

# SPARKS & CINDERS

Wisconsin  
Chapter



National Railway  
Historical Society

Volume 50 Number 5

May, 2000

*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.*

## 50th Anniversary Issue



photo by Russ Porter

**Taking a break** — It's May 23, 1954, and passengers on the Chapter's trip commemorating the 100th anniversary of the first train from Milwaukee to Madison stretch their legs in Madison at the half-way point of the round trip. The train travelled on the Milwaukee Road from Milwaukee to Madison via Janesville, following the same route as the 1854 train.



# SPARKS & CINDERS

## MAY, 2000

### Railfan Calendar

#### WISE Div., NMRA

June 24 Bus trip to Nat'l. Railroad Museum, Green Bay  
For additional information, contact  
Reid Kahrs (414) 355-4706

Sept. 17 TBA

Oct. 15 Midway Motor Lodge

Nov. 11, 12 Trainfest 2000

Dec. 3 Midway Motor Lodge

Meet information: All meets at Best Western Midway Motor  
Lodge/Airport Doors open 12:30 pm,  
Clinics, 1:00 pm, Contest registration until 1:30 pm

#### Historic Rail Tours

May 20 Trip to Rochelle Railroad Park

June 25 Trip to Galesburg Railroad Days

Aug. 5-11 Rocky Mountain Adventure

For additional information on these trips, contact Gerald  
Brettschneider 414-545-0020 or e-mail: lionelman41@aol.com

#### Steam Excursions — Soo 2719

May 20, 21 Chippewa Falls to St. Croix River High Bridge  
and return

Oct. 7, 8 Hixton to East Winona via ex-GB&W line

For additional information on these trips, contact Locomotive &  
Tower Preservation Fund, Ltd., P.O. Box 1266, Eau Claire, WI  
54702. www.2719.com

#### Steam Excursions — Milwaukee Road 261

May 20, 21 Chicago to Galesburg

June 16, 17, 18 Lincoln, Nebraska, to Ashland, Nebraska

Various dates Deadhead moves: Minneapolis-Lincoln, Nebraska;  
Lincoln-Kansas City; Kansas City-Minneapolis;  
Minneapolis-Green Bay and return; Duluth-  
Minneapolis

For additional information on these and other trips, contact  
Friends of the 261, 4322 Lakepoint Court, Shoreview, MN 55126.  
www.261.com

#### Narrow Gauge Steam and Vintage Streetcar Operation

July 1 - 3 Operations on the grounds of the Midwest Old Time  
Threshers, Mt. Pleasant, Iowa. See March, 2000,  
*Sparks & Cinders* for program details.

For additional information contact Overland Chapter - NRHS,  
1412 Twelfth St., Moline, IL 61265

Visit the NRHS National Web Site:  
<http://www.nrhs.com>



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Buckingham Rd., Sturtevant, WI 53177. Send all material for publication to the Editor: Bob Joyce, 2242 N. 107th St., Wauwatosa, WI 53226. ©2000 WC-NRHS



## Wisconsin Chapter Meeting Schedule

June 2

“Southern Republics of the former Soviet Union” — Ed Wilkommen

If you would like to present a program at a Chapter meeting, contact Program Chairman Phil Fritz at 262-886-2467.

### April, 2000, Minutes

## APRIL MEETING GANCELLED DUE TO HEAVY SNOW

### Carl W. Solheim

Long-time Chapter member Carl W. Solheim passed away on Friday, March 31, 2000, at the age of 74. Carl was very active in the Wisconsin Chapter, serving as Chapter President in 1958-59 and 1962-63; editor of *Sparks & Cinders* from July, 1957 to December, 1965, and from January, 1987 to June, 1989; Chapter Librarian for a number of years; and in other Chapter posts. Carl also served as Chairman of the 1961 NRHS National Convention.

Carl was a life-long Milwaukee Road fan and was active in the Milwaukee Road Historical Society. His interests also included antique aircraft (especially Ford Tri-motors), Crosley automobiles, and military vehicles.

Carl was a career teacher with the Milwaukee Public Schools and was audio visual coordinator at several schools where he taught. His love of antiques also encompassed antique audio visual equipment and he amassed a considerable collection of old film projectors and other related equipment which he delighted in operating at railfan slide and movie get-togethers (sometimes with disastrous results).

We express our condolences to Carl's family. He will be missed.

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# NRHS National President Gregory Molloy to Speak at 50th Anniversary Chapter Banquet on Saturday, May 6

## Wisconsin Chapter Marks Half-Century of Railfan Activity

Our Chapter will celebrate its 50th anniversary at the Annual Chapter Banquet on Saturday, May 6. We are honored to have National NRHS President Gregory P. Molloy as our banquet speaker. The Annual Banquet will be held in place of the regular monthly meeting for May. The banquet will be held at the South Woods of Cudahy Restaurant at 5404 S. Pennsylvania Ave, Cudahy. Cocktail hour begins at 6:00 p.m. with the banquet at 7:00 p.m. A map detailing the location of the restaurant was printed in the April issue of *Sparks & Cinders*.

### From the President

This issue of *Sparks & Cinders* marks the 50th Anniversary of the Wisconsin Chapter of the NRHS. From our humble beginnings in 1950, we have grown to become one of the oldest Chapters in the Midwest. A heartfelt thanks to everyone, Chapter member or not, who has helped support our Chapter. Without your help, we could not have achieved this milestone.

Many things have changed in 50 years, but our purpose remains the same: "To gather, preserve and disseminate information, both historic and current, pertaining to railroading in Wisconsin and the upper Midwest." This is even more critical now as many railroads are losing their identities due to mergers, and many towns have lost their railroads due to abandonments. Our challenge for the next 50 years is to keep the spirit of the railroads and railroad towns alive for all of us to enjoy.

Our Chapter has accomplished a great deal in the last 50 years. Numerous excursions have allowed us the opportunity to traverse routes that rarely saw passengers, or to ride behind a gleaming black steam engine. Thanks to the numerous editors of *Sparks & Cinders*, we have been able to read about our history and current events on a regular basis. Many Chapters would love to have a newsletter as informative as ours. Thanks to Bob Baker, we were able to produce *Wisconsin Rails I and II*, two of the best books ever published on the history of railroads in our state. Finally, our participation in events like Midrail, Trainfest and Butler Railroad Days, and the hundreds of slide shows presented at our meetings have provided countless hours of enjoyment for both members and non-members alike. We should all be proud of the contributions our Chapter has made in sharing our interests with others.

Our Chapter, like many others, relies on our members to volunteer their services. This is, and will continue to be, the biggest challenge to our organization. This issue of *Sparks & Centers* would not be possible without the contributions of our members. Therefore, special thanks to Bob Joyce for organizing and editing this special issue of *Sparks &*

*Cinders*. Our Chapter truly appreciates the fine job Bob has done over the years. Thanks also go out to Chuck Porter for the research he did on past Presidents and Editors. Last, but not least, thanks to Jeff Haber for printing and mailing this issue. Without Jeff, our mail boxes would be empty.

I feel fortunate to be President of our Chapter in its 50th year. I have made a lot of friends and learned more than I thought possible. If we share our friendships and knowledge with the next generation, I am certain the next 50 years will be as successful as the first.

Until next time.....



### From the Editor

This 50th Anniversary issue of *Sparks & Cinders* is special for a number of reasons. It is the largest issue of *Sparks & Cinders* ever published, running some 24 pages; it recounts items of Chapter history gathered from a number of sources; and, it is also the first issue to contain color photographs.

Special thanks...To President Greg Mross who enthusiastically encouraged and supported the editor when the project was first proposed...To Russ Porter and Greg Mross who contributed the color photos...To Jim Scribbins who provided many of the historic early photos, convention programs, and newspaper clippings...To Chuck Porter for organizing much of the early historic material...To Tim Zalesak who did the scans of the color slides...To Jerry Hilton for the railroad radio list...To Jeff Haber for overseeing the printing and mailing of this special issue...To all *Sparks & Cinders* contributors.



Bob Joyce  
Editor

# Kenosha Trolleys Get Ready To Roll

On Sunday, April 2, crews began stringing the trolley wire in Kenosha for the first new streetcar system in Wisconsin in decades. The trolley line will connect the Kenosha Metra rail station with a new lakefront development called HarborPark. A segment of the line runs in the center of a boulevard from the courthouse to the lakefront while other parts of the line run along the right-hand side of existing streets.

The \$5 million project began last year with installation of rails and construction of a maintenance and storage car barn.

The five restored trolley cars are expected to arrive in May and following testing, regular service is slated to begin by the end of June. The fare will be \$1, the same as the current bus fare.

# WSOR News

WSOR's first UP ballast train was operated Sunday/Monday April 2 and 3. Job JMA took the train to Rock Springs, setting out WSOR traffic at Madison, then cabbled back to Janesville. A rock train crew went on duty at 5:00 a.m. Monday, cabbled to Rock Springs, loaded, then brought the train to Madison. Power was an SP SD40-2 and UP 2976 (ex-C&NW SD40-2), and 44 cars; 39 of the ballast cars were the UP solar-powered radio-controlled door cars. No word on how frequent the ballast trains will be operated.



Renumbered WSOR SD20 2052 was released from the paint shop in late March, brought to Janesville on the JS where it was promptly put in the roundhouse for a 90-day inspection. This is the former WSOR 2008, one of the ex-IC SD20s. This would be the first to get the standard WSOR simple paint scheme (1848 was ex-2004, it has the Sesquicentennial paint scheme). 2009 is rumored to be the next through the paint shop.

In late March, the first cars of sand for Madison Lycon were loaded and taken to Madison. Cars used are the ex-DMIR ore jennies, renumbered in the WSOR 7000-series. Lycon unloads 14 cars at a time in Madison; 28 were loaded for two full sets. The sand will move at least three or four times a week, depending on how quickly the cars will be cycled.

More jenny news, a good portion of the fleet is going to scrap. They are being shipped to Waupun for scrapping by Samuels. A big group left Madison in late March, mostly the ex-810000-series C&NW ones (most hadn't even been renumbered by WSOR and still carried C&NW initials and numbers). The jennies being retained in service had to go through the car shop at Horicon for work to satisfy the FRA (they have a 50-year exemption as most are over 50 years old).

Two WSOR ballast cars were repainted last month into a gray scheme with big "WISCONSIN & SOUTHERN" lettering, the same as used on the 41000-series gons.

E9 10C is back in Madison after having its HEP rebuilt. All three cab units (10A, 10C, FP7 71A) are stored there now with the excursion passenger car fleet.

Bids are apparently being sought for the work on the roundhouse at Janesville which will reportedly include all new windows, restoration of windows above the stall doors, and a new bathroom/locker room facility at the south end of the interior. The interior will supposedly include a viewing gallery for the public as required by federal funding.

## 1951 Dues

National \$2.50; Chapter \$1.00. S&C subscription to non-members, \$1.00/year; 10¢ a copy.

