

Wisconsin Chapter National Railway Historical Society

Volume 67 Number 9



November 2017

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



A southbound Canadian National intermodal train crosses the Rock River at Theresa Marsh, as seen from a DJI Phantom 3 drone. Aerial photography platforms such as the Phantom are increasingly popular among today's railroad enthusiasts, as they can go places that, until now, have been virtually inaccessible. Learn more about railroad drone photography at our November 3 meeting - details inside.
Photo by Mike Yuhas

In This Issue

- From the President
- Milwaukee Transit Day at IRM
- Borleske's Travels

Upcoming Events November 2017

TMER&THS (Traction and Bus Club)

www.tmer.org

Saturday November 18, 2017

NEW LOCATION - Waterstone Bank

6560 S 27th Street

Dave Nelson "Railfanning to CNW Convention"

WISE Division NMRA

www.wisedivision.org

TRAINFEST 2017

Saturday November 11th and Sunday November 12th

9am to 5pm

Layouts, Vendors, Manufacturers

Historical Societies and Displays

Wis State Fair Park Expo Building www.trainfest.org

NRHS National Convention

www.nrhs.com

Dates to be Announced

Cumberland, MD

Milwaukee Road Historical Association

www.mrha.com

National Convention

Watch to webpage for Convention Information

C&NW Historical Society

www.cnwhs.org

Watch for upcoming events

Soo Line Historical and Technical Society

www.sooline.org

Watch for upcoming events

Green Bay & Western Historical Society

Annual Meeting Banquet

Saturday April 28, 2018 Best Western Green Bay Inn

780 Armed Forces Dr Green Bay, WI

Same Saturday as Titletown Train Show

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

Mike Yuhas - Aerial Drone Photography

Mike Yuhas presents a lively and informative program about drone-based aerial railroad photography. He'll take you to treetop height - and higher - to bring a whole new perspective to railroad photography and videography. The discussion will touch on modern hobbyist drone equipment (and how it all works), legalities and regulations, techniques, and, of course, samples of today's rail art by Mike and other notable photographers.

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 3, 2017 Today's Aerial Photography - Mike Yuhas
Friday December 1, 2017 To Be Announced

MEETINGS NOW START AT 7:30PM !!!

Programs Subject to Change

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

Contact Dave Nelson at email engine1385@aol.com

October 2017 Meeting Summary

President Dave Nelson welcomed the 21 people in attendance at 7:30 pm. There were no new or first-time attendees. Mike Yuhas will be our November 3 presenter, with aerial drone photography. Most of the subject material will be on the Union Pacific (former C&NW Lake Shore Subdivision) between Milwaukee and Sheboygan.

There is a sign-up table in the back for our booth at Train Fest, November 11-12 at State Fair Park.

Tomorrow (Saturday, October 7) is Milwaukee Transit Day at the Illinois Railroad Museum in Union, Illinois. They will be operating a Milwaukee trolley bus, streetcar, and a (Lakeside Power Plant) electric steeple-cab locomotive and coal train. If you declare yourself at the gate be a Milwaukee transit fan, they will give you a special reduced-rate \$10.00 ticket, which includes access to areas not normally open to the general public. The grounds will be open from 10:00 am to 5:00 pm. This is a Chapter event. Interested members should coordinate their attendance with President Dave Nelson or Activities Chair Ralph McClure.

The Chicago & North Western Historical Society 2019 annual meeting will be in Milwaukee. Our own Bob Baker will be



- continued from Page 2

the event chairman. The C&NW Historical Society last met in Milwaukee in 1988. (Their 2018 annual meeting will be in the Black Hills of South Dakota.)

The Center for Railroad Photography and Art will be hosting an exhibit on the Milwaukee Road Beer Line branch (along the west side of the Milwaukee River in Milwaukee) in Madison. The exhibit will show a lot of Wallace W. Abbey photos. Members are urged to check their web site for the schedule and exact location.

