



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



Wisconsin Great Northern #423 sporting a Great Northern inspired paint scheme. The WGN #423 is actually a former Chicago and Northwestern F7A locomotive. Rode this train in August 2016. It was a nice ride through northern WI from Spooner, WI to Trego, WI and return. They also offer a dinner train and overnight visits. Photo by Keith Schmidt

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- *State Funds Assisting Railroads*

Upcoming Events October 2016

TMER&THS (Traction and Bus Club)

www.tmer.org

Saturday October 15, 2016

Chase Bank - Cudahy 7:30pm

SE Corner Packard and Layton Use East Lot

Business Meeting - Tom Poliak 8mm Movies Milw Trackless Trolleys

WISE Division NMRA

www.wisedivision.org

Sunday October 16, 2016 12noon

Monthly Meet - Midway Hotel Moorland Road Brookfield Rd

Dave Nelson presenting Weathering Freight Cars

Trainfest 2016—Featuring the Milwaukee Road November 12th and 13th 9am to 5pm

Wisconsin State Fair Park - Exposition Building

Buy your tickets in advance at local hobby shops

Milwaukee Road Historical Association

www.mrha.com

2017 Convention

June 22nd to 25th

Ames, Iowa

C&NW Historical Society

www.cnwhs.org

Chicago Area Get Together

November 19, 2016

Batavia, IL

Soo Line Historical and Technical Society

www.sooline.org

2017 Annual Convention

Check the website for more 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 53217. 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



Friday October 7th Tom Burg presents the Roy Campbell Collection

Come and enjoy as Tom Burg presents the Roy Campbell Collection. Roy Campbell was an employee of Kalmbach Publishing. Roy was hired by Al Kalmbach a good friend to be Sales Manager and Good Will Ambassador for Kalmbach Publishing. Roy was also a rail enthusiast and photographers. Some of Roy's works were published in Milwaukee Sentinel and Milwaukee Journal. Roy also traded and collected slides from other photographers. Sit back and enjoy while Tom Burg presents some of the collection. See More information on the presentation on Page 4 of *Sparks and Cinders*.

The meeting will open at 7:30pm with introduction of any guests and announcements regarding rail activity near and far. Please bring a friend, guest or even enemy to the meeting.

Monthly meetings are held at the North Shore Congregational Church at 7330 N Santa Monica Dr. in Fox Point. The church is handicap accessible. Please arrive on time as the doors must be secured after 8:00pm for safety reasons. For more up to date information on meetings and speakers and also any weather cancellations check out the webpage at www.nrhwis.org.



Wisconsin Chapter Meeting Schedule

Friday November 4, 2016 - The UP Overland Route - Chicago to Salt Lake City by Dan Grudzielanek
Friday December 2, 2016 - TRAINS Magazine presents "Railroad Trivia Night" Jim Wrinn Hosting

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 engine1385@aol.com or Mike Yuhas at mike@mikeyuhas.org

October 2016 Meeting Summary

President Dave Nelson greeted the 25 people in attendance at 7:31 pm. There were two guests—our new Railroad Commissioner Yash Wadhwa (see below) and Bob Fontana, a veteran employee of multiple Eastern and Midwestern railroads. Two more people came in later, for a total attendance of 27. The evening began with a presentation by our new State of Wisconsin Railroad Commissioner Yash P. Wadhwa. Mr. Wadhwa is a civil and environmental engineer. He worked with several consulting firms on the design of the Milwaukee Metropolitan Sewerage District's Deep Tunnel Storage and Conveyance System. He was a candidate for the Wisconsin State Assembly in 2008. Governor Scott Walker appointed him to fill the remainder of former Railroad Commissioner Jeff Plale's unfinished term. Mr. Wadhwa took over the Commissioner's office on January 11, 2016.

The Office of the Railroad Commissioner is responsible for the safety of railroad operations in the State of Wisconsin. These currently include about 4500 miles of track and 4200 grade crossings. Traffic is mostly freight, with some hazardous materials. There are two active Amtrak passenger services. One Chicago Metra commuter line extends to Kenosha. There

are several tourist and museum operations. The Railroad Commissioner and his staff work closely with the Federal Railroad Administration (which is also responsible for safety), the State of Wisconsin Emergency Management Agency, first responders throughout the state, and Operation Life Saver.