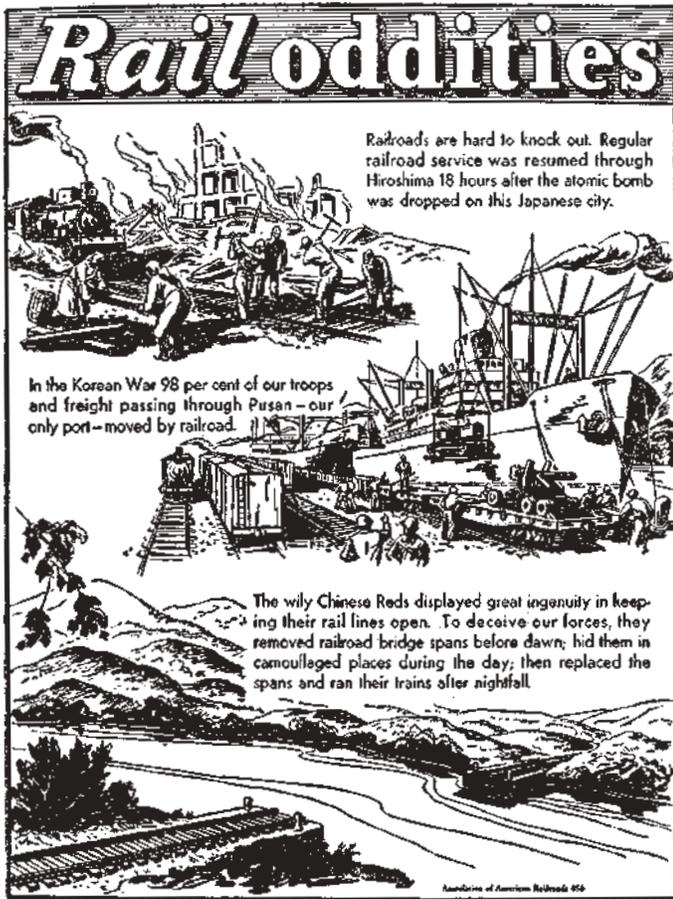
## Caboose on West Bend Sub.



Greg Cochenet reports that the WC Butler Job is now using a caboose while on the West Bend Sub.

Apparently this is because the train must run in reverse back to DBR Jct. from West Bend and the

caboose permits a crew member to have a better view when running in reverse.



Railroads are hard to knock out. Regular railroad service was resumed through Hiroshima 18 hours after the atomic bomb was dropped on this Japanese city.

In the Korean War 98 per cent of our troops and freight passing through Pusan - our only port - moved by railroad.

The wily Chinese Reds displayed great ingenuity in keeping their rail lines open. To deceive our forces, they removed railroad bridge spans before dawn; hid them in camouflaged places during the day; then replaced the spans and ran their trains after nightfall.

## Amtrak Service to Janesville Inaugurated on April 15



Following the lead of the *Kentucky Cardinal*, a daily Chicago-Jeffersonville, Indiana, train launched last December, Amtrak began service Saturday morning, April 15, between Janesville and Chicago.

The train, named the *Lake Country Limited*, will leave Chicago (as train 343) each evening at 8:15 p.m., and arrive in Janesville at 11:05. At first, only one intermediate stop will be made, at Glenview. A future stop at Walworth near the Lake Geneva resort area, is planned. The *Lake Country Limited* will use former Milwaukee Road trackage — that owned by Chicago commuter railroad Metra between Chicago and Fox Lake, Illinois, and Wisconsin-owned track, operated by Wisconsin & Southern and with a maximum speed of 30 mph, between Fox Lake and Janesville. A temporary station has been set up southeast of Janesville, along County Highway O just east of Interstate 90.

Eastbound, the train (as 342) will leave Janesville at 6:00 a.m. Monday-Friday (6:15 on weekends as 344) and arrive in Chicago at 9:20 a.m. (9:05 on weekends). The faster weekend times are the result of fewer Metra commuter trains to meet. The train will carry two reserved-seat coaches plus express. Having the coaches reserved allows Amtrak to control crew costs, because by contract, on-board crew size varies with the passenger load.

— Trains OnLine News Wire, courtesy of Kalmbach Publishing Co.

*Reports indicate that the temporary station facilities in rural Janesville are somewhat Spartan — ed.*

## Former Soo Line Depot in Ashland Damaged by Fire

The historic 1887 former Soo Line depot building in Ashland sustained \$4 to \$5 million damage by fire on Saturday, April 2. Although the Ashland Fire Department does not formally use the “alarm” system of rating a fire’s severity, Fire Captain Grahek estimated that five alarms were sounded. Assistance was called from the Washburn, Mason, and Bad River Fire Departments.



Because the damage totaled over \$1 million, the federal Bureau of Alcohol, Tobacco, and Firearms joined the State Fire Marshal in the investigation.

The fire apparently started in the Railyard Pub when workers started the deep fat fryer and they left it unattended.

The building also housed the Blue Cross and Blue Shield Insurance office, The Depot Restaurant, and the South Shore Brewery. The Pub and Blue Cross offices were the most severely damaged.

The building’s owners have indicated that they intend to rebuild.

— information from Ashland *Daily Press*

## Last Hurrah

Milwaukee Road Class F3s Pacific #171 which powered the fantrip on May 23, 1954, celebrating the 100th anniversary of the first train from Milwaukee to Madison (see front cover and page 8) went out in grand style. This was probably one of its last, if not the last, revenue runs. It was removed from the roster exactly two months later on July 23, 1954.



## Wisconsin Chapter at 50 — Some Thoughts

As this local organization marks its 50th anniversary I’d have to say that it’s been a fun ride for the 25 years I’ve been a member. For those pioneers of the group in 1950, steam was being pushed aside, passenger trains were soon to start their decline and traction in the area was down to the final phases before the North Shore would pass on in a little over a decade.

At the time I joined in 1973, Fs and Geeps still ruled a lot of trains, the 40 foot boxcar still received class repairs and fresh paint, passenger service was a potpourri of equipment under the Amtrak flag and, yes, traction could be found at East Troy, which brings us to 2000. Is this a dead hobby? At times one feels it as youngsters are more interested in video games, extreme sports, and computer related hobbies. Let’s face it, even a look at the meetings



shows us getting older (I know my gray hair gives it away) with fewer young members joining. Those members with younger sons (and daughters) can be an influence in making them hobby enthusiasts, but don’t force it down their throats. Perhaps some of the games available on computer (dispatching, etc.) as well as the Steamtown Summer Camp may be a way to steer younger ones into the hobby.

From the time I became a member it’s felt like a large family. I’ve learned some photo tips, enjoyed many a show, listened to tales of the “golden days” and met new travel partners. Would I do it all over again? Sure! There’s just something about that train that draws me trackside. So next time you see someone who might have even just a small interest in the railroad hobby don’t forget to talk up the group! — Paul Bergen

## Bergen's Siding

by Paul Bergen

One of my favorite cab rides occurred back in the early 1990s when a friend of mine was doing an article on the Green Bay & Western for *Railway Age*. It was mid-January and the ride up to the namesake city was made in freezing drizzle which gave way to heavier snow whipped up by 25 mph westerly winds. The day was spent at the company offices off Highway 41 and later in the shops, one of those mystical places that was dimly lit and with the perennial oil and exhaust smell lingering in the air. By late afternoon, a small second shift was still laboring, a hiss from a steam pipe, the static-type buzz from welding and the occasional loud sound of pounding from a hammer rang through the hallowed halls of Norwood. The daily westbound for Winona was called for 6:00 p.m. so we beat a quick retreat to the motel for a nap.

My fellow writer (who shall remain nameless) thought the warm quilt and turned up heat felt just fine was ready to shrug this off but I insisted long and hard enough that the motel would wait until later. Slipping and sliding down the streets to the yard office I was questioning this move myself, but once I saw the crossbucks I knew it would be worth it. While the yard office was of mid-1960s metal construction, it still had a "homey" feeling to it, neat and orderly with the dispatcher's office, general crew quarters, and room for the paper work. I recall one clerk quickly typing up some last minute waybills for the crew as some cars from one of the local paper mills had just arrived off a transfer run and could still make this train and be on their way to the BN interchange. The seniority board for the trainmen was also visible, neatly typed and not all that many people listed (some near the bottom were marked laid off due to the soft economy) but I did appreciate two engineers whose seniority date was prior to my birth date in 1957.

From down in the yard the muffled Alco exhaust revealed a C424/DL640/RS3m consist coming up to the office so the crew was told to stop and let us on. With an official in the lead unit plus my friend and the crew, I was to ride the RS3 with a dead-heading brakeman. With a lantern and thermos he swung his grip on the top step and climbed aboard with me close behind. What with the cold winds, the radiator louvers snapped shut as I walked by, my shoulder brushing off thin icicles forming on the hood. Once settled in, the brakeman did his part to keep out the snow by putting duct tape over the door lock and around a bit of the rusted window frame in the door. "Never leave the terminal without it" he mused as he put some chicken wrapped in foil on the cab heater. Within minutes the cab smelled like Sunday dinner as the trio of units put together four tracks worth of train and then started the final air test. A dimmed headlight and glowing Pyle yellow beacon light

revealed the transfer run putting its caboose away and getting ready to tuck the unit away inside the warm and friendly confines of the roundhouse.

Finally, a little after 7:30 p.m. the survivors from Schenectady put their tractive effort into the train and we rolled past the cars now backed up several deep at all the crossings (something I'm sure the neighbors don't miss — the make-up and break-up noise and traffic jams Norwood caused) and gradually slid out of the big city. Black Creek and Shiocton swirled away into the darkness as we plowed westward at 40 mph, the home and store lights a mix of red, blue, and green with the horn barely audible headed into the wind. The RS3 ran decently but the wind sucked the heat out of the cab within the first five miles and the little starry diamonds of snow managed to blow in at every crack in the window weatherstripping. Most unique had to be the click-click-clunk of the relays inside the "Danger 600 volts" electrical cabinet. No AC traction here, this was pure Post-WWII technology that had paid for itself several times over.

All too soon New London was approaching and we would have to change trains here. As we crossed over to the other side of the grade crossing to wait for the eastbound I sure hoped they remembered to look for us but all fears were erased as the C424 set rolled to a perfect stop to pick up two human snowmen. The trip east seemed to go much faster, the snow was diminishing but the highways were eerily quiet, just the headlight cutting into the snowscape and occasional farms were in view. Alas, the 1940s signal box at the MILW (E&LS) crossing in Green Bay kept displaying a defiant red signal so the brakeman had to trudge through the knee deep white stuff muttering about having to leave the warmth (at least he was luckier than the mechanic who had to crawl under the DL640 before we left to check on a traction motor) for this mechanical malfunction. Soon the errant signal winked a bright green and we rolled into Norwood about 11:30 p.m. Luckily the yard crew had shoveled and salted the switches for our arrival so the mood in the cab became happier. Two tracks held our thirty or so cars and the units were quickly lined up to be run inside after servicing. We walked away with a fantastic experience chalked up. I don't have a single photo of the ride, just great memories and knowing that it can't be done in quite the same fashion. In memory of Glenn Gervais, GB&W Trainmaster. Thanks...

