



# 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***

Visit the Chapter Webpage [www.nrhswis.org](http://www.nrhswis.org)



With the one year anniversary of The Hop in Milwaukee here's a look back at the original Milwaukee streetcar line. Car #966 is in a cut near VA Cemetery and the stadium. This area is still pretty much the same as it is seen here. The year of the shot is unknown. Photo by Russ Porter

*In This Issue*

- ◆ *From the President*
- ◆ *One Year Anniversary—The Hop*
- ◆ *Heritage Units*
- ◆ *Canadian Pacific Holiday Train*

# Wisconsin Chapter Meeting Schedule



Friday November 1, 2019 The Hop - One Year Later Alderman Robert Bauman and Terry Mulcahy  
General Manager of The Hop  
Friday December 6, 2019 Green Bay Western & Tour of the Twin Ports by Jerry Krug

## The Hop at One Year

Milwaukee's Modern Streetcar System: The Hop at One Year, presented by Milwaukee Alderman Robert Bauman, Transdev's Terry Mulcahy, and a representative from Brookville Equipment Corporation.

After years of planning and the diligent efforts of many City leaders, The Hop initiated service on November 2nd, 2018. The Hop is free during its first year of operations, being presented by Potawatomi Hotel & Casino. The Hop is a new, modern fixed-transit network that exhibits Milwaukee as a world-class city. The 2.1-mile double track M Line begins at Milwaukee's Intermodal Station and travels through the City to Burns Commons, also traveling through the scenic Cathedral Square Park which hosts many civic-oriented events throughout the year. Among the primary benefits of a fixed-rail transit system are the numerous potential economic development opportunities it provides and supports. The system will help attract and retain investment, business and talent; create jobs; and improve the quality of life. The main function of the Hop is to create connections. It's about helping Milwaukeeans connect with their homes, jobs, entertainment destinations and each other. Those little connections, layered upon each other, bring people together and create a more vibrant community. The HOP serves 18 stations on the M-Line and operates over 900 trips in 127 hours weekly.

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.nrhwis.org](http://www.nrhwis.org).

Doors open by 7:00 pm, so arrive early to socialize. The meeting will start at 7:30pm sharp with introductions and railroad-related news and announcements. Please bring a friend!

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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 May, 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.nrhwis.org](http://www.nrhwis.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 Tom Hoffmann, [treasurer@nrhwis.org](mailto:treasurer@nrhwis.org) (or via USPS at 1102 Aspen Dr, Waukesha, WI 53188).

Wisconsin Chapter officers are: Mike Yuhas, President ([president@nrhwis.org](mailto:president@nrhwis.org)); Keith Schmidt, Vice-President; Tom Marcussen, Secretary; Tom Hoffmann, 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@nrhwis.org](mailto:editor@nrhwis.org) (or USPS at 3286 S Springfield Ave, 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 ©2019, Wisconsin Chapter, Inc.,

## Meeting Summary October 2019

President Mike Yuhas started the meeting at 7:30 pm. There were then 26 people in attendance. One more arrived later, for a total of 27.

### Announcements

Each attendee was offered one copy of the fall 2019 issue of Railroad Heritage, the quarterly magazine of the Center for Railroad Photography and Art, at the back table by the entrance. Copies of the new book After Promontory were available for inspection and sale. They can also be ordered from Indiana University Press. The upstairs rest rooms have re-opened. They are now very modern and upscale.

The November 1 meeting will celebrate the one-year anniversary of our local downtown-Lower East Side streetcar The Hop. Presenters will be Milwaukee Alderman Bob Bauman, General Manager Terry Mulcahy from contracted operator TransDev, and an as-yet-unnamed representative from manufacturer Brookville Equipment Corporation.

Keith Schmidt announced that the back issues of Sparks & Cinders that he was offering to any interested party are now all gone / taken.

### Introductions

All in attendance were asked to give their name. This month's timely question was to name a favorite railroad photographer.

### Presentation

Scott Lothes, the Executive Director of the Center for Railroad Photography and Art, took over at 7:41 pm. He opened with a tribute to well-regarded photographer

- *Summary continued on Page 3*

*-meeting summary continued*

John Gruber, who founded the Center in 1997, and passed away from esophageal cancer about one year ago. Next was a four-minute promotional video showcasing what the Center is trying to accomplish and some of the staff who are doing the work. The main part of the presentation was "After Promontory." Much of it was about the development and promotion of the new book and traveling exhibit of the same name. We were treated to selected photos from the book and exhibit, plus other photos of local interest, from the Center's extensive collection. The presentation ended at about 8:40 to 8:45 pm. The last of the attendees left about 9:00 pm.