Rail Safety week begins on Monday, September 12, and ends on Friday, September 16. The focus for 2016 will be on trespassing. Most of the people killed by trains in Wisconsin have been unauthorized trespassers. Contrary to popular misconception, the public is not authorized to cross railroads anywhere as long as they go directly across. Bills to allow unlimited direct crossing have been introduced, including one in 2016, but have all failed. The public is only authorized to cross at legal public grade crossings, underpasses or overpasses.

The proposed Great Lakes Basin Railroad is a high-capacity far outer belt line around Chicago. It would start around La Porte, Indiana. (Your secretary thinks he heard part of the route would follow at least parts of the former Kankakee Belt. He does not recall where he heard this, or know how reliable that information is.) It would go through or near Rockford, Illinois, and end up at or near Janesville, Wisconsin, or Madison, Wisconsin. It would handle primarily oil, coal, and grain unit trains, and other trains not requiring switching in Chicago. It is intended to relieve the pressure on that city, and reduce the current average 30-hour transit time for switched freight cars to get through Chicago. Estimated cost ranges from \$8 to 12 billion. Two major carriers have indicated they will not participate due to this high cost. There is strong local opposition along the likely route(s). The Federal Surface Transportation Board is solely responsible for deciding whether the government will allow it to be built. They are currently accepting public comments from the three states involved.

In response to questions, Mr. Wadhwa indicated that six people work in his office—one attorney, one policy analyst, one full-time and one part-time investigators, one administrative assistant, and himself. There is a proposal to add more investigators in 2017. The railroad companies fund the above staff through assessments. There is also a separate \$4.2 million annual budget, which can only be used for improvements to grade crossings. That funds 15-20 grade crossing improvement projects per year. The State of Wisconsin has no statutes on quiet zones and blowing of horns. The Office of the Railroad Commissioner has no authority over these practices. Federal law requires horns to be blown for all public and some private grade crossings unless very specific and limited conditions are met. Applications for quiet zones and no-horn crossings must be made to the Federal Railroad Administration branch office in Chicago. They work much like OSHA. They do have some funds available for the required safety appliances and improvements. Usually the municipality requesting the quiet zone must pay for most of the cost of those. They do accept noise complaints / applications from individuals. Those coming from municipalities receive more serious consideration.

President Dave Nelson thanked the Commissioner for his presentation, and gave him a copy of Wisconsin Rails II. He made several announcements:

Long-term member and Past President Bob McLeod lost his battle with cancer on June 8, 2016. More details are provided in the June meeting summary and in a special tribute article in the September issue of Sparks & Cinders.

The October 7 meeting speaker will be Tom Burg of Merrill Publishing Company. He will feature the extensive photograph collection of the late Roy Campbell.

Dan Grudzielanek will provide the presentation on Nov 4th
December 2 will be Trivia Night, hosted by Trains Magazine editor Jim Wrinn.

January 6, 2017 will be the annual business meeting, with the election of 2017 officers.

We are seeking presentations for that and other 2017 meetings.

Jeff Marker announced that Saturday, September 17 will be Kenosha Streetcar Day. All Kenosha museums, except the Civil War Museum, will admit patrons without charge on that day.

The announcements above ended at approximately 8:05 pm.

The traditional September Favorite Slide Night followed. There were five slide presentations by Jerry Hilton, guest Bob Fontana, Bob Baker, Jerry Krug, and Dave Stanley. There were three digital presentations from Keith Schmidt, Tom Hoffmann and Mike Yuhas.

Those presentations ended at 9:42 pm.

Respectfully Submitted

Thomas W. Marcussen

Wisconsin Chapter Secretary

From the President

Well, that was a first! We have had members or visitors who interrupt our speakers or who hold conversations during presentations, but to my knowledge we have never had an actual heckler at one of our meetings before. Fortunately our guest, Wisconsin Railroad Commissioner Yash Wadhwa, seemed to take it in stride, and perhaps he is accustomed to this. Our thanks to Keith Schmidt for arranging to have Commissioner Wadhwa visit us. I hope he enjoyed the opportunity to speak to us about the duties and activities of his office and feels free to visit us anytime. I didn't sense our heckler friend had any interest whatever in trains or railroads so I suspect we shall not be seeing him at future Chapter events. He missed some good slide and digital image presentations during the "favorite slide" portion of the evening. In fact he left using the north stairs out of the basement which we never use or light up and I hope he wasn't still wandering around the Congregational Church looking for an exit when their Sunday services began.

