



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.



20 Members and Guests took part in the Chapter's annual East Troy trolley charter on Saturday August 18th. This was a morning trip. It included the very rare mileage of the Trent Tube Siding. We were also treated to a tour of the new maintenance facility. The East Troy museum were great hosts and look forward to working with them in 2019. Photo taken by Rich Burger our Conductor

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Upcoming Events September 2018

TMER&THS (Milwaukee Electric)

www.tmer.org

6560 S. 27th Street Waterstone Bank

Saturday September 15, 2018

Milwaukee Racine and Kenosha Lines - Charles Damaske

WISE Division NMRA

www.wisedivision.org

Monthly Meeting, Swap Meet and Clinics - Layout Tours

Sunday September 16th 12:30pm to 4:00pm

Four Points Sheraton

5311 S Howell Ave

Milwaukee Road Historical Association

www.mrha.com

Check Webpage for Information about Annual Convention

C&NW Historical Society

www.cnwhs.org

Check webpage for information about Annual Convention

2019 National Convention is in Milwaukee, WI

Soo Line Historical Society

www.sooline.org

National Convention

September 20-23, 2018

Stevens Point, WI

NRHS National Convention

www.nrhs.com

Check webpage for information about Annual Convention

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.

Favorite Slide/Photo Night - Show Off some of your Best or what you shot this summer

It is time for the annual Favorite Slide/Digital Photo Night. The meeting is being held on Friday September 7th at 7:30pm.

A digital projector and slide projector will be provided. If you showing digital best to bring your own laptop. **PLEASE limit your presentations to 10 minutes or less.** This should allow everyone that wishes to show photos a chance to do that within our time limits. Show off your best shots. Or let's see what you did over the summer. Maybe dust off some slides from the collection and lets see some classic stuff. This is YOUR night to shine.

The meeting will begin at 7:30pm with announcements and any rail news from the area. After the brief announcements the presentations will begin. The meeting is in the basement of the North Shore Congregational Church at 7330 N Santa Monica Dr. The basement is handicap accessible with an elevator. Please arrive on time as the doors must be locked by 8pm. Bring a friend or enemy

Wisconsin Chapter Meeting Schedule



MEETINGS NOW START AT 7:30PM !!!

Programs Subject to Change

If you would like to present a program at a Chapter Meeting

Contact Bob Baker at bbaker@milwpc.com

June 2018 Meeting Summary

President Bob Baker opened the meeting at 7:30pm. He welcomed everyone in attendance. There were about 35 people in attendance a good crowd for a nice June Friday evening.

A reminder was given about the Chapter's East Troy Trolley charter. The ride is Saturday August 18th at 8:30am. This year we are trying a morning run to change some sun angles. Keith Schmidt mentioned that tentative permission was given for the trip to include a run down the Trent Tube siding. This would be very rare mileage. Permission was still pending waiting for reports from maintenance and line crew members. Members were encouraged to sign up and enjoy the morning ride.

Bob Baker thanked Don and Debbie Goerke for there work on the banquet. Bob also apologized for the confusion about the dinner times with the restaurant and those in attendance. All in all a good time was had by all.

After some other brief announcements Mike Patrick gave a very good presentation on the CNW and its activities in the Racine and Kenosha area in the 1960's and 1970's.



Nickel Plate #765 Visits Chicago

World-famous steam locomotive no. 765 will once again operate a series of first-class, vintage passenger train trips between Joliet and Chicago, Illinois.

This living history event will also include food and vintage cocktail service, live entertainment, reenactors, photo opportunities and contests, open vestibules, an improved VIP layover reception at LaSalle Street Station and more.

In addition to first class and dome car seating options, plans call for The Joliet Rocket to feature a brand new offering for the diehard railroad fan to enjoy the sights and sounds of the 765 at speed. Additional details including schedules, pricing, full train consist and more will be made available at www.fortwaynerrailroad.org on or before April 2nd.

Prices for currently available tickets. Some classes are already SOLD OUT !

DELUXE COACH (\$139.00)- accommodations aboard a vintage passenger car with reclining seats.

FIRST CLASS (\$189.00) - lounge style accommodations in a vintage passenger car, complimentary photo, on-board food and drink service.

DOME CLASS (\$249.00) - A upper-level seating in a dome car, complimentary photo, on-board food and drink service.

FIRST CLASS SUITE (\$700.00)-bedroom accommodations for up to four passengers, complimentary photo, on-board food and drink service. A berth (\$370.00) seats two people.

RAILFAN PASS (\$75.00) - good for entry to LaSalle Street Station on the date selected. Not good for passage. Does not include drink service.