Doors Open Milwaukee on September 23-24 included the local museum at the Cudahy railroad depot (on the C&NW Old Line Subdivision—now Union Pacific Kenosha Sub—and Kinnickinnic Avenue—one block north of Layton Avenue). They have some good railroad displays in the back room. They typically host other open-house events several times per year.

Keith Schmidt travelled to Douglas, Wyoming, on Friday, September 29, to photograph the Joint BNSF-UP Powder River Coal Line the following Saturday and Sunday. That line still has lots of traffic. He needed the air conditioner on Saturday, September 30. Then he went to UP's Sherman Hill, west of Cheyenne, on Monday, October 2, and ran into snow. He also photographed the detouring Amtrak California Zephyr south of Cheyenne.

Jeff Marker attempted to show his September (favorite slide night) digital presentation again. It did not play due to compatibility issues. Jeff noted that his rail protégé Riley Richmond just turned 18, at which point the Wisconsin & Southern hired him after a 24-minute interview.

Tom Hoffmann took over at 7:52 pm, with his 33rd annual "20 Years Ago" presentation featuring photography from 1997. The first one was in 1985, and looked back at 1965. Of possible interest to members:

The South Shore Line offers very reasonable senior fares. Portland, Oregon, and Denver, Colorado, now have lots of rail and other public transit, and the fares are cheap.

The Milwaukee streetcar system will be marketed as "The Hop."

The presentation and meeting ended at 8:43 pm.

Respectfully Submitted

Thomas W. Marcussen

Wisconsin Chapter Secretary

Original 23rd Annual Model Railroad Show Presented by Metro Model Railroad Club

Sunday March 11, 2018 9am to 4pm
Circle B Recreation Center
Cedarburg, WI

Operating Model Railroad Layouts
Swap Tables

For more information check out
www.metrorrcclub.org
jimbartelt@gmail.com



FROM THE PRESIDENT

Tom Hoffmann's traditional 20-year look back presentation in October had the interesting side effect of forcing me to face up to the fact that in some ways 1997 might seem like just yesterday but just isn't - it really was a look back at a different time. And that is why we not only need to be taking photos documenting every aspect of railroading today, including the mundane stuff, but, just as importantly, we need to document what and where we are photographing as thoroughly as Tom did and does.

November's cold and dark curtails the amount of railfanning most of us do, so we turn our attention to indoor pursuits. In my case I have a large and unfinished model railroad to attend to, and a workbench piled with model train projects. But there are also many thousands of slides which I have yet to scan (assuming they are worthy of scanning), a large collection of railroad maps, timetables, and documents which badly need organizing, and a few rail or model train presentations to prepare, not to mention the usual obligations of anyone with a home and yard and spouse, as well as other organizations and interests that make their demand. I thought there would be so much time for all of these things once I retired, but it is not worked out that way at all. That is partly why I am not running for re-election of the Chapter this January.

But one thing November always means is the annual Trainfest that the local Division of the National Model Railroad Association puts on at State Fair Park. Model railroaders and railfans alike are lucky to have this quality show in our own backyard year after year. This year it is November 11 and 12 and we still need a few more volunteers to help man our table. By the way, the railroad being honored this year at Trainfest is the Soo Line and if you did not see the large historic displays that Trainfest has put up in past years to honor the C&NW and the Milwaukee Road, you really missed something impressive.

Dave

Trainfest 2017 Help Needed

Do you enjoy talking trains with people. Do you have railroad stories to share. Well then maybe we have a spot for you. The Wisconsin Chapter NRHS has had a table at Trainfest the past several years. It is a chance for visitors to ask questions about railroading or about joining the NRHS. If you want to help staff the table please contact Dave Nelson at engine1385@aol.com. Volunteers will receive admission for Trainfest for the day.

Trainfest 2017

Saturday November 11th 9am to 5pm

Sunday November 12th 9am to 5pm

Trainfest®

America's Largest Operating Model Railroad Show.

www.trainfest.com

The Borleske's Ride the Rails - Part 1

Story and Photos by Stephen Borleske

This summer has been good to myself and my Dad (Phil) for riding the rails. We have partaken in several trips this summer. Come a long for the ride.