Our meeting schedule is pretty much set for the rest of 2016, and while we have a few irons in the fire for 2017, we are always on the lookout for presenters, particularly those we have had not had before. Let me (or Keith or Mike Yuhas) know if you are aware of a presenter in the general area who you think our members and visitors would find interesting and enjoyable.

I hope all of you are remembering to check the Chapter website regularly because Mike Yuhas has been adding content (and images) from time to time. Indeed the website is likely to be our primary means of communicating bad weather cancellations when winter comes, since the radio station websites that we would notify (they no longer announce cancellations on the air) tend to be confusing to search. Because I personally live close enough to the church that I can walk there in any weather, whether we cancel a meeting or not primarily will depend on the presenter and that might be last minute. So again, put the Chapter website on your favorites list and get accustomed to looking at it from time to time.

With sunset now officially before 7 p.m., in addition to the usual cries of "where did the summer go?" is the sense that our rail photography opportunities in 2016 are growing more narrow by the day. That is not to say that railfanning has to include a camera of course. And there are a couple of steam excursions that might take place this fall in the Midwest and I hope to get to at least one of them. Take advantage of what fall weather and fall color can add to the trackside experience and have fun - and as always, be safe.

Dave

Tom Burg of Merrill Publishing presents the Roy Campbell Collection

Tom Burg presents the Roy Campbell collection. Mr. Burg is with Merrill Publishing Associates; his program will speak about the Roy Campbell collection of Milwaukee Road photographs, and quite possibly other items of railroad interest.

In sidebar articles in 1947 TRAINS and THE MODEL RAILROADER magazines, Kalmbach Publishing Co. introduced Roy Campbell to its readers. Publisher Al Kalmbach hired longtime friend Campbell as the company's sales manager and goodwill ambassador following a chance meeting on a Chicago to Milwaukee train. The job was a hobbyist's dream - Campbell traveled the country (by train, of course), calling on railroad officials for TRAINS, on hobby shops and manufacturers for THE MODEL RAILROADER, and on advertising agencies for both. He reported the results back to the magazines' editors and staffs.

Roy Campbell's background made him ideally suited for the position. Born in Houghton, Michigan, Campbell entered the insurance business at age 23 and worked his way up to the presidency of The Wisconsin Accident and Health Insurance Company. After the firm was sold, he successfully applied his interpersonal skills to the real estate business. He was looking for a new business venture at the time of his encounter with Kalmbach. More importantly, Campbell was a railroad hobbyist himself. He was vice-president of the Railroad Society of Milwaukee and an avid railroad photographer. His artistic photographs won awards at Milwaukee's Layton Art Gallery and were published in the MILWAUKEE JOURNAL and MILWAUKEE SENTINEL. In addition to his own photography, he purchased from and traded with many other railroad photographers, amassing one of the largest and finest private collections in the Midwest.

Mr. Campbell died in 1965 and his collection lay dormant and largely forgotten for a quarter century. Merrill Publishing Associates was formed to publish from the collection. In addition MPA has produced a series of ten books on Milwaukee Road steam locomotives for the Milwaukee Road Historical Association (MRHA).

Thomas E. Burg received a Bachelor of Science degree in 1966 from Wilmington College, Wilmington, Ohio, and a Master of Science degree from the university of Idaho. He pursued a career as a Special Agent of the Federal Bureau of Investigation, retiring in 1999. Always a railfan and historian, Burg's initial retirement project was the authorship of WHITE PINE ROUTE, The History of the Washington, Idaho & Montana Railway Company, published by the Museum of North Idaho in 2003. Since first encountering the Roy Campbell Collection he has sought to fulfill the objective of giving its contents more visibility.

Mr. Burg will offer books for sale at our meeting.