Milw #261 to Pull "Gourmet Express in Minnesota

Enjoy just such an experience aboard trains operated by Friends of the 261 as we travel along the route of the famed Olympian Hiawatha streamliner, which operated between Chicago, the Twin Cities and the Pacific Northwest via this route. Today the tracks are owned by the Twin Cities & Western Railroad, which is hosting our train. The Gourmet Express will make a seven to eight hour journey through changing landscapes traveling through the cities of Hopkins, Chanhassen, Norwood and Glencoe. We invite you to come aboard our historic, restored train cars for a unique dining experience with specialty wines and beverages to complement a gourmet meal served en route. Sit back and marvel in the lakes and wide-open vistas. Relive the days of fine dining once offered on such famous trains as the Super Chief, Olympian Hiawatha, and the luxurious California Zephyr.

The train will include Premium, Dome Class, Presidential Class, First Class and Coach seating. Premium Class features seating in glass-backed observation car Cedar Rapids at the rear of the train. Dome Class includes Super Dome #53 a full-length dome car and the Silver Palace where you will enjoy a meal under glass! Premium class includes a fine selection of complimentary meals, hors d'oeuvres and beverages and deluxe reserved seating, while First Class includes complimentary meals, snacks and beverages in one of our deluxe lounge cars.

For more information and to get tickets check out www.261.com

FROM THE PRESIDENT

The Packers have played their second preseason game, a sure sign of fall. Another sign is the first Wisconsin Chapter NRHS meeting, featuring Favorite Slide/Digital Photo Night on Friday September 7th. If you have photographed something this summer or way back when, bring it to the meeting so all of us can see it. Thanks.

By now, our streetcar ride at the East Troy Museum is complete. My family did not ride this year, but have received a couple of updates on what happened. I understand that the people from the East Troy museum treated the riders to a great time. There are several photos that commemorate this event elsewhere in this issue of S&C. But unfortunately I have heard that some riders were stung by hornets (or wasps) while the car was on the Trent Tube siding. I sincerely hope that all involved are fully healed. And I am sure that those rode now have extremely rarely mileage.

Those of you that are members of the NRHS have received NRHS Bulletin Volume 80, No 4 in the mail. The issue is dedicated to Short Lines in the Pines, and a nice one at that. So I am confused, by the inclusion of three Missouri Pacific train views on the cover, inside front cover, and rear cover.

Note the inclusion of an ad for the Illinois Railway Museum's Milwaukee Transit Day on Saturday October 13th. Please patronize it if you have a chance. In my many years of being a Wisconsin Chapter member, one of my vivid memories is the late Howard Weege handing out copies of the colorful IRM calendar for that year. This was followed by a (sometimes lengthy) update on what was going on at the museum.

Finally our issue contains a story about the fatal tragedy of the UP Cheyenne Frontier Days train. My exhortation for all of you is practice safety around railroad tracks. Stay away a reasonable distance; it is always a better shot when using a scenic background.

All for now.



Milwaukee Streetcar—The Hop

The final weld was made on the Milwaukee streetcar project on July celebrated its "last weld" or maybe more familiar to railroaders its "Golden Spike". This means that the track laying has been completed. Several of the streetcar sets have already arrived here in Milwaukee. "The Hop" is scheduled to being operation in the Fall of 2018. There have been several test runs of the equipment.

Recently first responders staged a mock accident between a streetcar and a motor vehicle. This is needed training for those that will be responding to any crashes involving the streetcar. With a city of drivers that has not had streetcars for over 50 years there will be a big learning curve. Hopefully things will go well.

Unfortunately there are two people that have already had issues with the street car tracks. Both of them were operating two wheel vehicles and crashed due to getting caught in the rails. Both of threatened to sue but nothing has been made public about any pending lawsuits. To get more information about "The Hop" please checkout www.thehopmke.com

Pedestrian Struck and Killed by UP #844 Steam Locomotive during Cheyenne Frontier Days Excursion

Details are emerging about the moment leading up to a person's death Saturday after being struck by Union Pacific 4-8-4 No. 844 north of Denver.

About 7:45 p.m. on Saturday, the Denver Post Cheyenne Frontier Days train, a chartered special led by Union Pacific 4-8-4 Northern No. 844 and made up of 21 UP business cars carrying an estimated 700 passengers and 60 crew members, fatally struck a bystander who appears to have been attempting to photograph or video the train near a grade crossing.

No other injuries were reported.

The train was returning to Denver from Cheyenne, Wyo., where it left the city's downtown depot at 5:12 p.m., 12 minutes late. It had arrived there at 10:35 a.m. that morning after leaving Denver on-time at 6:30 a.m.