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**Thanks...** to Paul Bergen, Phil Borleske, Greg Cochenet, Jerry Hilton, Dave Ingles, Greg Mross, Chuck Porter, Russ Porter, Jim Scribbins, Jim Yanke, and Tim Zalesak for their contributions to this 50th Anniversary edition of *Sparks & Cinders*.

Thanks to Jeff Haber for printing and mailing.

Thanks to John Mullins and the staff at Econo-Print Brookfield for their assistance in printing the largest issue of *Sparks & Cinders* ever published.

## Milwaukee Road Capital Improvements — 1950 Style

Here are some items from the Milwaukee Road 1950 Budget Book listing proposed capital improvement items. The capital improvement budget for 1950 was \$11,391,000 (including \$1,853,000 carried over from 1949).

Among the items of local interest were:

Purchase of 9-1000 hp diesel road switchers; 3-4500 hp freight diesel locos (these were carried over from 1949), 6-4500 hp diesel freight locos, 6-4500 hp diesel passenger locos, 10-1000 hp diesel switchers. Total cost \$9,300,000.

Other items were:

- 8 miles of new 132# rail, Oakwood-Stowell
- Construction of 4-stall 84' x 435' masonry diesel house at Bensenville.
- Construct new phone and printer lines Chicago-Milwaukee-Minneapolis (the existing lines were overloaded, including by superimposed Morse telegraph circuits and were subject to interference in bad weather).
- Improve drainage at Cut Off (near Falk Corp.)
- Install automatic crossing gates at Rockland Rd., Rondout (replacing pneumatic gates and round-the-clock gate tenders).
- Construct 200 ft. spur (at shipper's expense) to serve Gunther Lannon Stone Co., Lannon. Estimated 75 carloads annually.
- Construct two storage tracks and 1700' runaround track near Froedtert Grain & Malt Co. plant on Menomonee Valley Belt Line (jointly w/C&NW).
- Construct 3000' storage track between E. Johnson St. and Commercial Ave., Madison, on Portage Line for storage of empty refrigerator cars for Oscar Meyer loading.
- Install 20 ton truck scale along sugar beet loading platform at Willow (1-1/4 mi. east of Sturtevant) "to retain our present business at this highly competitive point."
- Purchase 5-1/2 acres of land paralleling Cement Line on Chestnut St. (Beer) Line for additional track-age due to increase in beer brewing capacity and industrial development.
- Install electric lock on main line hand-operated crossover 1/2 mi. east of Watertown depot.
- Install CTC (controlled by La Crosse dispatcher) on single track between Raymore and Tunnel City, eliminating 2nd and 3rd shift and weekend operators at Tunnel City.
- Install dragging equipment detectors at Rondout and on westward track east of KK Drawbridge.
- Install 3-position approach signal at Silver Spring Rd. replacing present inoperative approach signal on Milwaukee Div. Third Dist., at North Milwaukee, affording better train protection and information.



- Install telephone dispatching circuit between Milwaukee and Green Bay replacing present Morse telegraph system.
- Purchase and apply headlights, generators, and tail lights to 28 heavy duty and 51 section and inspection track motor cars to satisfy new Wisconsin law, effective July 1, 1950, requiring track car operators to have headlights lit after dark.
- Install 240' of Cyclone Safeguard fencing just east of Milwaukee Everett St. depot to control pedestrian traffic and discourage passengers from boarding trains without first going through depot building and gates.
- Install indoor toilets to replace wooden outhouses at DeForest and Random Lake to satisfy Wisconsin regulators.
- Remove 28' x 20' portion of deteriorated Union Grove depot and repair remainder.
- Replace present worn out 40' wooden flood light tower with new 90' tower at east end Muskego Yard.
- Install two standard hog watering stand-pipes, east of Cut Off and at 39th St. on the West Allis line, to cut down on the time required for watering livestock (to cool animals) in transit in hot weather.
- Construct 23' x 38' two story crew welfare and lunch room building near Miller Brewery for brewery switch crews.
- Install heavy duty "Red Devil" coaling devices for steam locos, replacing obsolete 45 ton wooden coalers at Lone Rock and Whitewater.
- Convert parlor cars *Ishkoodah* and *Minnewawa* and Beaver Tail parlor cars *Wenonah* and *Nokomis* to coaches (conversion was completed in 1953-54) and baggage-tap cars 154, 155, and 156 to straight express cars.

— compiled by Phil Borleske

## 1955 National Convention Treasurer's Report

Here is a summary of the Treasurer's Report for the 1955 NRHS National Convention in Milwaukee as printed in the October, 1955, edition of *Sparks & Cinders*.

Income		Expenses	
Ticket sales	\$3756.20	RR tickets	\$2350.09
Concessions	114.15	Postage, banquet	
Caps-Badges	14.50		1487.43
<b>Total</b>	<b>\$3884.85</b>		<b>\$3837.52</b>
<b>Profit \$47.33</b>			

Passengers carried per trip			
Street car	81	Banquet	144
Car Ferry	38	C&NW trip	301*
Sightseeing	18	North Shore trip	134*
*public invited on these trips			

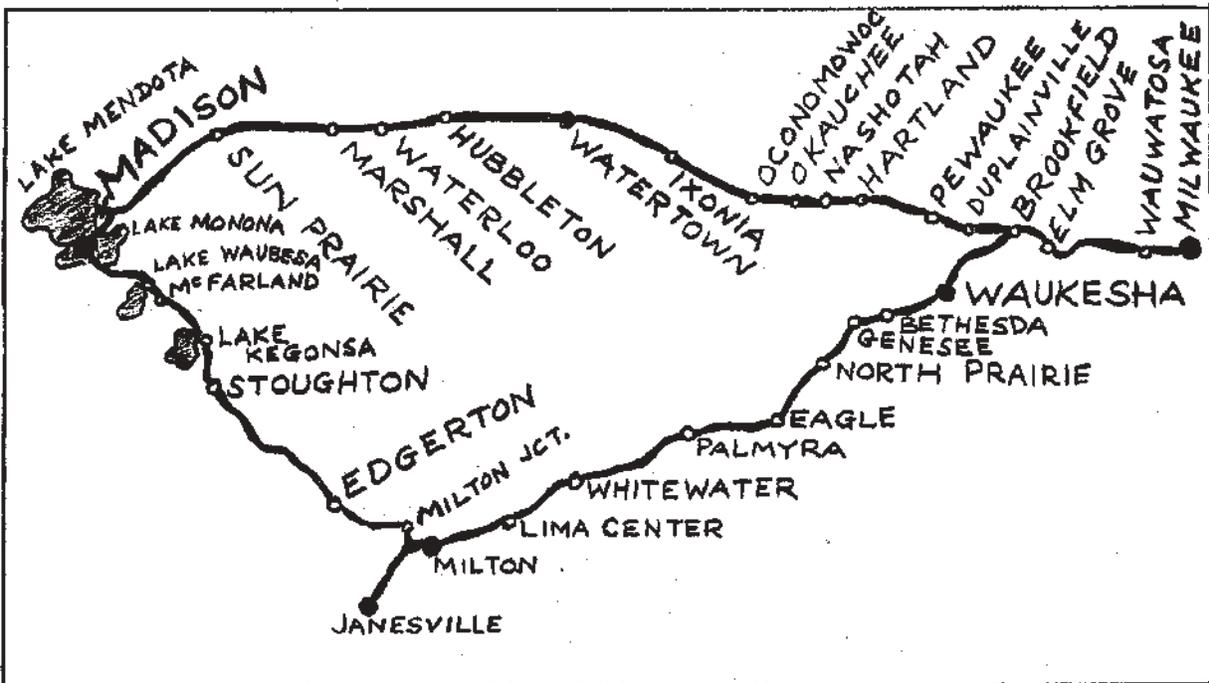
Total registered = 146

# Wisconsin Chapter Scrapbook



photo by Paul Prescott

**Over the waves** — Milwaukee Road Passenger Extra 171 West poses on the Lake Monona causeway in Madison during the Chapter's May 23, 1954, fantrip celebrating the 100th anniversary of the first train between Milwaukee and Madison on the Milwaukee & Mississippi Railroad.



Route of the Centennial trip on May 23, 1954 (from the trip handout)

# Railway Historical Special

## TIME TABLE

Effective May 23, 1954, only, at 9:15 A.M. C.S.T.

MUSEUMS GROUP - WISCONSIN CENTENNIAL, INC.  
 MILWAUKEE COUNTY HISTORICAL SOCIETY  
 MILWAUKEE CHAPTER - NATIONAL RAILWAY HISTORICAL SOCIETY  
 THE MILWAUKEE ROAD



Commemorating the one-hundredth anniversary of the first passenger train between Milwaukee and Madison over the original line of the Milwaukee and Mississippi Railroad Company

### CHRONOLOGY OF IMPORTANT DATES RELATING TO THIS TRIP

- 1847 Milwaukee and Waukesha Railroad Co. incorporated.
- 1850 Milwaukee-Wauwatosa-Elm Grove line opened; name changed to Milwaukee & Mississippi R.R.
- 1851 Line extended from Elm Grove to Waukesha.
- 1852 Waukesha - Milton portion opened.
- 1853 Milton Jct. - Janesville and Milton - Stoughton sections finished.
- 1854 May 23: First train between Milwaukee and Madison -- exactly 100 years ago today.  
 May 29: Regular service begins. (see schedule at right)  
 \* \* \* \*
- 1851 Milwaukee and Watertown Railroad Co. incorporated.
- 1855 Brookfield - Watertown portion opened.
- 1857 Watertown - Sun Prairie line built by Wat'n & Madison RR.
- 1869 Sun Prairie-Madison line completed (Milw.& St. Paul Ry.)  
 \* \* \* \*
- 1874 Chicago, Milwaukee and St. Paul Ry. Co. incorporated.
- 1927 Name changed to Chicago, Milwaukee, St. Paul & Pacific.
- 1951 Milwaukee-Waukesha-Janesville passenger service discontinued.

### TRANSPORTATION.

#### Milwaukee & Mississippi Railroad.

Now in operation from Milwaukee to Madison, about 100 Miles.

#### 18 Summer Arrangement. 54.

ON AND AFTER MONDAY, MAY 30th, THE TRAINS will run as follows, (Sundays excepted)--

##### GOING WESTWARD.

A Passenger Train will leave Milwaukee at 7:30 A. M.--arrive at Janesville at 11 A. M.--at Madison, the Capital of the State, at 12:00 P. M.

A PASSENGER TRAIN will also leave Milwaukee at 3:15 P. M., on the arrival of the Boat from Chicago, and arrive at Janesville and Madison the same evening.

##### GOING EASTWARD.

A PASSENGER TRAIN will leave Madison, for the present at 3 A. M., and Janesville at 5:00 A. M. and arrive in Milwaukee at 8:30 A. M., in time for the Morning Boat for Chicago.

A PASSENGER TRAIN will also leave Madison at 1:30 P. M., and Janesville at 3:30 P. M., and arrive at Milwaukee at 7 P. M., in time to connect with the Evening Boat for Chicago, which will commence running on or before June 10th.