Kettle Moraine Ballast Scorchers Model RR Club 14th Annual Model Train Show and Swap Meet

Sunday October 9, 2016 9am to 3pm
Washington County Fairgrounds
Highway 45 and Highway PV
Model Train Layout and Model Trains for Sale
\$3.00 Donation at the Door
Kids 12 and Under Free



Six Rail Projects to Benefit from State of Wisconsin Funding

Six freight rail projects in Wisconsin will benefit from \$37 million in state funding. Wisconsin Gov. Scott Walker recently announced the appropriations through the state's freight railroad assistance program.

The Wisconsin Department of Transportation is distributing \$29.6 million in grants through the freight railroad preservation program and an additional \$7.4 million in loans will be distributed through the freight railroad infrastructure improvement program.

Four projects on the Wisconsin & Southern Railroad will benefit from the state funding, including:

- \$14.4 million in grants and \$1.8 million in loans to cover 80 percent of the design, engineering and rehabilitation costs of the Merrimac Bridge project. The rehabilitation looks to make improvements to the bridge to accommodate 286,000-pound carloads.
- \$7.5 million in grants and \$942,700 in loans to rehabilitate nearly 13 miles of track between Walworth and Zenda on the railroad's Fox Lake Subdivision. The railroad is providing an additional \$942,700 of matching funds towards the total project cost of \$9.4 million.
- \$3.9 million in grants to cover 80 percent of track projects that replace existing 85- and 90-pound rail with 115-pound welded rail on the Oshkosh Subdivision between Brandon and Ripon. Seven public crossings and more than a dozen turnouts will also be reconstructed.
- \$1.9 million to cover 80 percent of bridge replacement and rehabilitation project on the Reedsburg and Prairie subdivisions. The project will make improvements to nine bridges along the railroad.

The Port of Milwaukee has also received a \$1.7 million grant to reconstruct more than a dozen grade crossings within the port and replace rail within the grade crossings. The project will include replacing grade crossing surfaces and installing new 115-pound rail. The port is contributing more than \$440,000 to the project.

The Country Visions Co-op is also benefitting from a \$4 million state loan to help build a rail-served fertilizer facility in Wrightstown. Canadian National will serve the new complex.

Since 1994, the state's department of transportation has provided more than \$225 million in railroad grants and more than \$127 million in rail infrastructure loans.



NKP #765 rolls at 10 mph on WSOR track at Walworth, WI June 2016 Photo by Keith Schmidt



WSOR train crosses the Merrimac Bridge in August 2004 Photo by Jerry Krug

The Restored St. Paul Union Depot

by David Nelson

A feature of the 2016 convention of the Chicago & North Western Historical Society in the Twin Cities was the chance to be given a guided tour of the magnificent St. Paul Union Depot. The depot was designed by the famed Charles Sumner Frost, who also designed the C&NW's lakefront depot in Milwaukee, among many other depots in the midwest. Construction began on this structure in 1913 and in its prime it hosted trains from nine railroads. Its use as a depot ended with the advent of Amtrak. Restoration began in 2011 and took two years. Today it is a venue for events (a wedding was being set up in the main concourse when we visited, and upper floors are residential, but it once again serves as a passenger station for Amtrak, as well as for the light rail, and bus services in the Twin Cities. Commuter rail may follow soon.



St Paul Union Depot Neo-Classical Exterior



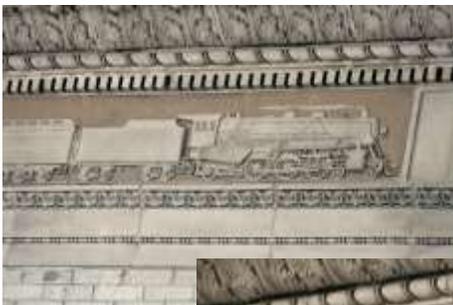
Old Entrance to Train Shed



Portion of the Main Concourse in the Depot with skylights that had been covered up in World War II



Main Waiting area of the St Paul Depot



The ornate sculpted locomotive friezes around the upper walls of the main concourse



Remnants of By Gone Days at St Paul Union Depot

UP's Western Pacific Heritage Unit Rolls Across Wisconsin

By Dan Grudzielanek

On the morning of September 2, 2016 the Union Pacific's Western Pacific heritage unit, SD70ACe No. 1983, arrived at Butler Yard leading train MPRVP (Manifest, Proviso-Valley Park). The UP1983 wears a unique paint scheme to honor the heritage of the Western Pacific Railroad which was acquired by the Union Pacific in 1983.