To start the summer on June 10 Dad and I joined a group of railfans to ride the Midwest Electric Railway in Mt. Pleasant, IA. Between the two of us we have over 30 years of combined

volunteer time with the MERA. We had our four operational cars out on the 1.25 mile 600v DC electrified loop. Dad was the Motorman for car 1945, our streetcar from Milan, Italy, and in the morning I was the Motorman for car 1718, one of two open cars to hail from Rio de Janeiro, Brazil. In the afternoon I swapped with another volunteer to motor the Queen of our fleet, Chicago Aurora & Elgin 320. We have two cars undergoing



C&AE Car #320 at Midwest Electric Railway.

repairs at the present time. Southern Iowa 9 was built as a two axle car by Barber Car and

lengthened by the SIRy to a two truck, four axle car with a baggage section. It is also the only operable Barber Car in existence. Waterloo Cedar Falls & Northern 381 was built for service in Knoxville, TN before ending all revenue trolley service in Iowa on August 31, 1958. The fun part of this day is the guests of the railroad get to operate the cars. It is a day that all in attendance enjoyed immensely.



Southern Iowa Railway #9 and Waterloo Cedar Falls & Northern #381 at Midwest Electric Railway

On June 14th Dad and I were presented with tickets to ride the BNSF's Employee Appreciation special from La Crosse to Alma and return, a 99 mile, two hour trip. The fifteen car train had a new GE locomotive on each end to speed the return trip. Only seven of the cars were open to the riders. Six of these cars were former Southern Pacific bi-level commuter coaches that had been rebuilt for service on the defunct Transcisco



BNSF #5355 leads BNSF Employee Appreciation Special at Lytles west of North La Crosse, WI

Tours San Jose-Truckee service. The seventh car open was a former Santa Fe full dome lounge. The BNSF ran two round trips each day out of La Crosse on June 14th and 15th before heading to Galesburg for more trips. The trip we rode departed



at 6 PM and ran west on Main 1. Once passing the crossovers at the entrance to the power plant at Alma (CP3496) we returned to La Crosse also on Main 1. We met several freights rolling along the double track CTC main line.

On August 13 Dad and I were invited to be volunteer car hosts for the Union Pacific Railroad Museum fundraising train from Omaha Union Station to Columbus, NE and return. The UP provided the train, operating crew, and all snacks and beverages free of charge to the museum for it's fundraising efforts. Coach seats were selling for \$250 each and three additional higher priced categories were also available. The train was led by the UP 951, 949, and 9010, the two E9A's and a brand new SD70AH. Dad was one of the car hosts on the "Sunshine Special," a flat top coach, while I was assigned as one of the car hosts on the "Challenger," the last dome coach built for the UP. There were 14 cars in the train including two business cars (with vice presidents and their guests on board each car) and six dome cars. One of the pleasures of working the "Challenger" was the group of fifteen well behaved and engaged young people and their three chaperones from Boys Town. The UP is a supporter of the organization and provided this group with a free train ride. The trip was marred by a late arrival back at Omaha due to a freight train having a break in two while crossing over from Main 2 to Main 1. We were scheduled to arrive back at 12:30, but did not arrive back until nearly 4 PM.

On August 19 Dad and I were invited to ride the Iowa Northern on a motor car trip. The car we had planned on riding was not available that day, but we were able to find a seat

with other friends along for the day. About 40 motor cars in many different sizes and shapes partook of the day. I rode in a car built for the MoPac and currently painted with a feathered WP emblem. Dad had the pleasure of riding in a former Milwaukee Road car with a full Tomah cab. The group did not depart Vinton until the IANR's northbound freight passed through at 10:15. We headed south to the north side of Cedar Rapids where we turned around at the Cedar River bridge. Just to the south of the IANR's ex-Rock Island bridge over the river are the pillars for the abandoned Milwaukee Road Iowa Divi-



NARCOA group pauses for lunch at classic Burlington Cedar Rapids and Northern Depot in Vinton, IA August 19 2017

sion main line. The group retraced their route back to Vinton where lunch was served at the classic Burlington Cedar Rapids & Northern depot. After a good barbecue the motor cars headed up to Bryant Yard (IANR's main shops) on the south-east side of Waterloo. Once again the cars were turned and after working on a couple of the cars we returned to Vinton.