**FREIGHT TRAINS** run each way every day, the Entire Length of the Road.

Stages run in connection with the Cars, to and from the Forest House and Whitewater to Watertown, Fort Winnebago, Fond du Lac, Beaver Dam, Horicon, Waupun, and Berlin.

Also from Janesville and Madison to Sauk, Baraboo, Dodgeville, Mineral Point, Florence, Galena and Dubuque, and to various other portions of the State.

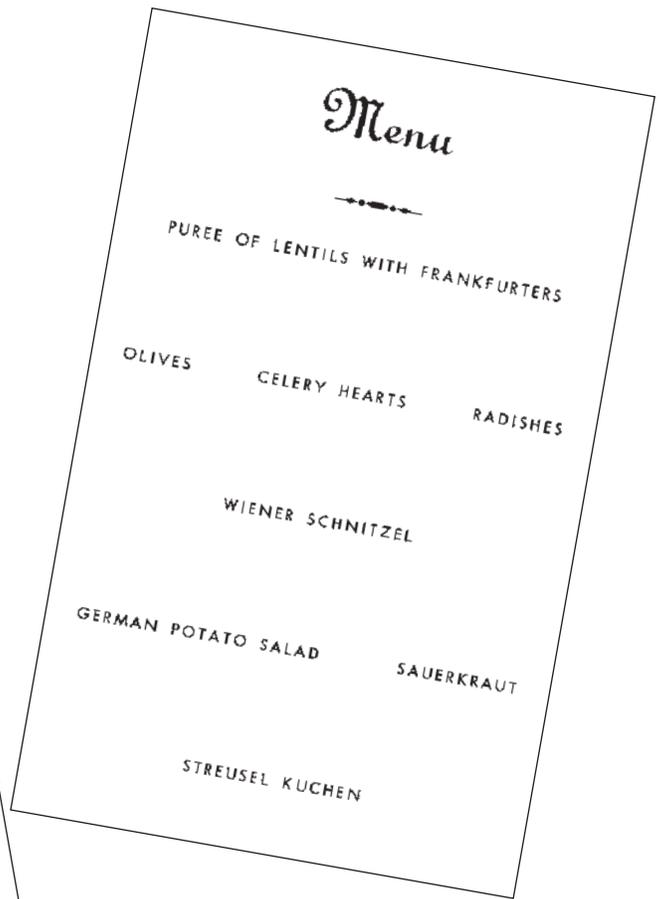
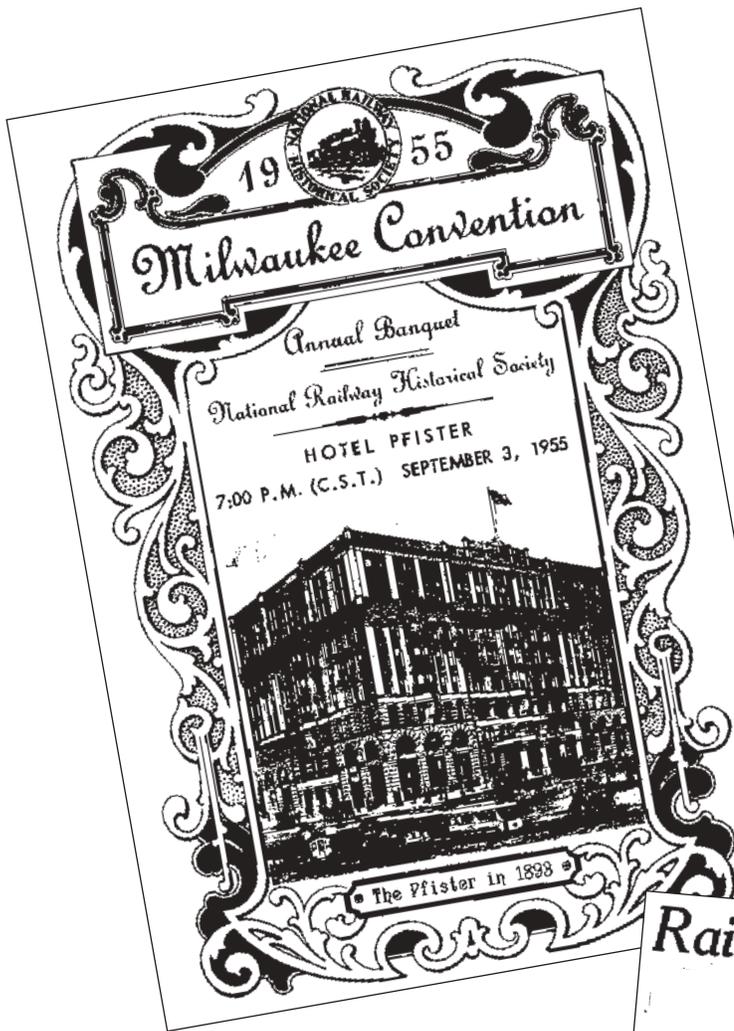
Passengers are ticketed to and from Madison to Chicago at \$3.00, and to and from Janesville to Chicago at \$2.00.

N. B. The price from Milwaukee to all Eastern points is the same as from Chicago, which makes the Milwaukee route the cheapest by several dollars.

EDWARD M. BRODHEAD,

Supt. and Engineer.

ORIGINAL SCHEDULE IN MILWAUKEE SENTINEL  
 (COURTESY MILWAUKEE PUBLIC LIBRARY)



## Railway Society Reminisces Over Days of Iron Horse

About 150 members of the National Railway Historical society began their annual round trip into the past here Saturday.

It was both rewarding and disheartening.

The railroad hobbyists, representing at least 10 states, gleamed when they saw a handsome eight wheel drive steam locomotive at the Milwaukee road's 35th st. yards. They winced when a powerful new diesel lumbered by.

They nodded with nostalgia when shown the old tracks where the electric interurban cars ran to Hales Corners and other suburbs. They stared glumly when told that rubber tired buses now carry most of the commuters.

The society, founded 20 years ago, is dedicated to preserving the traditions of railroading. Diesels and trackless trolleys, they feel, are ending its romantic area. Most major railroads now are almost entirely converted to diesels, and streetcar lines are dying one by one.

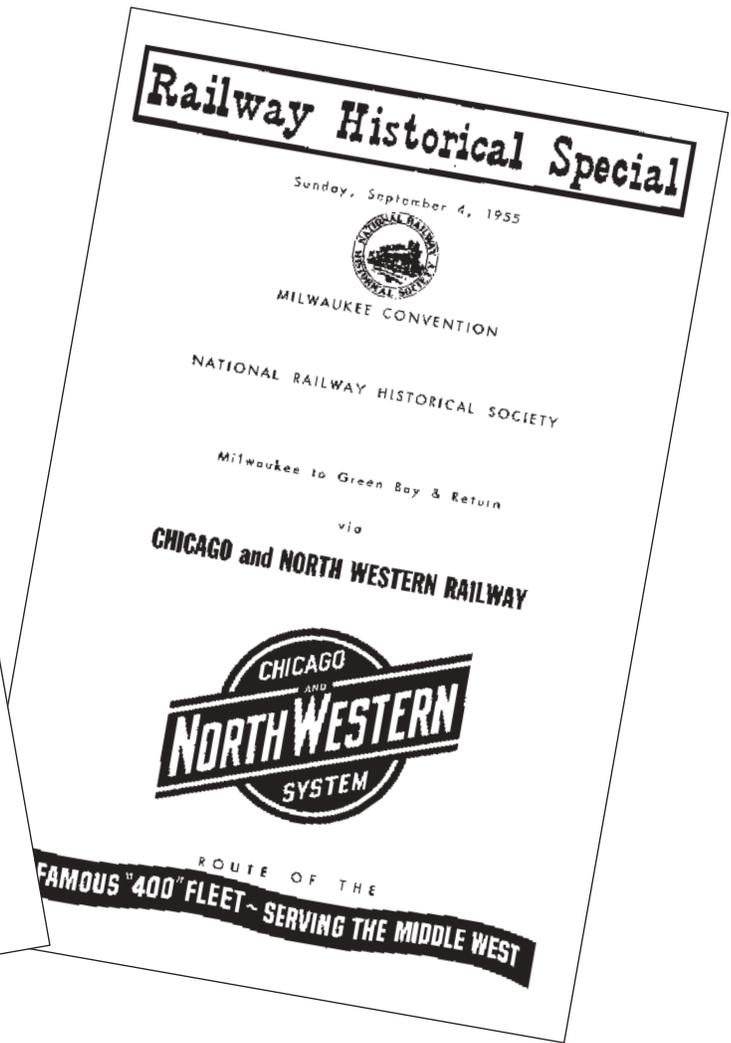
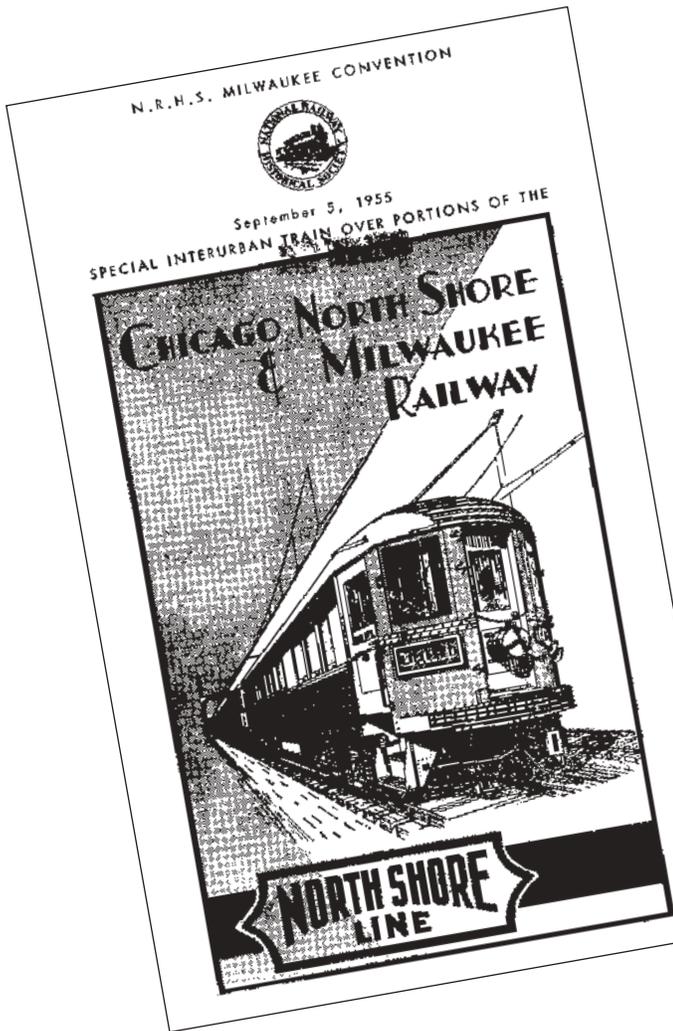
"Diesels do an efficient job," admitted A. C. Kalmbach, 7845 Mary Ellen pl., Wauwatosa, publisher of "Trains," a national railroad magazine, "but they don't have the color, they don't show their power the way the steam locomotives did. And, well. . . ."