After a crew change the train was ready to head west on the Adams Subdivision providing the opportunity for a daylight chase of this specially painted locomotive.



The first location I photographed the train at was from Petersen Rd. between North Lake and Mapleton.



The train dispatcher gave instructions for MPRVP to clear the main track in the siding at Rock to meet an eastbound train. Entering the siding at Rock requires trains to stop so the conductor can manually line the switch. This provided the opportunity for a "roster shot" of the UP1983 while the train was stopped. Rock is located just west of Ashippun.



After meeting the eastbound train, MPRVP was given authority to continue and is seen here departing from the west end of Rock.



Arriving with just moments to spare, the final location that I was able to catch the train at was the County Hwy. KW bridge west of Clyman Jct.



From the Archives

October 1956 — 60 Years Ago

The steam power capital of American railroading has been tentatively designated the site of the 1957 NRHS Convention to be held at the N&W-owned Hotel Roanoke. All delegates will receive rooms overlooking the N&W main line (we hope). Roanoke: 4-8-4s, 2-6-6-4s, 2-8-8-2s; the Jawn Henry; Virginian electrification, which by convention-time will have new electric locomotives; wonderful mountain scenery; all of this at next year's convention, Labor Day weekend, September, 1957....The CSS&SB has just opened up a nice new stretch of track paralleling the Indiana Turnpike in a by-pass around East Chicago, Indiana.

October 1961 — 55 Years Ago

Comments from General Chairman Carl Solheim regarding the recent NRHS National Convention in Chicago, hosted by Wisconsin Chapter: "The railroads involved, the Burlington, Grand Trunk, South Shore, and North Shore, did a superior job in furnishing us with equipment and services during the Convention. Many others furnished literature, maps, historical booklets, pencils, matches, etc. Among the friend railroads who helped were CNW, UP, NP, Reading, RI, ACL, B&O, SP, WP, EBT, as well as those we actually rode. The Milwaukee Road and the Santa Fe printed, at their own expense, the note pads which were an excellent memento of the Convention, as well as a symbol of the healthy relationship between the railroads and their allies, the organized railfans and historians."

October 1966 - 50 Years Ago

The C&NW's Butler yards had lots of action over the Labor Day weekend. Ex-LS&I 2-8-0 No. 38 came through destined for someplace in Florida. It stayed at least one night outside the diesel house. Eight new SD-40s for the CGW went through on an evening freight, and the ex-RI Aerotrains stopped briefly enroute to the museum in Green Bay. In addition, Mid-Continent museum is working on an ex-TMER&L steeple cab there.

October 1971 - 45 Years Ago

Amtrak has released the make-up of its roster of 1200 cars to be taken from various railroads for the startup of service. The majority of cars were selected from ATSF (447), SCL (276), BN (196), and UP (124).... A late bulletin announced additional Amtrak service in the Milwaukee-Chicago corridor and plans for through Milwaukee-St. Louis service.

October 1976 - 40 Years Ago

MidRail '76, held in Kansas City, was a great success....AT&T installed its first private Morse telegraph line in 1887 and on June 15, 1976, disconnected its last remaining DC telegraph line. The line connected the Milwaukee Road depot in Eau Claire with Durand and Wabasha, Minnesota. The line was leased from AT&T in 1959 after the Milwaukee Road discontinued its own line.

October 1981 - 35 Years Ago

Chicago, Madison & Northern and the Wisconsin DOT have worked out an agreement whereby the CM&N will be able to go ahead with a \$150,000 interchange to connect the two lines of the railroad at Monroe. The ex-IC line from Freeport to Madison and the ex-Milwaukee Road line from Janesville to Mineral Point never had a physical connection at Monroe....Al Paske, the Milwaukee Road agent at Brookfield, has retired after 40 years of service. Al could always provide train location information and aided in the taking of many photos at Brookfield.