Respectfully Submitted  
Thomas W. Marcussen

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## Notes from the Prexy

Thanks to the nearly 30 Wisconsin Chapter members and friends who turned out to enjoy Scott Lothes's presentation at our October meeting, and to Scott himself, for making the drive from Center for Railroad Photography & Art headquarters in Madison.

Our November meeting program about The Hop, Milwaukee's modern streetcar system, promises to be informative, entertaining and topical. It'll be authoritative, too, as our presenters are Alderman Robert Bauman, and Terry Mulcahy, the General Manager of Transdev's Milwaukee operations. We've also extended an invitation to representatives of streetcar manufacturer Brookville Equipment Corporation; their participation hasn't been confirmed as of press time.

NRHS members were recently made aware of the publication of the October edition of the NRHS News. In it is a lengthy story about Union Pacific Big Boy 4014 and its tour through the Midwest, written by our own Keith Schmidt, with photos from several chapter members. This is great visibility for the chapter. Thanks, Keith!

As you may know, Keith works hard to bring a useful newsletter to chapter members 10 times a year. Keith brings unlimited enthusiasm to Sparks & Cinders, and does a great job in filling up his allotment of pages, but I know he'd welcome material from you, our members. Have you visited a heritage railroad or railroad museum this year? Perhaps you spent a weekend out of town trainwatching? Why not write up a short story and submit it to Keith!

As we approach the lengthy Wisconsin winter season, please remember to check the chapter's website before heading out to our meeting. In case of inclement weather, we'll post a cancellation notice as soon as we make that determination. Please bookmark [www.nrhwis.org](http://www.nrhwis.org).  
Until next month, happy railroading!



# Trainfest 2019

When Saturday November 9 9am to 5pm  
Sunday November 10 9am to 4pm

Where Wisconsin Exposition Center  
State Fair Park West Allis, WI

Cost Adult \$16.00 at the door \$12.00 in advance  
Child 4 - 12 \$6.00 door \$4.00 in advance  
Under 4 is Free  
Special Discounts for Military and NMRA

This years featured railroad is the Chicago Burlington and Quincy CBQ. Visit many of the other railroad historical societies. Plus see model railroad layouts of all various scales.

Manufacturers will also be present. Publishers like Kalmbach Media and White River Publications will also be present. Join 18,000 other model railroaders and rail enthusiasts for Trainfest 2019.

**Trainfest**<sup>®</sup>  
*America's Largest Operating Model Railroad Show.*  
[www.trainfest.com](http://www.trainfest.com)

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## The Extra Board - Upcoming Events

NRHS National Convention

[www.nrhs.com](http://www.nrhs.com)

2020 No Announcement Regarding Location

TMER&THS (Traction and Bus Club)

[www.tmer.org](http://www.tmer.org)

Waterstone Bank

Saturday November 16, 2019

Slides and More Slides - Help determine locations of slides

WISE Division NMRA [www.wisedivision.org](http://www.wisedivision.org)

Trainfest 2019

Nov 9 9am to 5pm and Nov 10 9am to 4pm

Wisconsin State Fair Park Exposition Center

C&NW Historical Society

[www.cnwhs.org](http://www.cnwhs.org)

National Convention

May 28- May 31 Mankato, MN

Milwaukee Road Historical Association

[www.mrha.com](http://www.mrha.com)

2020 National Convention - Elgin, IL No Dates

June 18-21, 2020

Soo Line Historical and Technical Society

[www.sooline.org](http://www.sooline.org)

# The Hop –1 Year Anniversary Presenters

Alderman Bauman has been in elected office since 2004 serving downtown Milwaukee and the Near West side. He currently serves as the Chair of both the Public Transportation, Utilities, and Waterways Review Board and the Public Works Committee and also as Vice Chair of the Joint Committee on Streetcar Implementation. Alderman Bauman previously founded and operated a business rebuilding and remanufacturing railroad passenger cars and transit equipment. He has been a lifelong advocate for improved and expanded public transportation and improved land use planning in Milwaukee and southeastern Wisconsin. In the past, Alderman Bauman served as Chair of the Southeast Wisconsin New Transportation Alliance; served on the Technical Advisory Committee of the East-West Corridor Study and on the Advisory Committee of the Downtown Transit Connector Study; and served as a Commissioner on the Milwaukee Transportation Commission.