He did not finish the sentence. Kalmbach spoke at the group's annual dinner Saturday night at the Pfister hotel. In the invocation, the Rev. Alexander Hamilton of the Boston chapter completed his thoughts.

"Oh, Lord," he prayed, "guide us as we share in the changes in progress. Keep us from prejudice and ill will. . . ."

Earlier, some of the group visited the Grand Trunk road's car ferry slip at 1984 S. Allis st., where as many as 30 railroad cars are loaded onto a Lake Michigan steamer for the trip to Ludington, Mich. Others took a streetcar tour (there are only three routes left in Milwaukee).

Sunday they were to board a special North Western road train for Green Bay and return over a special route, including the road's oldest tracks, freight lines and historic bridges. Monday the amateur railroaders will travel south on the North Shore line's electric route for visits to the interurban line's shops at Mundelein, Ill., and the museum of the Illinois Electrical Railway society at North Chicago.



Jim Yanke collection

**Rare sight** — C&NW GP7 #1547 powers the NRHS Convention Special leaving Milwaukee on September 4, 1955, for a Sheboygan-Green Bay-Fond du Lac-Milwaukee trip. This was the first appearance of bi-level coaches on the C&NW in Wisconsin. Steam was used Fond du Lac-Milwaukee.

NATIONAL RAILWAY HISTORICAL SOCIETY

Milwaukee, Wisconsin - September 5, 1955



Fantrip on North Shore Line at 1955 NRHS Convention, Sept. 5, 1955

PAGE 10, PART 4

*Milwaukee Sentinel - Sept 5*

## Railroad Fans Take Historic Trip Upstate



Observant lakefront visitors Sunday evening caught the rare sight of a steam engine puffing into the North Western depot and hauling two double deck passenger cars not seen before in this area.

The special train was loaded with over 300 railway fans, all of whom are attending the National Railway Historical Society convention here in the Pfister Hotel. The fans left Milwaukee Sunday morning for a 277 mile ride to Green Bay and back again.

Railway fans were en-

thusiastic about the new passenger cars, used for commuter service in the Chicago suburbs. Each of these air-conditioned cars has a capacity of 169 passengers, about a third of whom ride the upper deck for a fine view of the countryside.

The train made a special circle route, going north through Port Washington, Sheboygan and Manitowoc to Green Bay, then down the Fox River Valley through Appleton, Neenah, Oshkosh, Fond du Lac, Burnett, Minnesota Junction

and Clyman Junction to Milwaukee.

At Fond du Lac, the diesel engine was replaced with a steam engine, specially put in service for the railway fans. Between Fond du Lac and Clyman Junction, the train used the oldest section of North Western tracks in the state, now traveled only by freight trains.

Another train ride is scheduled Monday for the railway fans, here from all parts of the country. This will be a North Shore Line tour.



# Rail Fans Take Last Ride on Old Orange Coaches

Journal Special Correspondence

Beaver Dam, Wis.—A special "fall foliage" railroad excursion Sunday attracted 204 persons. It was advertised as the last trip on the Milwaukee road with coaches painted orange and maroon.

The train left Milwaukee at 10:30 a.m. for the 144 mile trip to Fox Lake (Dodge county) and back. Some six stops were made so railroad hobbyists could photograph the train and the autumn hillsides.

In Beaver Dam, the excursion stopped at the old depot, now a museum run by the Dodge County Historical society, and at Fox Lake school buses took travelers for a tour which included a visit to a carillon tower. The museum had on display railroad articles collected by Virgil Jackson, museum director. The depot, built in 1882, has housed the museum for about four years.

The excursion was routed over the original main line of the La Crosse Milwaukee railroad. The line, constructed to Fox Lake Junction in 1856, now

has freight service. The last regular passenger train from Milwaukee to Horicon was discontinued in March.

The Wisconsin chapter of the National Railway Historical society sponsored the special train. Aboard were 50 to 60 rail fans, another 50 to 60 members of the museums group of the Wisconsin centennial (a travel group organized in 1948), and others interested in the ride.

Four of the coaches used on the trip were built for the original Hiawathas, which went into service in 1935. Next month they will be repainted yellow and gray, with a reflective strip. The color change has been taking place gradually since 1955, when the Milwaukee road began operating west coast passenger trains in an arrangement with the Union Pacific and Southern Pacific. The fifth and last coach on the train was a suburban coach from the Chicago area. It was included because its windows could be opened. The train was headed by a general purpose diesel.

Newspaper clipping about October 12, 1958, trip to Fox Lake on Milwaukee Road

# C&NW Sets Train Trip To Baraboo

An excursion from Milwaukee to Baraboo and the Circus World Museum via the Chicago and North Western Railway will be held Sunday, Oct. 16, by the Wisconsin Chapter of the National Railway Historical Society.

Railway fans will find the excursion the only opportunity to ride a C & N W passenger train over 80 miles of line between Milwaukee and Madison now used only by freight trains. The route passes Lapham Peak, over Wales Hill to Madison, past Lake Wisconsin, through the Baraboo Hills and along the shore of Devil's Lake.

The train will leave the lakefront about 10 a.m. and stop at the C & N W West Allis and Waukesha stations in both directions. Duration of the trip will be about nine hours.

Further information on the excursion, billed as a "fall color train excursion," is available from Herb Danneman, 1628 W. Wisconsin Av.

Newspaper clipping about October 16, 1960, trip to Baraboo on C&NW

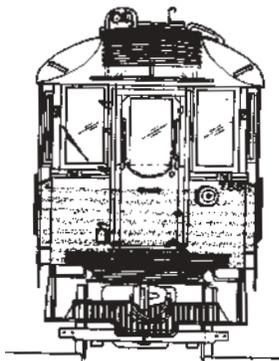
# State Railway Historical Plan Outing Oct. 11

The Wisconsin Chapter of the National Railway Historical Society will take the North Shore for an all-day outing on Sunday, Oct. 11.

The special railfan train will make a speed run to Evanston, then return to Milwaukee with a detour route over the Lake Bluff-Mundelein branch line. Stops will be made for fans to take photographs and for an inspection of the Pettibone yard near North Chicago.

The North Shore is only one of two interurban lines left north of the Elgo Grande. The lines has petitioned to end its service. Details of the trip may be obtained from Gilbert F. Ziemann, 1016 S. 64th St., West Allis.

Newspaper clipping about October 11, 1959, trip on North Shore Line





**Well-dressed fans** — Celebrating Wisconsin Chapter's 10th Anniversary on April 30, 1960, this group of nattily-attired fans is awaiting the 2:00 pm North Shore Line departure. Left to right, Clayton Tinkham, Topeka Chapter; Carl Solheim; E. Lewis Pardee, President NRHS; Bob Manross, Charlie Able, CB&Q Passenger Dept.; Unidentified Iowa Chapter member; V. Allan Vaughan, Iowa Chapter; front, Jim Scribbins.



**Hamming it up** for the *Journal* photographer are (standing) Jim Scribbins (left), E. Lewis Pardee, President, NRHS, (seated) Charlie Able, CB&Q Passenger Dept. (left) and Clayton Tinkham, Topeka Chapter. The photo was taken for a newspaper article about the Chapter's 10th Anniversary Banquet, April 30, 1960.

Chicago Convention  
1961

Annual Banquet

National Railway Historical Society



CRYSTAL BALLROOM  
SHERATON-BLACKSTONE HOTEL

SATURDAY SEPT

7:30 P.M.

**Program**

WELCOME ----- CARL SOLHEIM  
*Convention Chairman*

INVOCATION ----- REV. ALEXANDER HAMILTON  
*National Chaplain*

TOASTMASTER ----- RALPH L. COOPER

SPEAKERS:

E. G. HOOPER ----- *Chairman of the Board*  
National Railway Historical Society

V. M. BUSHMAN ----- *President*  
Ahnapee & Western Railway

E. L. PARDEE ----- *President*  
National Railway Historical Society

INTRODUCTION OF OFFICERS AND GUESTS

COLOR MOVIES AND SLIDES

PRESENTED BY  
THE RAILROAD CLUB OF CHICAGO

NATIONAL RAILWAY HISTORICAL SOCIETY

1961 CONVENTION

YOUR HOST

THE WISCONSIN CHAPTER

\* \* \* \* \*

CONVENTION COMMITTEE

CARL SOLHEIM ----- *Convention Chairman*

JAMES R. SCRIBBINS ----- *President, Wisconsin Chapter*

HERBERT DANNEMAN ----- *Convention Treasurer*

CHARLES KRAATZ  
KEVIN MUGRIDGE  
WILLIAM SURDYK

ROBERT L. MANROSS  
THEODORE R. NORCUTT  
CLAYTON C. TINKHAM

1961 NRHS National  
Convention, Chicago,  
Sept. 2, 3, 4, 1961,  
hosted by  
Wisconsin Chapter

**THIS IS YOUR INVITATION  
TO ATTEND THE  
1961 CONVENTION OF THE  
NATIONAL RAILWAY  
HISTORICAL SOCIETY  
AT CHICAGO, ILLINOIS  
LABOR DAY WEEKEND  
SEPTEMBER 2, 3 & 4, 1961**



*Jim Scribbins Photo*  
Grand Trunk Western train No. 20 "The Maple Leaf" out of Dearborn Station, August 13, 1955 behind engine 6320.

**FEATURING**

Not one, but two steam trains . . . High-speed interurbans . . .  
The railroad center of America . . . The fertile midwestern farm-  
lands . . . The broad Mississippi . . . Majestic Lake Michigan . . .  
Dome Chair Cars . . . Solarium observation lounge car . . .