Labor Day weekend in Mt. Pleasant, IA is a very busy weekend. Mt. Pleasant is home to the Midwest Old Thresher's Reunion. Thousands of people come each year to enjoy the show. What started as a couple of local farmers showing off their tractors to each other over 60 years ago has become a unique attraction for south-east Iowa. Along with the hundreds of tractors that show up each year are two railroads. Dad and I both volunteer for the standard gauge Midwest Electric Railway and he also volunteers for the narrow gauge steam powered Midwest Central Railroad. We arrived in Mt. Pleasant the weekend of August 26th-27th to help with last minute preparations and pre-reunion runs. Saturday through Wednesday Midwest Electric only operates for four hours in the evening. On Thursday through Sunday MERA starts at 7AM and runs until 10:30PM. Monday's runs last only from 7AM until 4PM. Motormen and Conductors are on duty for a three hour shift. On a couple of my scheduled trips I wore my authentic Milwaukee Road conductor's uniform. Dad usually runs trolleys in the morning and heads to the steam railroad for the evening trips. Dad presented a slide program on Colorado Narrow Gauge for all interested people in the Midwest Central's South Station during the Reunion. As with the run on June 10, Midwest Electric was limited to four cars this year due to the work on two of our cars. This created long lines at times when people wanted to go to or from their campers in the 60 acre campground (where the trolleys run) or to and from the major attraction on the loop, Log Village. Log Village is a collection

of log homes and buildings from Iowa and volunteers in period dress interpret the area for visitors. The Midwest Central Railroad has two operating steam locomotives to pull their fleet of nearly a dozen passenger carrying cars. The Midwest Central's loop is around the main grounds of the Old Thresher's Reunion. Near the South Station is where the classic steam traction engines are located. As the train rolls around the narrow gauge loop classic tractors of all sizes and makes can be seen along with horses and classic automobiles. At the North Station is a Old West style village which at times includes a train robbery or a bank robbery. This year the weather was near perfect for the reunion. Come and visit next Labor Day weekend!

That is all for this summer in the mid-west for Dad and I. There is still four months left in the year and a vacation yet to

Milwaukee Transit Day at IRM

Story and Photo by Dave Nelson

The Illinois Railway Museum held the first-ever "Milwaukee Transit Day" on October 7, and this was an official Chapter event. In spite of rainy conditions and cold temperatures, it was a very worthwhile day down at Union IL, and there were plenty of familiar faces of Milwaukee railfans on hand - but almost no Chapter members!

In addition to paying a reduced admission price, anyone identifying themselves as a "Milwaukee Transit Fan" was given a special pass which gave them admission to barns normally off limits to the public, where equipment -- some of it TMER&L -- is kept and was open for inspection, with IRM volunteers on hand to explain and educate. An historic old motor coach provided rides to these distant barns, which was helpful during the strong rains. There were rides on a Milwaukee streetcar (No. 972) and trolley bus 441, as well as North Shore cars, CA&E cars, and a Chicago Surface Lines streetcar. Also in operation was TM work car D13 and a TM linecar and trailer. Unfortunately a publicized recreation of a Lakeside (St. Francis) Power Plant coal train became a static display due to a compressor issue on TM L7. When streetcar 972 was taken out on the IRM's main line instead of just the trolley loop, it hit 34 mph according to one rider's GPS. The day began interestingly when two of the Charter Wire passenger cars headed east went through Union on the UP, with UP locomotives on both ends. It was a great day at IRM and many thanks to Chapter member Tom Sharratt for inviting the Chapter to participate. I only wish more Chapter members had taken advantage of this great opportunity. Members have asked for more events and excursions and this one was in our own backyard, so to speak.