Terry Mulcahy began his career with the Burlington Northern Railroad in Iowa. Intercity rail transit career began with the start-up of San Diego Trolley, then to St. Louis, Missouri for the start-up of MetroLink. From there to Tacoma WA for the start-up of Tacoma Link Streetcar and then to Seattle, WA for the start-up and extensions of the Central Link Light Rail project. Terry began with Transdev Rail Services to assist with the streetcar programs they were operating. His duty as the General Manager is to ensure the safe and efficient daily operation of the system. As a new system with a relatively new staff, teaching and training of rail transit procedures is a critical aspect in the day-to-day operations. Other duties include coordination and compliance with Federal, State, and Local regulatory agencies. Additional responsibilities involve service planning for special events and adverse weather situations. Importantly, Terry is also involved with the continued planning of future streetcar line extensions.

Join a discussion with Alderman Bauman and Terry Mulcahy, and a representative of Brookville Equipment Corp., to learn the political history behind the Hop you see today, how it was and will continue to be funded, a behind-the-scenes look at its operation and comparison to other cities, and what controversies remain today for the implementation of the delayed expansion plans in Milwaukee.

## More About the Hop:

The fleet is made up of 5 Brookville Liberty Streetcars manufactured in Pennsylvania. Brookville also has streetcars operating in Dallas, Oklahoma City, and Detroit. The Hop's streetcars are 67-foot long and 8'8" wide (double the length and capacity of an MCTS bus), three-piece, articulated cars with a capacity of 150 passengers, seated and standing. There are 32 seats per streetcar, 14 on each end of the vehicle plus 4 flip-down seats in the center and two doors per side for

fast boarding. The Hop features a low-floor design compliant with the Americans with Disabilities Act and roll-on/roll-off access for wheelchairs, strollers, and bikes. The Hop streetcars are double-ended, meaning they can be operated from either end. The streetcars' sub-floors were manufactured and donated by local firm Milwaukee Composites, Inc., a producer of lightweight floor for the international transit industry. Milwaukee's modern streetcars aren't "trolleys" — they are unlike like the noisy, bumpy vehicles of the last century. Today's modern streetcar vehicles are sleek, smooth, quiet, efficient, and comfortable. The Hop is electric powered and draws electricity from an overhead contact system (OCS) with a wire, supporting poles and substations along the route. The Hop is designed to use a single contact wire, which is much different from the thick and expansive span wire systems used for older streetcar systems. The Hop vehicles operate in shared traffic on city streets with stops every 3 to 4 blocks at speeds of approximately 25 to 30 mph. Ridership of the Hop has exceeded expectations.



## UP #4014 Big Boy Heads to Southwestern US



The Union Pacific #4014 Big Boy will be heading out again this fall. This time it will be heading west. This is kind of a homecoming trip for the Big Boy. The Union Pacific acquired the Big Boy from the Railgiants Rail Museum in Pomona, CA. So with this trip the #4014 will be back where it came from before the 5 year restoration. The trip will also feature the Big Boy running in some of the most well known railfan locations. Cajon Pass and Tehachapi Loop will likely be over flowing with rail enthusiasts as the Big Boy makes its way through these iconic railfan locations.

The over 40 day trip will take #4014 through the Southwest with stops in Provo, UT, Las Vegas, NV, Los Angeles, CA, Tucson, AZ and El Paso, TX. The full schedule has not been released. Also included are excursions out the LA area. Check out [www.https://www.up.com/heritage/steam/schedule/index.htm](https://www.up.com/heritage/steam/schedule/index.htm) for more information.

## 2019 Canadian Pacific Holiday Train

"The CP Holiday Train is a program that our 13,000-strong CP family has immense pride in bringing to communities every year. Access to nutritious food is a basic necessity, and food bank usage is on the rise across North America. The CP Holiday Train program is our way to help in the fight against hunger by growing awareness of this issue and providing a fun and engaging way for the public to show their support." - *Keith Creel, CP's President and Chief Executive Officer.*

The Holiday Train has now raised more than \$15.8 million and collected 4.5 million pounds of food since its inaugural journey back in 1999.

### Monday December 2nd

5:20pm to 6:00pm Viking Park Middle School Gurnee IL  
 6:50pm to 7:30pm Amtrak Station Sturtevant, WI  
 8:00pm to 8:45pm Hwy G and 5 1/2 Mile Road Caledonia

### Tuesday December 3rd

4:15pm to 4:45pm Harwood Ave Wauwatosa, WI  
 5:30pm to 6:15pm Cottonwood Ave Hartland, WI  
 6:40pm to 7:15pm Silver Lake Crossing Oconomowoc, WI  
 7:50pm to 8:30pm Brandt Quirk Park Watertown WI  
 9:05pm to 9:45pm Amtrak Station Columbus, WI

Check out the colorfully lit CP Holiday Train in SE Wisconsin. There is no Milwaukee stop this year. Please check out one of the locations. Please make a donation to the local food bank when attending.