**CONVENTION HEADQUARTERS**

The Sheraton-Blackstone Hotel, on the shore of Lake Michigan

Convention flyer for 1961  
NRHS National Convention

**TRIP NO. 1 —  
GRAND TRUNK WESTERN TRIP TO  
SOUTH BEND AND RETURN  
10:00 a.m. to 6:00 p.m.  
powered by GTW 6323 (4-8-4)  
Fare: \$9.50**

**TRIP NO. 2 —  
BURLINGTON ROUTE TRIP TO  
DUBUQUE, IOWA, AND RETURN  
9:15 a.m. to 7:30 p.m.  
powered by CB&Q 5632 (4-8-4)  
Fare: \$13.50**

**TRIP NO. 3 —  
CHICAGO SOUTH SHORE & SOUTH  
BEND TO MICHIGAN CITY AND  
RETURN  
8:00 a.m. to 2:00 p.m.  
Fare: \$4.50**



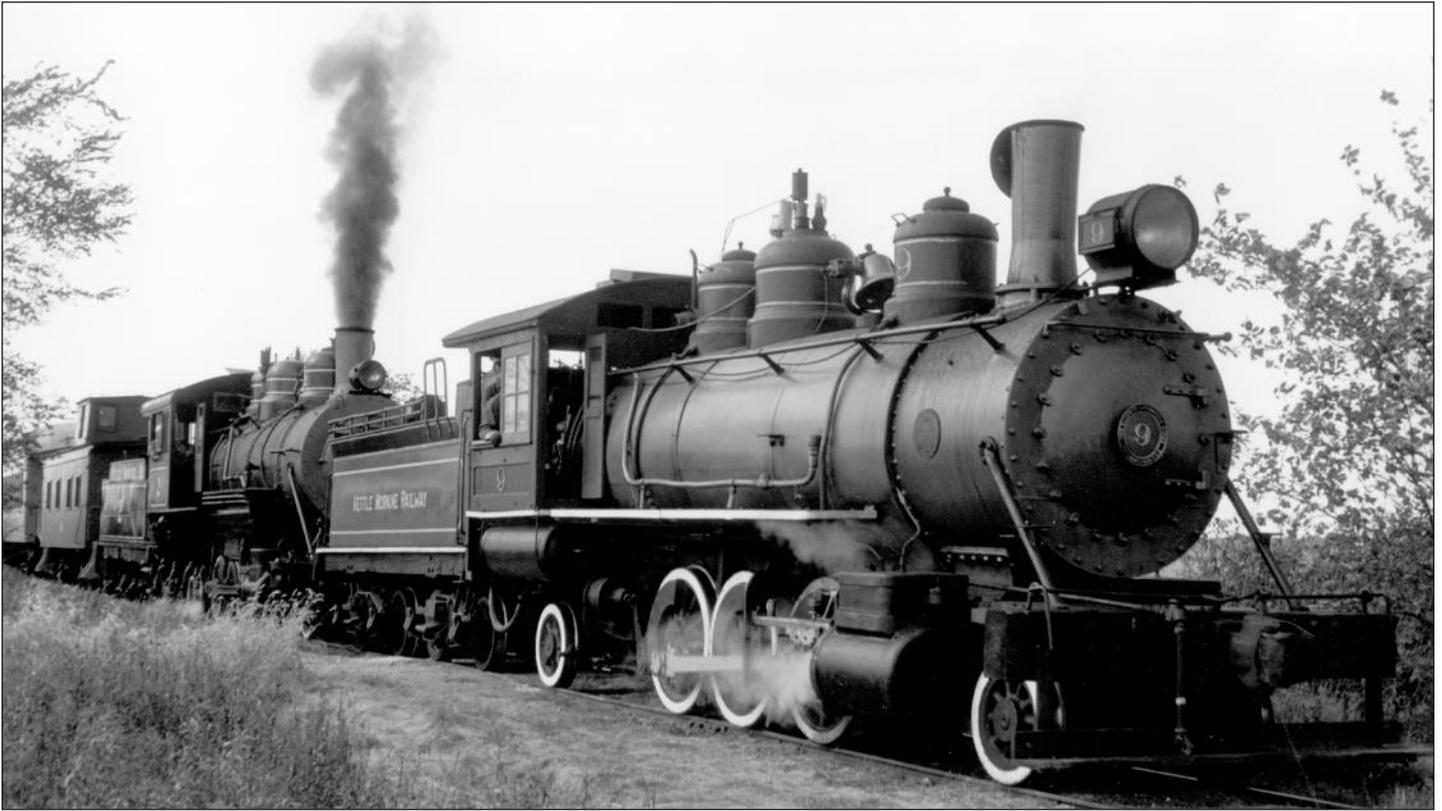


photo by Bob Joyce

**Double header** — The entire active steam roster of the Kettle Moraine Scenic Railway at North Lake is fired up to power a special excursion train for Mid-Rail '74 on October 5, 1974. Other sites visited during the event were the Milwaukee Solvay Coke Co.'s electric operation and the Milwaukee Road Shops and Diesel House where SD-10 rebuilds were under way.



photo by Greg Mross

**Going Home** — Wisconsin & Southern 10C heads up the Chapter excursion train on September 25, 1999, as it departs Oshkosh for a return to North Milwaukee via Horicon. This trip covered ex-Milwaukee Road trackage, some of which had not seen passenger service in decades.

## From the Archives

### May, 1950 — 50 Years Ago

The newly-organized Milwaukee Chapter — NRHS is planning its first fantrip. It will be a special trip on the SpeedRail system (formerly The Milwaukee Electric Lines) on May 7.

### May, 1955 — 45 Years Ago

GRANDEST EVENT FOR RAILFANS IN 1955 — NRHS Convention in Milwaukee, Wis., Sept. 3, 4, 5. Three big days and nights, with meetings, banquet, field trips, inspection tours and other activities. Visit old friends; meet new ones; learn what's new in railroad circles.

### May, 1960 — 40 Years Ago

The Wisconsin Chapter celebrated its 10th Anniversary with its Annual Banquet on April 30. Among the guests was NRHS President E. Lewis Pardee.

### May, 1965 — 35 Years Ago

The Burlington, Milwaukee & North Western — Monday, April 12, saw the temporary end of service along the River Division of the CMStP&P. The last passenger train between La Crosse and St. Paul was #3, *The Afternoon Hiawatha*, of Sunday. The detour route for the Milwaukee Road has been via the ex-Omaha Road, now C&NW's Twin Cities Division, from Camp Douglas to Minneapolis. One freight train has been operated via the Valley Division north of New Lisbon to Junction City, then via the Soo Line to Minneapolis. On Monday the CB&Q also began a detour route consisting of their own line south of La Crosse, C&NW to Wyeville, and "Omaha" to Minneapolis. Thursday, April 15, witnessed the beginning of operation of the *North Coast Limited* and *Empire Builder* through Milwaukee using CMStP&P Chicago-Camp Douglas and the "Omaha" to Minneapolis. (*The above detours due to the floods of '65 — CBP*)

*Thanks to Chuck Porter for 1955, 1960, and 1965.*

### May, 1970 — 30 Years Ago

Larry Trovinger reported on the first run of No. 11, the combined remnants of the *California Zephyr*, the *Nebraska Zephyr*, and the *American Royal*. Larry completed the trip despite several reservation snafus. ...Mark Borleske contributed a history of the North Shore Line's Skokie Valley Route culminating in the first run of the *Skokie Swift* on April 18, 1964....Also appearing was a pæan to Great Northern's goat, Rocky, which originally appeared in the St. Paul *Dispatch*.

### May, 1975 — 25 Years Ago

"Light Rail: A New Option for Urban Transportation" was the theme of a two-day conference sponsored jointly by UW, Marquette, and the Wisconsin Coalition for Balanced Transportation on April 25

and 26....Editor Bob Adams reported on a grand detour aboard the *Broadway Limited* which saw the former Pennsy flagship make the last hundred miles or so into Chicago via former NYC trackage....Due to delays caused by necessary track reinforcement, Old Smoky is now scheduled to arrive at Union on July 17....The Milwaukee Road has instituted a system-wide train re-numbering scheme which eliminates duplication and standardizes train designations into district number groupings.

### May, 1980 — 20 Years Ago

The continuing dismantling of the Milwaukee Road was noted....The majority of this month's issue was the conclusion of a very detailed description of "A Journey on a Milwaukee Road XL-Special Dynamometer Car Test Run" by Bob Perthel.

### May, 1985 — 15 Years Ago

The Third Annual Butler Railroad Day is scheduled for Sunday, July 28, with ex-C&NW 1385 once again powering the *Butler 400*. Wisconsin Chapter is a co-sponsor of the event....At press time it is likely that 1385 will also power the *Circus Parade Limited* from Baraboo to Milwaukee via Madison, Janesville, and Illinois points on July 9 and 10....A tentative agreement by IC to sell its Iowa Division to a new company which will operate it as the Chicago Central & Pacific was announced on April 2.

### May, 1990 — 10 Years Ago

Chapter members were saddened by the passing of Fran Wiener on April 4. Fran was a brakeman and crew caller during his nearly 36 years with the Soo Line. Fran chronicled the birth of the Wisconsin Central and spent many hours chasing and photographing trains....*American-European Express* operation between New York and Chicago on the *Broadway Limited* is tentatively scheduled to begin May 3....The speaker at the Annual Chapter banquet will be Joe Weinfurter. His topic will be the Circus Train.

### May, 1995 — 5 Years Ago

Amtrak announced additional service cutbacks on April 7. Effective June 11, the *California Zephyr* will only operate four days per week west of Salt Lake City and the *City of New Orleans* will only operate four days per week. Other service cuts included the *Illini*, *Hoosier State*, and the *Illinois Zephyr*. Loop and State House service will be discontinued. Effective Sept. 10, the *Broadway Limited* will only operate between New York and Pittsburgh. The *Cardinal* will only operate between Washington and Cincinnati three days per week. The *Texas Eagle* will be replaced by bus service....The speaker at the Chapter's Annual Banquet on May 6 will be Chris Burger, former C&NW Wisconsin Division Manager and currently President and CEO of the Central Railroad of Indiana and the Central Railroad of Indianapolis.

# The Wisconsin Railroad Frequency List, including Upper Michigan, and areas of Illinois, Minnesota, Iowa, and other nearby states, plus important national frequencies. May 2000

Compiled by Jerry Hilton, Box 268, Butler, WI 53007 FAX# 414 781 6102 email: hilton@execpc.com

Last year we predicted a certain amount of confusion in radio operations as CSX and Norfolk Southern took over Conrail. That was an understatement. In fact there was total confusion in all railroad operations, which to a certain extent continues. Both railroads appear to be using old Conrail frequencies on old Conrail lines with some switching to CSX or NS frequencies. A coordinated frequency plan does not appear to be in place yet - but then neither is an effective operations plan. I&M Rail Link continues to use Soo frequencies, scan Ch. 1,3,4 when chasing.