The strike happened near the railroad's at-grade crossing of state Route 22 near U.S. Route 85, which the UP main line parallels, in Henderson, Colo., an industrial area about 16 miles north of Denver.

The train was traveling near its top speed of 60 mph before the engineer made an emergency brake application shortly after hitting the person. About two hours later, buses began arriving to transport passengers from the scene back to the train's original parking and boarding locations in Denver. After local law enforcement and UP officials conducted an initial investigation, the consist left the scene under diesel power at about 2 a.m., July 22.

"We are working with local authorities to see what happened leading up to the crash," Union Pacific spokeswoman Kristen South told a local television station. The Adams County Sheriff's Office and Commerce City Police were at the scene, but the Sheriff's Office stated that "Union Pacific is leading the investigation."

The victim has not been identified publicly.

A passenger who spoke to Trains News Wire, but requested anonymity, says they were riding in an open vestibule looking out the fireman's, or left-hand, side of the train at the time of the incident. The witness describes the victim as a middle-aged Caucasian woman who was standing too close to the tracks on the east-facing side of the train and was struck by the locomotive's pilot.

A video posted on social media, and shared with media after the fact by a local photographer, shows the victim in bright white clothing holding an item over her head just before impact. Trains News Wire editors have chosen to not publish the video or still images from the video.

She was one of a small number of onlookers who had gathered near that crossing.

About ten minutes after the train stopped, on-board UP crew members and volunteer car hosts instructed passengers to return to the car and seat in which they were ticketed and remain there until escorted off the train. Caterers had already served all meals, and alcohol service was terminated.

The train was chartered by the Denver Post Community Foundation, the charitable arm of the city's major daily newspaper that supports local arts, culture, education and youth literacy programs. A train excursion from Denver in connection with Cheyenne's annual Frontier Days festival has operated every year since the early 1900s.

No. 844 had been scheduled to pull another special to Cheyenne, to benefit the Union Pacific Museum, departing Denver at 1 p.m. That train operated on schedule, but was instead headed by UP No. 1943.

Courtesy TRAINS Newswire - Kalmbach Media

Chapter East Troy Trolley Trip Saturday August 18th

On the heels of the chapter's successful 2015 and 2017 outings on the East Troy Electric Railroad, we decided to do it again - but this time, instead of a late afternoon departure, we opted for an 8:30 am depart from East Troy. Going into this, our thoughts were the sun angles would be better, or at least different from our prior experiences. We got all that, but on 8/18/18, the museum truly rolled out the red carpet for the Wisconsin Chapter!

Chapter president Bob Baker suggested it would be a nice touch if we could get some rare mileage on the industrial spur once used to service Trent Tube and Wisconsin Oven. Trip coordinator Keith Schmidt relayed that request to the East Troy charter department, and we hoped for the best. The day before our trip we got word that the railroad had successfully run a test train down the Trent Tube track, and they were planning to run our train down the spur.

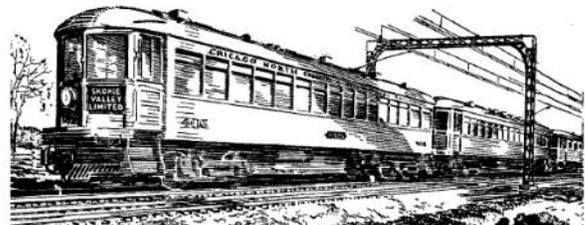
August 18 dawned hazy, but by the time motorman Evan Richards and conductor Rich Burger led Milwaukee car 846 out of the barn to the depot, the clouds had burned off. Our group of about 20 climbed aboard, and shortly after 8:30 am we whistled off and headed east. Woody, East Troy's track supervisor, was in place at the Highway 20 crossing; he turned off the crossing protection because in order for our car to get onto the industrial spur, it would sit in the crossing circuit, which would impede automobile traffic. The spur switch was thrown, the trolley poles reversed, and soon we were on our way onto the seldom-used spur trackage.

A small passenger platform had been constructed years ago for Wisconsin Oven to accommodate special moves during a company celebration. We alighted at this platform and walked 30 or 40 feet down the well-shaded track, which was the limit of today's train due to a canopy of foliage interfering with the catenary. This dark, cool, damp location made the perfect home for a swarming nest of yellow jackets, and several members found out the hard way these little buggers didn't like being disturbed. Needless to say, we beat a hasty retreat. Those of us on the ground walked ahead of the 846, shooting it from various vantage points until we nearly reached Main Street.