## Dues Renewal Reminder and Contact Information Update

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

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

Name \_\_\_\_\_ Phone Number \_\_\_\_\_

Address \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_

Email Address \_\_\_\_\_

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

# Heritage Units - Becoming More Popular

At first it was the Union Pacific that excited the railfan world with the announcement of "Heritage Units" in 2005. Specially painted units recognizing the railroads that made up the Union Pacific system. The 6 UP units roamed the system and still do today. In 2012 the Norfolk Southern announced it would be painted 20 locomotives as "Heritage Units". These would again recognize the railroads that make up the NS system. Amtrak also has several "Heritage Units" that show off the various Amtrak Phases of paint. In the past few years Chicago's METRA has unveiled three heritage units based on the original railroads from there commuter lines. The CB&Q unit was just unveiled a week ago. The Canadian Pacific has also announced a "Heritage Fleet". Currently they have two locomotives painted for the burgundy and grey scheme. Just this week New Jersey Transit announced a fleet of "Heritage Units". These units are usually brightly painted and kept up well. They can also be the ambassadors of the railroad at public appearances. Below are some photos of various Heritage units from around the area and beyond. Article and Photos by Keith Schmidt



# From the Archives

## November 1954- 65 Years Ago

Tragedy strikes the WCF&N — The last two interurban parlor cars in regular service in the United States were destroyed when a \$500,000 fire gutted the roundhouse of the Waterloo, Cedar Falls & Northern on Sunday, October 31. Also consumed in the flames were the electric freight locos and one of the ex- Knoxville streetcars. This leaves but one interurban, No. 100, to operate on the daily runs to Cedar Falls and to Waverly and one streetcar for the daily except Sunday service to Cedar Falls. While one streetcar and one interurban are all that is needed for the actual operation of the lines, the future of the passenger service will depend on the ability of the company to keep the two units in running order....The Transport Company has repainted streetcar No. 943 white with green trim and lettered it for a safety campaign. This car had been red, white and blue (for Navy recruiting) since 1951.

## November 1959 - 60 Years Ago

(Attached to Vol. 9, No. 11 of S&C was Vol. 2, No. 8, of "Wisconsin Railroads," published by the late Don Dietrich. The following is excerpted from that publication.) Short Line Notes: A quick tour of the state's northern short lines during the past month has provided this information on motive power: Laona & Northern: No. 4 2-6-2 (stored), ex-Fairchild & Northeastern No. 101, Vulcan diesel No. 4337. Marinette, Tomahawk & Western: No. 19 2-6-0 (stored), No. 408 EMD diesel; No. 651 ex-EJ&E No. 408, No. 538 EMD diesel ex-M&StL No. D538. There is a live steamer in Wisconsin. Menominee Sugar Co. at Green Bay is operating an 0-4-0T during the sugar beet harvest season....The Soo Line is installing CTC on 58 miles of main line between Waukesha and North Fond du Lac. The North Fond du Lac-Stevens Point line will not be under CTC. The entire Waukesha-Stevens Point line will be controlled by the Stevens Point dispatcher. The CTC installation will cost \$375,000.

## November 1964 - 55 Years Ago

The Milwaukee Road's new Thunderhawk freight service (train 262) will get a bit of merchandising pizzazz. Distinctive signs with the name of the train will be placed on the lead unit.

## November 1969 - 50 Years Ago

The Wisconsin Chapter was preparing for the Annual Railroadiana Auction scheduled for Friday, November 7....News items: MILW train 75 derailed at Caledo-

-nia on October 17 and was sideswiped by train 262 causing the line to be blocked for two days....The ICC has scheduled hearings at Milwaukee City Hall on the Milwaukee Road's petition to discontinue the *Afternoon Hiawathas*.

## November 1974 - 45 Years Ago

The Annual Chapter Auction is scheduled for Friday, November 8....A C&NW press release reports on the placing of an order for a \$500,000 Austrian Ballast Undercutter/Cleaner, the first of its kind in the U.S....The Milwaukee *Journal* reports that "Old Smokey" is headed for the Illinois Railway Museum at Union, Illinois....A TV special on railroading featuring singer Johnny Cash is scheduled to air on ABC-TV on November 22.