## Lines with Wisconsin Operations

Burlington Northern Santa Fe - BN lines	Some assignments in our region are shown, but we suggest scanning all 10 channels. 160.695 Ch. 1 LaCrosse to Prescott, Galesburg - Cresson Iowa 160.92 Ch. 2 Wayzata - Willmar - Moorhead MN 161.100 Ch. 3 LaCrosse to Savanna, Fargo-Grand Forks-Minot, Spokane-Seattle, S. Illinois, Duluth area Coon Creek - Superior, Chicago - Aurora 161.16 Ch. 4 Aurora - Savanna, Willmar - Sioux City, Fargo - Minot, Superior - Staples, MN 161.25 Ch. 5 Havre - Shelby - Glacier Park - Whitefish 160.28 Ch. 6 161.385 Ch. 7 Superior - Cass Lake- Grand Forks, Chicago - Galesburg 161.415 Ch. 8 Galesburg - Savannah 160.355 Ch. H Mississippi St- Mpls. Jct. - Coon Creek, Mpls. Jct - Wayzata 160.365 Yard La Crosse 161.01 Allouez ore docks
AT&SF lines	160.65 F-1 Road, Chicago - Ft. Madison 160.935 F-3, 161.19 F-4, 160.59 F-5, 160.56 F-6
CP Rail - Soo Line	161.37 Ch. 1 La Crosse - Nahant Iowa including the River Line south of La Crescent, Savanna - Nahant 161.52 Ch. 2 Milwaukee - La Crosse, (via Duplainville, Watertown, Wisconsin Dells, Tomah), Portage - Madison, Minneapolis - Glenwood - Noyes MN Ch. 3 Dakota lines west of Glenwood & Thief River Falls 161.085 Ch. 4 Chicago - Milwaukee, La Crosse - St Paul, Watertown - Madison, Mendota MN - Mason City 160.77 Ch. 5 Yards, ex - Milwaukee Rd 161.43 Ch. 6 Yd, Duluth 160.725 Rd 1 +many others 161.475 Rd International Falls to Superior Duluth Winnipeg & Pac. 160.415 Dispr, 160.935 #3, , 160.86 Yd. 161.205
in Canada	161.475
E&LS	160.32
I&M Rail Link	161.37 Ch. 1, Sabul a- River Jct., Marquette-Mason City, Janesville Line 161.085 Ch. 3 Other lines 160.77 Ch. 4 Main via Davis Jct, Dubuque La Crtescent to St Paul, Mason City - Austin - Wells 161.43 Ch. 5 Yards 160.53, Ch. 6 Yard Mid Continent Museum 154.515 Administration North Freedom, Wis 161.355 Operations Nicolet Badger Northn 160.215 Tomahawk Ry ex MT&W 160.29 Union Pacific UP lines 160.41 Ch. 1 Rd Chicago - Findlay Jct - St. Louis & many western lines 160.47 Ch. 2 Rd 160.515 Ch. 3 Rd 160.74 Ch. 4 Rd 160.68 Ch. 5 Rd ex C&NW lines 160.89 Ch. 7 Rd BJ-Cleveland, BJ Adams, Altoona - E. St. Paul, Des Moines - Mason City, Southern Illinois lines, main line Chicago-MP 48.5, Clinton - Fremont Nebr., Chicago-Madison- Reedsburg 161.040 Ch. 8 Rd Road, Kenosha sub. Chicago - St. Francis (Kenosha line), Adams - Altoona (Eau Claire), Mason City-Minneapolis (Spine Line), main line MP 48.5 - Clinton. 161.175 Ch. 9 Rd Minneapolis-Sioux City, Iowa (Omaha line), Butler Yard, So. St. Paul yard 160.485 Ch. 10 New Road, Milwaukee Sub (New line) Proviso to Butler, Belton - Waukesha, Mason City 160.575 Yd Proviso Yd, not believed used in Wisconsin 160.455 Utility ex SP lines 161.55 Road 1 160.32 Road 2 161.92 160.455 D&RGW Lines 161.28 Rd. Chicago to St. Louis Wisconsin Central 160.785 Ch. 1 No. Fond du Lac - Neenah - Argonne, Stevens Point- Neenah - Manitowoc, Greenleaf - Hilbert - Milwaukee Canco 160.260 Ch. 2 Wis. Rapids-Jct. City, Yards N. Fond du Lac, Stevens Point, Neenah, Menasha, Wis. Rapids 161.295 Ch. 3 Chicago - No. Fond du Lac (through Waukesha & Duplainville), west and north of Steven Point, Ladysmith-Soo-Marq. Baraga, Plover - East Winona, 160.335 Ch. 4 FV&W Road (ex Fox River Valley RR, Shops to Granville, Fox River Jct - Green Bay - Duck Creek, Tavil - Manitowoc - Cleveland) Escanaba to Parkers 160.845 Ch. 5 FV&W yard May be in use on Kimberly sub Appleton to Kaukauna south. 160.215 Aux. ch. south of Trevor WI for train crews to call dispatcher 161.07 Shops Yard, Fond du Lac 161.385 Vetter Spur , Stevens Point - Plover line 160.89 On C&NW, Granville to Butler 161.25 Ex GBW rd, has not been heard in use, ttle lists this ch. Norwood Yd - Kewaunee, Gr Bay Scandanavia 160.53 Algoma Central Road Dispatchers 160.575 & 160.605 153.4562 New Zealand Road Wisconsin & Southern 160.575 Road, lines radiating from Horicon and Janesville 161.145 Maint. of Way, rarely used 161.295 On WC tracks, Rugby Junction to Waukesha

Alton & Southern	160.77	Ch. 1	Iowa Interstate	160.575	Chicago to Joliet (METRA)
	160.355	Ch. 2		160.23	Joliet to Bureau (CSX)
Amtrak	160.92	Rd Washington - Boston except		160.305	Ch. 2, Iowa City-Counc. Bluffs
	160.545	New Rochelle-New Haven on		161.22	Ch. 1, Bureau to Iowa City
	160.635	Metro North	Iowa Southern	160.845	
	160.305	Philadelphia-Harrisburg	Iowa Traction	161.475	
	161.325	On brd mgr. west of Chicago	Joliet Junction	160.89	
Ann Arbor	161.49	Porter IN - Kalamazoo, MI	Kankakee Beavervl. & So	160.215	
AT&SF	160.65		Kansas City Southern	160.26	Road and Disp. to train
	160.935	F-1 Road, Chicago - Ft. Madison		160.35	Train to Dispatcher
	160.59	F-3 161.19 F-4	Lake Supr. & Ishpeming	160.23	Rd
	160.59	F-5 160.56 F-6		161.49	Repeater input
Brandon	151.625	S. Omaha Terminal	Lake Superior & Miss.	160.38	West Duluth
Belt Ry of Chicago	160.500	Dispatcher & Road	LTV Steel Mining	152.99	ex Erie Mining to Taconite Harbor
	160.38	Yard	Manufacturers	160.74	St. Louis
	161.31		Manufacturers Jct.	161.475	Chicago
Blue Mountain & Reading	161.415	161.025, 161.205, 160.455+ others	Metra Chicago	161.61	Rock Island District
Canadian National	160.935	Ch. 3 dispatchers		160.025	electric district
	161.19	Road Albert Lea - Lyle & south		160.77	Milwaukee Rd district
	160.92	160.775, see IC, CCP		160.68	PBX
Cedar River RR	160.50		Minnesota Central	161.265	Rd Hanley Falls - Norwood
Cedar Rapids & Iowa City	160.455	Ch. 1 Road		160.305	Rptr. input Morton MN.
Can. RR of Indianapolis	161.295	Ch. 2 Kokomo & Marion Yards	Minnesota Commercial	160.56	Ch. 1, Road
	160.545	Ch. 1 Road	Formerly Minn. Transfer	160.74	Ch. 2, Yd
	161.415	Ch. 2 Switching	Minn. Transp. Museum	161.355	Hopkins, Jackson St Roundhouse
	160.95			161.295	on WC at Osceola, Wis.
Chicago & Ill. Midland	161.19	West of Freeport	Minnesota Zephyr Dinner	160.29	Stillwater, MN
Chicago Central & Pac.	160.755	East of Freeport	Montana Rail Link	161.335	Rd 1, east of Helena, MT
see Illinois Central	160.41	Yard except Cedar Rapids 160.46		160.95	Rd.2, west of Helena
	161.535	Cedar Valley RR + 160.605	New Jersey Transit	161.145	Electric traction
Chicago Rail Link	160.635	off Metra 161.34 on Metra		161.40	Hoboken Div.
Chicago Short Line	160.335			161.231	Newark Div.
Chi. W. Pullman & So.	160.215		Nobles Rock RR	160.275	160.80 Worthington - Manley MN
Conrail	160.80	Ch. 1 Road	Northern Plains	160.935	Thief River Falls MN
	161.07	Ch. 2 Road & Yd.	Norfolk Southern	161.19	Ch. 1 ex N&W lines
	160.86	Ch. 3 Road & Yd		161.25	Ch. 2 ex NKP
	160.98	Ch. 4 Road & Yd.		160.44	Ch. 3 ex Wabash
	161.335	Road & Repeater		160.95	160.245, 160.83 ex Southern
CSS&SB	161.010	Switching & Repeater		160.77	160.49
	161.025	On IC commuter line	North Shore Scenic	160.92	Duluth Minn. to Two Harbors
	160.23	#1 Road, former Cheesie, east of	NRHS Excursions	151.925	Roanoke Chapter
	160.32	Cumberland	Ohio Central	160.215	Rd. 160.845 reptr
	161.37	#2 Dispatcher, frmr Chessie	Ottertail Valley	160.425	Fergus Falls - Fargo
	161.52	Rd, former L&N lines 161.10 frmr Sou	P&PU	160.47	
	160.59	Rd west of Cumberland, Sand Patch	Port Auth. Trans Hudson	160.47	Rd. 161.46, 161.04
	160.59	frmr Seaboard, 161.55 frmr RF&P	Progressive Rail	161.115	Lakeville MN ex Soo, MNS
Cliffs Northshore Mining	451.725	ex-Reserve Mining to Silver Bay	Railroad Police national	161.205	
Dakota Rail	160.275	Wayzata - Hutchinson	Reading & Northern	161.25	
	161.055	Repeater input, Mayer MN	Red River Val. & Westn	160.365	Ch.3 Rd. Breckenridge MN, ND
	160.395	Road, Winona - Rapid City- Elkton		161.455	Road Repeater
	160.965	Yard		161.295	Ch. 1 Yd, 160.440 Ch. 2 yd
Dakota Minn. & Eastern	160.80	Ch. 1 Road north	Springfield Terminal	161.52	161.16
	160.35	Ch. 2 Road south	St. Croix Valley RR	161.55	Hinckley - North Branch MN
	160.23	Ch. 3 Ore docks		161.10	on BN to Hinckley - Mora
	161.415	Ch. 1 Road	Steamtown	164.475, 164.175, 168.35, 160.80 on CSX	
	161.205	Ch. 2 Dispatcher	Strasburg RR	161.235	
	161.49		Tuscola & Saganaw Bay	160.575	161.10
D&NE	160.71	Rd, 161.10 BN Interchange	Twin Cities & Western	161.46	Ch. 2 Road
DRI	160.86	Rd, 161.295 Yd		160.875	Ch. 1 Yard, 160.86 MOW
Durango & Silverton	160.35	Road	TP&W	161.40	
Elgin Joliet & Eastern	160.26	Yard	TRRA	160.50	Road
	160.26	151.625 Shade Gap Electric	Vermont	161.01	
East Broad Top	461.95	Sioux Falls SD - Manley MN	York Rail	160.500	West York, PA
Ellis & Eastern	161.385		Railroad Lift Bridges Marine	Ch13 156.65, Ch14 156.70, Ch16 156.80	
Escanaba & Lake Superior	160.32				
Florida East Coast	160.77	160.53			
Grand Trunk Western	160.59	Ch. 1 Road			
	160.53	Ch. 2			
	160.50 Road	161.10 Yard			
Genesee & Wyoming	161.235				
Gettysburg	160.395				
Housatonic	161.19	Ch. 1, Road			
Illinois Central	160.92	Ch. 2			
	161.025	Commuters			
	160.275	+154.515 Union Illinois			
Illinois RR Museum	160.98	Road 1			
Indiana Harbor Belt	160.07	Road 2 (Conrail)			
	160.485	160.59 + 160.695			