October 1986 - 30 Years Ago

Construction of the connection between the Soo Line (ex-Wisconsin Central, now CN) and Milwaukee Road (now CP) is well under way at Duplainville....The ICC has granted permission for the C&NW to abandon its Fond du Lac-Ripon line....Effective September 20, 1986, Soo Line discontinued all passenger service between Neenah, Gladstone, and Sault Ste. Marie, Michigan, ending the era of caboose riding on the Soo....In the UP 8th St. Yard in Omaha, 248 cabooses sit rusting away.

October 1991 - 25 Years Ago

The WISE Division of NMRA has established a hobby SIG on the Safe Harbor BBS located in Waukesha. (This was before the days of easy access to the Internet — ed.)...The Tri-State High Speed Rail Study was recently released by Wisconsin, Illinois, and Minnesota. The preliminary study concludes that the Chicago-Milwaukee-Twin Cities corridor offers a "significant potential" for high speed rail in terms of ridership, revenues, and economic benefits....The Lake Michigan Car Ferry Service Co., Inc. plans to resume twice-daily car ferry service from Manitowoc, Wisconsin to Ludington, Michigan.

October 1996 - 20 Years Ago

The Chicago Tribune reports that Amtrak is studying the possibility of running transcontinental trains through Chicago with only a service stop. One possible combination is the Capitol Limited and Southwest Chief....UP 4-8-4 No. 844 paid a visit to Butler on August 31. It powered a fantrip from Chicago to Butler and return via the C&NW New Line (UP Milwaukee Sub.)....The WC is removing rail from the former street running line through Oshkosh. This project has been going on for most of the past summer....Metra North service is now operating via the WC from Antioch, Illinois, to Chicago, on a Monday through Friday schedule.

October 2001 - 15 Years Ago

The Wisconsin Chapter web site www.nrhswis.org made its debut on the internet. It was designed and is being maintained by Jim Yanke's son Jim....Trains Magazine, Canon cameras, and Fuji Photofilm combined to sponsor a railroad photography workshop on September 8 at Rochelle Railroad Park in Rochelle, Illinois....On September 7 the Surface Transportation Board approved Canadian National's \$1.2 billion acquisition of Wisconsin Central. The deal is expected to close on October 9....Amtrak ridership increased 17 per cent in the aftermath of 9/11....Amtrak has dropped plans to extend one of the Chicago-Milwaukee Hiawatha Service trains to Fond du Lac citing a failure of mail and express business to materialize....Amtrak's Chicago-Janesville Lake Country Limited made its last run on September 22.

October 2006 - 10 Years Ago

A Photo Clinic sponsored by Trains Magazine and Wisconsin Chapter was held on September 9. Fifteen participants and six instructors shot photos from the CP crossings at Grange Ave. and Waterford Ave. The Milwaukee Amtrak depot, opened in 1965, the last intercity railroad depot built before Amtrak, and now owned by Wisconsin DOT, began its long-awaited makeover. The \$15.6 million remodeling will result in an intermodal facility for both train and bus passengers. It is expected to be completed in August 2007....UP rescinded its ban on photography from Metra platforms on August 28th.

October 2011 - 5 Years Ago

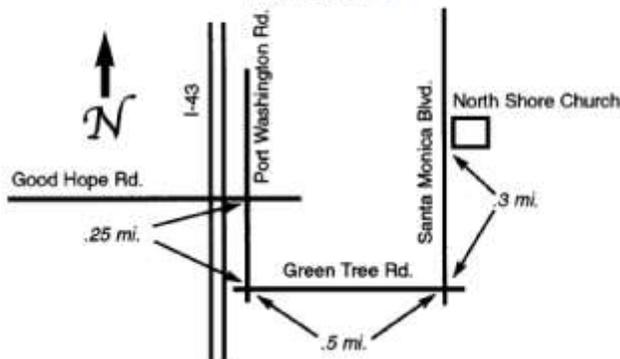
On August 27th the Chapter toured the WSOR Horicon Shop Complex. 25 members took part in the tour that had been rain delayed twice before. Canadian National announced its intent to merge the Duluth Missabe and Iron Range RR (DM&IR) and Duluth, Winnipeg and Pacific (DW&P) into the Wisconsin Central operating umbrella.

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



For Weather Cancellations and Updates
check the Chapter Webpage
www.nrhswis.org

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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