunday, July 17th, and the Circus Train will operate on July 12th and 13th on the C&NW via Madison, Janesville, Waukegan, Kenosha, and Racine. The threat of a strike on the C&NW has been delayed to August 4th so there should be no problem with the Circus Train.

June 1993 - 25 Years Ago

The Circus Train will operate via the Soo Line from Madison to Milwaukee via Portage. It will operate Baraboo to Portage via Madison on July 5 and Portage to Milwaukee on July 6.

June 1998 - 20 Years Ago

WSOR has painted SD20 No. 2004 (an ex-IC "skunk") in a Wisconsin Sesquicentennial scheme and renumbered it No. 1848 (the year of Wisconsin's admission to the Union). It is painted in the red WSOR scheme, except the long hood is solid red with "WISCONSIN" on one line and "& SOUTHERN" on the second line. Two sesquicentennial logos flank the lettering on both sides....Interest in commuter rail has increased with the operation of the Amtrak Hiawatha Extension on the CP. The West Bend Common Council voted to ask SEWRPC to study the possibility of service from West Bend to Milwaukee.

WSOR said it was willing to consider service from Hartford to Milwaukee if local government would kick in \$25 to \$50 million for track upgrades and if local governments purchased 3 or 4 trainsets. However, the Washington County Highway Commission voted 4-1 against the idea.

May, 2003 - 15 Years Ago

Wisconsin Chapter members enjoyed a fun day at the East Troy Trolley Museum on May 10....The Great Circus Train will operate from Baraboo via Madison, Whitewater, Hartford, Beaver Dam, and Oshkosh, arriving in Milwaukee on July 7....BNSF began implementing remote control switching in the North La Crosse Yard....The Black River Bridge replacement project continued on the CP....The proposed extension of commuter rail service to Milwaukee from Kenosha is garnering support at public hearings....The Union Pacific Railroad Museum opened in the Council Bluffs Carnegie Library on May 9....UP began testing GE's new Evolution series locomotives on several routes, including Sherman Hill. The Evolution series are powered by 12-cylinder GEVO diesel engines which produce 4,400 horsepower, the same as existing 16-cylinder engines but with greater fuel efficiency and 40 per cent fewer pollutants

May, 2008 - 10 Years Ago

Union Pacific announced that it has increased the speed of its trains to 49 mph on nearly 16 miles of trackage between Nece-dah and Wyeville. The line is used by an overnight Triple Crown RoadRailer between Chicago and the Twin Cities. Train speeds were increased ten miles per hour on May 23, 2008, and nine miles per hour on May 30, 2008, when the new maximum speed limit was reached. Trains formerly operated through the area at 30 mph.

May 2013 - 5 Years Ago

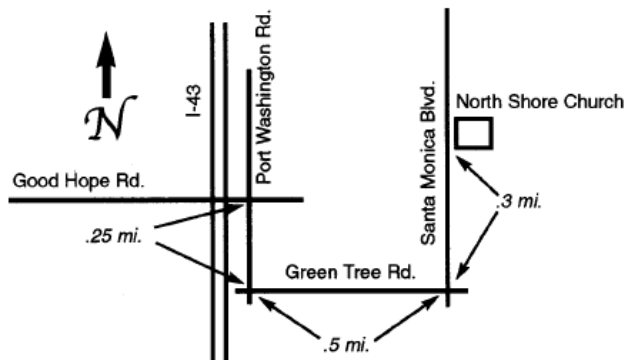
With Wisconsin Railroad Commissioner Jeff Plale on track, our 63rd Annual Banquet, May 4, turned out to be a very entertaining night as we made our initial appearance at Meyer's Restaurant. The gathering of 37 was treated first class all evening long. Plale, spoke on "Wisconsin's Railroads- Today and Tomorrow," giving us a journey around the Badger state using state railroad maps. He spoke about the bright future of freight and the investments being made in railroads now underway. Milwaukee's Intermodal Station hosted National Train Day May 11, with members of the Wisconsin Chapter manning two exhibits. Besides the NRHS table, which sold Wisconsin Rails I & II books and promoted the Chapter for new members, we also assisted Talgo Inc. with a very successful display. It was an amazing "Labor of Love" having served as Sparks and Cinders editor for an amazing 229 issues, nearly 23 years, but Bob Joyce will never be forgotten, having retired with the June 2012 issue. President Bob Baker presented him with a Special Recognition Award at the Annual Chapter Banquet from a grateful membership

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; Directors, Al Baker, Mike Yuhas, Ralph McClure, Andrew Roach, Neil and Cathy Wegner and Dave Nelson.

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