## November 1979 - 40 Years Ago

The first Superliner consist went west on train 7, the Empire Builder, on October 28....There are news reports of a possible embargo of approximately half of the 9500-mile Milwaukee Road on November 1 as the bankruptcy judge has determined that the railroad will be cashless on that date.

## November 1984 - 35 Years Ago

Russ Porter reports that a fund drive has been started to construct a replacement for the Wisconsin Dells depot which was demolished by a coal train derailment in 1983....The Alaska Railroad transfer from the Federal government to the State of Alaska is scheduled for January 1985....The imminent demise of the car ferry Chiefawatam was noted as the Soo Line embargoed its St. Ignace interchange on August 23, 1984, "account dock facility collapsed."

## November 1989 - 30 Years Ago

Soo Line GP38 No. 4403, repainted in the new solid red paint scheme, was spotted at East Minneapolis on the C&NW....The Blackbeards are back - former MILW SD40-2s (6300 series), with GAJX reporting marks, are in service on the Soo Line, they are leased on a daily basis. The recent purchase by the Soo Line of SD60s has made motive power on most through freights quite predictable....According to a report in the Wall Street Journal, Canadian Pacific, Ltd., is proposing to purchase 44% of the stock in the Soo Line that it does not already own for \$19.50 per share, or about \$81.9 million. The CP had put its 56% stake in the Soo up for sale last year but couldn't find any buyers. They now feel that acquiring the balance of the Soo is the best way to "rationalize operations."

## November 1994 - 25 Years Ago

The new Chapter publication "Wisconsin Rails II" will be for sale at Trainfest on November 12 and 13....N&W 611 was involved in a yard mishap on September 27 which resulted in \$43,000 damages to the steam engine....The WC has begun dismantling the ex-FRV/CNW main between Tower CF (Oshkosh) and Dixie (Neenah)....The original Burlington

Zephyr, now on display at the Museum of Science and Industry in Chicago, will be trucked to the Northern Railcar shops in Milwaukee for a cosmetic restoration.

## November - 20 Years Ago

The Chapter excursion to Oshkosh on September 25 via the WSOR was an outstanding success. 118 people rode the train on a beautiful, sunny Saturday....WC reopened a portion of the West Bend sub (ex-CNW Valley Sub) between Eden and West Bend on September 28 to relieve congestion on the main line account a tie replacement program between Slinger and Burlington....UP ordered 1000 SD70M locomotives from EMD for \$2 billion. They will be built at the GM plant in London, Ontario, and delivered over the next four years....The Metra Board awarded a contract for 26 new locomotives at \$2 million each.

## November 2004- 15 Years Ago

The CP C&M Sub was blocked when two 80-foot high voltage transmission towers collapsed and fell over the tracks about eight miles south of Milwaukee on October 9. Sabotage is suspected as it was discovered that bolts had been removed from the base of the towers. Freight and passenger service was suspended until the evening of October 10 while crews cleared the right-of-way and authorities gathered evidence....Cameras whose main mission is to record the railroad's experience in grade crossing collisions and near misses are coming to UP locomotives as they have to BNSF and NS....UP announced it has ordered 315 locomotives meeting Tier 2 EPA emissions standards. The units will be EMD SD70ACe and GE GEVO models....BNSF announced that its West Burlington Shops will close on December 31.

## November 2009 - 10 Years Ago

The Mid-Continent Railway Museum is considering opening a second museum facility in Mazomanie, the Baraboo News Republic reported on October 9. Mazomanie is about 20 miles south of the museum's home in North Freedom on a former Milwaukee Road branch line now operated by the Wisconsin & Southern. The new museum would focus on the Milwaukee Road. Don Meyer, manager of the museum said.

## November 2014 - 5 Years Ago

Wisconsin & Southern has reopened an 11-mile line between Madison, Fitchburg, and Oregon, this week. The line serves a new Lycon sand plant in Oregon. The company purchased 60 hopper cars to carry construction grade sand for concrete from Janesville, Wis., to the new plant. The railroad expects to offer service three days a week. Lycon is a ready-mix concrete and building materials company serving the region. The occasion was marked in grand style on Monday with speeches, a ribbon cutting, and a 22-car revenue train - the first on the line since 1996. The ceremony took place where the railroad crosses Clayton Road in the city of Fitchburg before a crowd of about 200 onlookers. The line former Chicago & North Western route.

Sparks & Cinders  
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**FIRST CLASS**

## The Final Frame



This "Final Frame" is likely the final frame taken of Car #960 just before scrapping. The end of an era. Unknown Year Photo by Russ Porter