Sharing Photos by



Milwaukee
Traction Day
at IRM by
Dave Nelson



Drone Photos
by Mike Yuhas



From the Archives

November 1957 - 60 Years Ago

West Coast News by Richard B. Willis. September schedule changes (continued from last month's "From the Archives"). "The Challenger was once again combined with the City of Los Angeles on September 15. It is to run as a separate train during the Christmas holiday season, from December 12th to January 15th, on its "summer" schedule. The reserved seat charge was removed from the Challenger/City of Los Angeles September 15th, but it is to be resumed October 5th, according to the new UP timetable."

November 1962 - 55 Years Ago

Bob Ferge reports dismal news from the DM&IR, namely that they are scrapping all steam power except for four engines. Yellowstone No. 235 was pulled to Duluth Iron and Metal Co. for the torch on October 12. 2-10-2 No. 514, which was used on a September 2 trip, has already been cut up, as was sister No. 513...ACL is operating an experimental Auto-Train service between Washington, DC, and Miami. Autos will be carried on special flat cars placed behind the sleepers. One-way fare is \$140 plus regular passenger fare.

November 1967 - 50 Years Ago

The Milwaukee Road has petitioned the ICC to discontinue Nos. 9 and 10, the Copper Country Limited, north of Milwaukee effective November 8. The ICC has scheduled hearings on the discontinuance of Nos. 55 and 58 between Chicago and the Twin Cities. Nos. 55 and 58 are scheduled to be discontinued on March 1, 1968....The Milwaukee Road operated football specials to Madison on October 14, 21, 28, and November 18. The round trip fare was \$4.95.

November 1972 - 45 Years Ago

The Milwaukee Road is considering electrification of the gap between the Coast and Rocky Mountain Divisions. Three power companies have proposed constructing the catenary in return for use of the right-of-way for high voltage transmission lines. A decision will be made soon on whether or not to electrify the gap and update the old electrification or tear down the catenary, at least on the Coast Division....Executives of the C&O Railway, which operates coal-fired car ferries, have recently agreed to find ways of eliminating excessive air pollution from the stacks of its three ships, the City of Midland 41, Spartan, and Badger. Although fined \$500 in September for violation of Milwaukee County's air pollution ordinance, no further violations have been noted by the vigilant Milwaukee inspectors.

November 1977 - 40 Years Ago

On September 23 Burlington Northern announced the merger of the St. Louis-San Francisco Railway (Frisco) with the BN....At around 8:00 a.m. on October 27, the Milwaukee Road had a major derailment at Harwood Ave. in Wauwatosa. Train 400 piled up cars near the location of the old depot, with additional hopper cars piled three deep about four blocks west....The Chicago Tribune reports that Amtrak train speeds have been reduced to 50 mph or less on the Milwaukee Road between Chicago and the Twin Cities due to deteriorated track conditions. The Milwaukee Road is attempting to obtain Federal funds for tie replacement.

November 1982 - 35 Years Ago

Wisconsin Chapter member and C&NW Assistant Vice-President and Wisconsin Division Manager Chris Burger received the Wisconsin State Historical Society Local History Award of Merit for bringing to fruition the idea of operating ex-C&NW No. 1385 throughout the state....Track rehabilitation continues on the Wisconsin & Southern in the Ripon and Beaver Dam areas.

November 1987 - 30 Years Ago

The new Chapter publication Wisconsin Rails, a Nostalgic Look at the Railroads of Wisconsin and Upper Michigan is currently at the printer. Author Bob Baker states that the 160 page book will have 260 photos....At 12:01 a.m. on Sunday, October 11, Wisconsin Central, Ltd. took over the Lake States Transportation Division of the Soo Line. This means that the old Soo Line is now the Wisconsin Central and the old Milwaukee Road is now the Soo Line. There are some exceptions, of course.