Then it was back onto the main line, and a photo runby at about milepost 5.3. After the runby, we highballed to Indianhead Park in Mukwonago, where we had a chance to photograph the car, the crew, the participants, and the first regular train of the day, which pulled in right behind us. That train changed ends and departed west; we followed. We alighted at the Elegant Farmer station and had a tour of the railroad's modern shop building across the street. We then met the second eastbound train, got on the main and highballed straight to East Troy, arriving just before noon.

The trip reflected the can-do, customer-oriented spirit of the East Troy Railroad Museum. We salute East Troy's volunteers for creating a fantastic experience for Wisconsin Chapter, NRHS.

By Mike Yuhas



2018 Chapter East Troy Trolley Charter Saturday August 18, 2018





ANNOUNCING THE 2018 MILWAUKEE TRANSIT DAY AT IRM

Plan on visiting IRM on Saturday October 13 for the SECOND Milwaukee Transit Day! This event will be similar to last year's but with two or more likely surprises. You will find a new entry point – the Schroeder Store, which is also our new gift store. AND IF the Electroliner has been reassembled, it will be on display and available for tours for the first time since 2013! DON'T MISS THIS SPECIAL EVENT!!!



M&ST trackless trolley 441 will run



972 will run



M15 will be out and running on the car line pulling the M37.



An L locomotive and hoppers will be staged for



A NSL standard train will run



D13 will be running on the car line.

There will be a garage sale of bus related items, including some from Milwaukee.
Hours: 10-6 Food Service will be available on site.
Contact Tom at tssharratt@mwt.net or (608) 634-2118 for more information.

From the Archives

September 1958 - 60 Years Ago

Fall Foliage Fling – Plans are not absolutely definite as yet, but finishing touches are being applied, for our proposed fan trip Milwaukee to Fox Lake on October 12. We plan to depart Milwaukee on the Milwaukee Road at 10:00 a.m., wend our way to Fox Lake and return at 6:00 p.m. Present plans call for No. 5901 to be the motive power, with orange and maroon 4400-series (original 1935 Hiawatha) coaches. The fare will be approximately \$6.00, including lunch. No. 5901 will be the last of many Milwaukee Road-built locomotives to see service.

September 1963 - 55 Years Ago

The Chapter is planning a trip on September 22 to Green Bay to visit the National Railroad Museum and the GB&W shops. Transportation will be C&NW Valley 400, via Fond du Lac and the Fox River valley to Green Bay and return C&NW Shoreland 400, via Manitowoc. Fare \$8.00....Items of interest in the literary world include the long-awaited “Diesels West” by David P. Morgan. Area fans will welcome it, as it will complement the earlier “Q” steam book, “Steam Locomotives of the Burlington Route,” in giving an excellent overview of one road’s motive power history. “Apex of the Atlantics” is a new Kalmbach book about the Pennsy family of 4-4-2s. While certain area fans will dispute the “Apex” portion of the title (there were other Atlantics!), this book represents a real labor of love on the part of the author, Frederick Westing – Carl Solheim, editor.

September 1968 - 50 Years Ago

Reports from such scattered points as Kansas City, Tacoma, Bensenville, and Milwaukee indicate a sharp increase in the Milwaukee Road security program. Railfans are being unceremoniously turned over to local police even when observing from non-operating property such as parking lots....The C&NW has taken over the CGW and the Fort Dodge and Des Moines Railroad. CGW units were immediately pooled and are frequently in Milwaukee, although never as lead units....Milwaukee Road train nos. 117-118 (Chicago-Madison) now operate only on Friday-Saturday-Sunday and certain holiday periods. Milwaukee Road has stored Nos. 17B, 18A, and 19B, leaving only two E7s in service

September 1973 - 45 Years Ago

An Amtrak F7 and a Milwaukee Road switcher sideswiped west of the depot in Milwaukee recently and the F7 tipped over, according to news reports. The Kettle Moraine Railway has acquired ex-Cadillac & Lake City No. 9, a Baldwin-built 2-8-0.

September 1978 - 40 Years Ago

Chicago-August 3, 1978. Preliminary negotiations between the Milwaukee Road and the Union Pacific that could lead to the acquisition by the UP of segments of the Milwaukee Road’s line between Butte, Montana, and the Pacific North Coast, were announced today by Stanley E. G. Hillman, Milwaukee Road bankruptcy trustee....Chicago-August 21, 1978. Invitations to take new jobs in Milwaukee are being extended to 62 skilled employees presently working in the Milwaukee Road’s car and locomotive repair shops in Montana and Washington.