November 1992 - 25 Years Ago

Ex-C&NW steam engine No. 1385 spent several days on the WSOR in freight service in June. It also powered a series of trips between Granville and Horicon during the July Fourth weekend....The last grade crossing on US 41 between Milwaukee and Green Bay (in Oshkosh) was removed during the week of July 6.

November 1997 - 20 Years Ago

Union Pacific's woes continue as it tries to complete the SP merger. In its Service Recovery Plan UP lists a number of actions to return normal service to the badly congested system. In a related item, UP announced cancellation of all steam trips for the remainder of 1997 account "overwhelming congestion and heavy traffic."...The City of Kenosha announced plans to construct a streetcar line to begin operation in the spring of 2000. The city has purchased six ex-Toronto PCC cars for the line....Amtrak announced that ridership on the Empire Builder has increased since the restoration of daily service west of the Twin Cities.

November 2002 - 15 Years Ago

The Trolley Car 86 of Appleton group has merged with the East Troy Electric Railroad and will move its equipment to East Troy. The first car, Milwaukee Streetcar 846, arrived on September 24....The three ex-Soo Line cars tipped over in the Labor Day tornado at the Ladysmith Visitor Center are scheduled to be righted in the near future....Amtrak announced it would drop its unconditional service guarantee program on November 1, ending the practice of granting free travel vouchers to disgruntled passengers.

November 2007 - 10 Years Ago

WSOR ran its first grain with trackage rights on the Canadian Pacific (ex Milw Road) on October 17th this will allow grain trains originating in Horicon to run straight to Chicago without having to follow the usual WSOR route to Janesville first....Canadian Pacific announced on October 4th it had completed its purchase of the DME/ICE. The railroad will become part of the CP system....The Canadian National has acquired the Elgin Joliet and Eastern. On September 26th the CN said it had reached an agreement with US Steel to acquire the majority of the EJ&E lines. This 300 million dollar deal will help the CN in making train movements through Chicago much easier and fluid.

November 2012 - 5 Years Ago

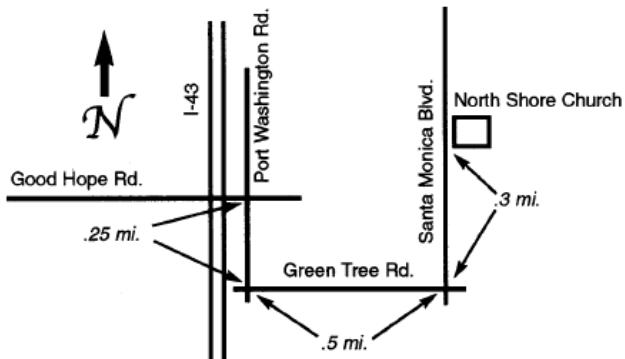
On September 6th Chapter members were welcomed by Talgo to tour the Oregon Talgo train sets. Several chapter members along with a number TRAINS magazine staff. The Wisconsin Train sets were stored inside the building. The Steam Locomotive Heritage Association was scheduled to operate its former Soo Line 2-8-2 No. 1003 on a one day exhibition tour on Nov. 3 in southern Wisconsin. The whistle stop tour, supporting Toys for Tots, will visit six communities, including Milton, Edgerton, Stoughton, McFarland, Madison, and Middleton. In addition to its crew, the train will carry representatives for Toys for Tots and the Marine Corps, University of Wisconsin football players, and even Santa Claus himself. *Editor Note* - Due to mechanical issues the #1003 didn't make the run.

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, Dave Nelson; Vice-President, Keith Schmidt; Secretary, Tom Marcussen, Treasurer, Tom Hoffmann; National Director Tom Hoffmann; Directors, Greg Mross, Mike Yuhas, Ralph McClure, Andrew Roach, Neil and Cathy Wegner and Bob Baker.

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 editors and do not reflect the policies of the Wisconsin Chapter, Inc., NRHS, or of the National Railway Historical Society. Copyright ©2015, Wisconsin Chapter, Inc., NRHS.