September 1983 - 35 Years Ago

There have been a number of special rail operations during the past summer, including the Monroe 101 Flyer from Monroe to Belleville on the CM&N July 2; N&W No. 611 from Chicago to Fort Wayne; and the Butler 400....Speculation is rampant about a possible takeover of the bankrupt Milwaukee Road by the C&NW

September 1988 - 30 Years Ago

One of the highlights of the summer was the visit of ex-Frisco No. 1522 on the Wisconsin Central between Chicago and North Fond du Lac. The Milwaukee Road depot at Brookfield has recently been painted in a cream color with dark brown trim....Plans call for the startup of Bill Gardner’s Scenic Rail Dining dinner train on the Wisconsin & Southern on October 4. A new depot on Brown Deer Road has been constructed for the use of dinner train passengers

September 1993 - 25 Years Ago

Two competitors bidding to replace the aging Amtrak Metroliner fleet visited Milwaukee during the past summer. The Swedish State Railways X2000 tilt-train was here June 28-30. On August 18, German Railways InterCity Express, or ICE, train visited as part of a nation-wide tour....Restored ex-Milwaukee Road S3 No. 261 is scheduled to operate between Fond du Lac and Stevens Point on September 18 and 19....The single-tracking of the Soo Line (ex-Milwaukee Road) is progressing eastward and has reached Oconomowoc. Generally, the former eastbound track will become the single track.

September 1998 - 20 Years Ago

Ex-CGW No. 1000, a McKeen motor car, left the Kettle Moraine Railway by flat-bed truck for the Nevada State Railroad Museum in Carson City on August 12. It will be used in the restoration of Virginia & Truckee McKeen car No. 22....WSOR has leased the ex-Milwaukee Road Madison-Watertown line from the Soo Line....WSOR has floated plans for a possible commuter train operation in the Madison area....Newspaper reports indicated that WSOR and Amtrak are engaged in discussions regarding a “great circle route” from Chicago to Madison to Milwaukee to Chicago. WC has obtained trackage rights on WSOR from Rugby Jct. to North Milwaukee. Power switches will be installed at the WSOR/WC crossing at Slinger.

September 2003 - 15 Years Ago

UP’s conversion to remote-control operation at Janesville Yard is in full swing. Many of the main line switches have solar panels and the rest of the switches are being set up as remotes. The Milwaukee Road Skytop lounge-observation car Cedar Rapids is on display at the Milwaukee Art Museum as part of an exhibit honoring designer Brooks Stevens. Gas-electric rail motor car Great Northern No. 2313/Montana Western No. 31 at Mid-Continent Railway Museum was designated a Historical Mechanical Engineering Landmark on August 16. The Empire Builder marked its 75th Anniversary on June 11

September 2008 - 10 Years Ago

Devastated by a deluge from the raging Baraboo River, Mid-Continent Railway Museum announced it will cancel its summer trips. It’s the first time in the museum’s 46 years of operation that it’s been forced to do this. Every building on the museum’s grounds, excepting the office, is under water. Hardest-hit is the 1894-built Chicago & North Western depot; water stands several inches deep in each of its rooms. The flooding has devastated the museum’s equipment as well. Diesel locomotives on the property will likely have to be trucked off-site for cleanup and repair, as the work they need is too extensive for the museum to handle.

September 2013 - 5 Years Ago

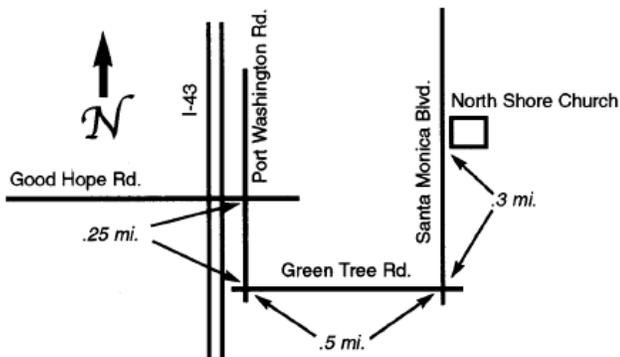
In August Amtrak began running its “Veterans Salute” P42 locomotive. The locomotive has a striking paint scheme featuring all of the branches of service. Two CNW depots are currently under restoration. The Morrisonville and DeForest depots are being worked on. On August 17th the Chapter held a summer picnic at Milwaukee Light Engineering Society. The 7 1/2” gauge railroad group provided rides on diesel and steam powered locomotives and cars. Food and drinks were available also.

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



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

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Bonus Photos from East Troy Trolley Charter August 18th



Bonus Photos from East Troy Trolley Charter August 18th