### Wisconsin Chapter, NRHS



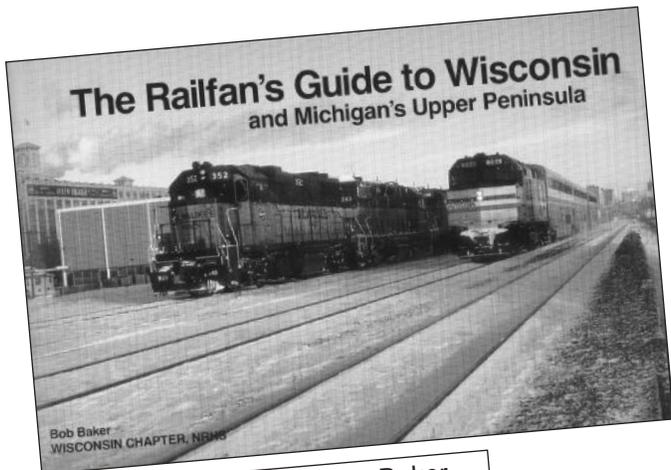
50 Years

# Chapter Fan Trips and Other Activities Over the Years

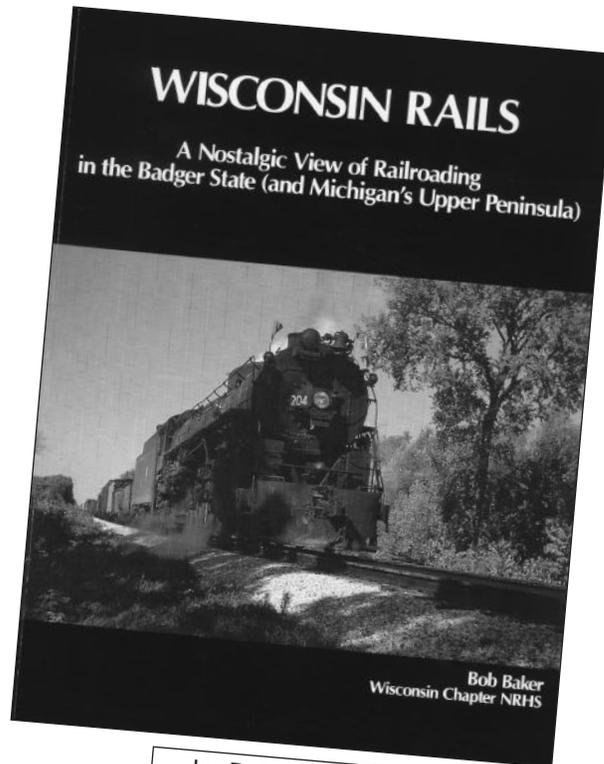
- May 7, 1950 SpeedRail fan trip
- May 25, 1952 Milwaukee-Green Bay [C&NW] *Valley 400*, visit C&NW, MILW, GB&W roundhouses. Return [Milwaukee Road] *Chippewa*.
- Oct. 10, 1953 Milwaukee-Madison [Milwaukee Road] Train 33; Madison-Elroy [C&NW] *Dakota 400*. Return [C&NW] *Dakota 400*, Elroy-Madison; Madison-Milwaukee [Milwaukee Road] Train 14.
- May 24, 1953 Streetcar trip [Transport Co.] Route 15 and portion of Routes 10 and 16 (scheduled for conversion to trolley buses)
- May 23, 1954 Milwaukee-Janesville-Madison-Milwaukee [Milwaukee Road] (following original Milwaukee & Mississippi route 100 years later) (steam-powered; MILW 171)
- NRHS 1955 Convention*
- Sept. 3, 1955 Tour of remaining Milwaukee streetcar lines [Transport Co.]
- Sept. 4, 1955 Milwaukee-Port Washington-Sheboygan-Green Bay [C&NW]
- Sept. 5, 1955 Milwaukee-North Chicago-Mundelein [North Shore Line]
- Oct. 27, 1956 Night streetcar trip [Transport Co.] Routes 10 and 11 (Route 11 converted to buses on Oct. 28)
- Oct. 12, 1958 Milwaukee-Fox Lake [Milwaukee Road] (diesel-powered; MILW GP-9 2433)
- Oct. 11, 1959 Milwaukee-Evanston-Mundelein [North Shore Line]
- May 27, 1960 Milwaukee-Wisconsin Dells [Milwaukee Road]
- Oct. 16, 1960 Milwaukee-Baraboo [C&NW]
- NRHS 1961 Convention (Chicago)*
- Sept. 2, 1961 Chicago-South Bend [GTW] (steam-powered; GTW 6323)
- Sept. 3, 1961 Chicago-Dubuque [CB&Q] (steam-powered; CB&Q 5632)
- Sept. 4, 1961 Chicago-Michigan City [South Shore Line]
- Sept. 4, 1961 Chicago-N. Chicago Jct. [North Shore Line]
- Oct., 1963 Milwaukee-Green Bay [C&NW] via regularly scheduled trains
- Sept. 19, 1964 Milwaukee-Portage [Milwaukee Road]
- Nov. 14, 1971 Chicago-Joliet [Amtrak via Milwaukee Road-GM&O] (first service through Chicago)
- Oct. 4, 5, 1974 MidRail '74
- May 8, 1976 Hosted Regional meeting of State Historical Society
- Nov. 7, 8, 9, 1980 MidRail '80 (also NRHS Board of Directors meeting)
- June 4, 5, 1983 Butler Railroad/Frontier Days (*Butler 400*) [C&NW] (steam-powered; C&NW 1385)
- June 23, 24, 1984 Butler Railroad Days (*Butler 400*) [C&NW] (steam-powered; C&NW 1385)
- July 28, 1985 Butler Railroad Day (*Butler 400*) [C&NW] (steam-powered; C&NW 1385)
- Oct. 28, 1989 Elkhorn-Janesville-Monroe [WICT]
- Sept. 25, 1999 N. Milwaukee-Horicon-Oshkosh [WSOR]



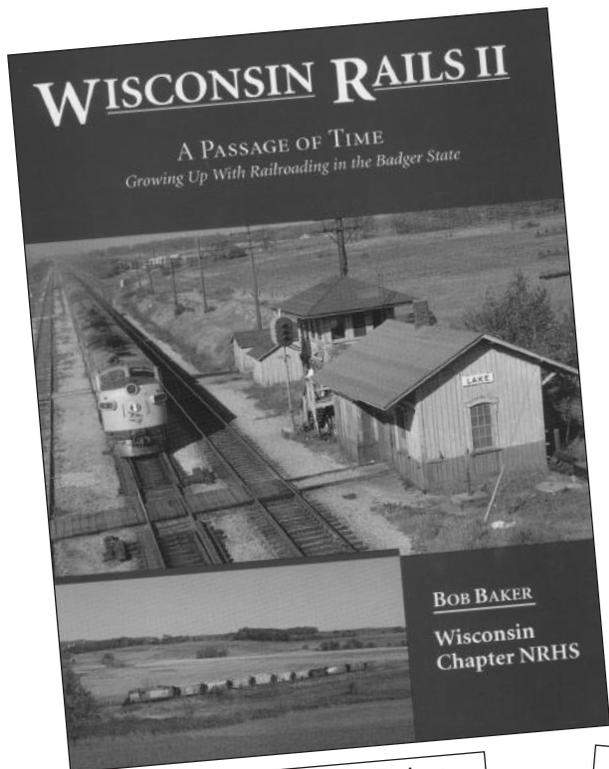
# Chapter Publications and Historical Projects



by Bob Baker  
Published 1986



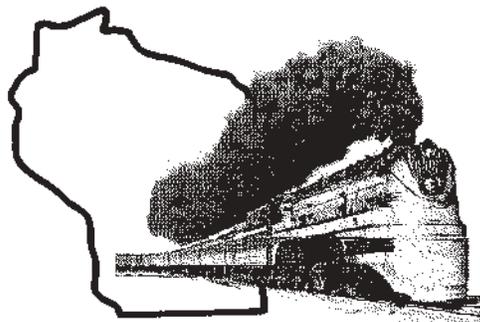
by Bob Baker  
Published 1987



by Bob Baker  
Published 1994

*Locomotives of the St. Paul  
or Hiawatha's Teakettles*  
(an all-time steam locomotive roster of the  
Milwaukee Road)  
published in installments in  
*Sparks & Cinders* beginning in May, 1967.  
edited by Carl Solheim and Jon Nondahl

*A Corporate History of Wisconsin Railroads*  
published in installments in *Sparks & Cinders*  
beginning in February, 1974.  
edited by Bob Joyce  
(published in booklet form 1976)



# SPARKS & CINDERS EDITORS



## Wisconsin Chapter Presidents

Vol. 1, No. 1 (January 2, 1951) through  
Vol. 1, No.6 (June 1, 1951) **R.D. (Don) Ross\***

Vol. 4, No. 2 (February, 1954) through  
Vol. 4, No. 10 (December, 1954) **John Myers**

Vol. 5, No.1 (January, 1955) through  
Vol. 5, No. 11 (December, 1955) **Donald Dietrich**

Vol. 6, No. 1 (January, 1956) through  
Vol. 6, No. 6 (June, 1956) **Herb Danneman**

Vol. 6, No. 7 (July, 1956) through  
Vol. 7, No. 5 (May/June, 1957)  
**Dan Platz & Eugene Knol**

Vol. 7, No. 6 (June, 1957) single issue **Dan Platz**

Vol. 7, No. 7 (July/Aug.,1957) through  
Vol. 15, No. 10 (December, 1965) **Carl W. Solheim**

Vol. 16, No. 1 (January, 1966) through  
Vol. 17, No. 1 (January, 1967) **Jim Scribbins**

Vol. 17, No. 2 (February, 1967) through  
Vol. 18, No. 1 (January, 1968) **Jerry Hilton**

Vol. 18, No. 2 (February, 1968) through  
Vol. 20, No. 1 (January, 1970) **James Harper**

Vol. 20, No. 2 (February, 1970) through  
Vol. 26, No. 5 (May, 1976) **Robert Adams, Jr.**

Vol. 26, No. 6 (June, 1976) through  
Vol. 35, No. 10 (December, 1985) **Thomas Hoffmann**

Vol. 36, No. 1 (January, 1986) through  
Vol. 36, No. 10 (December, 1986) **Dorothy Wiener**

Vol. 37, No. 1 (January, 1987) through  
Vol. 38, No. 6 (June, 1988) **Carl W. Solheim**

Vol. 38, No. 7 (Sept.,1988) single issue  
**Jerry Hilton** (for vacationing Solheim)

Vol. 38, No. 8 (October, 1988) through  
Vol. 39, No. 6 (June, 1989) **Carl W. Solheim**

Vol. 39, No. 7 (Sept., 1989) single issue **Jerry Hilton**

Vol. 39, No. 8 (October, 1989) to present **Bob Joyce**

1950-51	<b>Jim Scribbins</b>
1952	<b>Jim Grace</b>
1953-54	<b>Bill Koehler</b>
1955-56	<b>Don Ross</b>
1957	<b>Gil Ziemann</b>
1958-59	<b>Carl Solheim</b>
1960-61	<b>Jim Scribbins</b>
1962-63	<b>Carl Solheim</b>
1964-65	<b>Dan Platz</b>
1966-67	<b>Jerry Hilton</b>
1968-69	<b>Bob Bullermann</b>
1970-71	<b>Larry Trovinger</b>
1972-73	<b>Bob Joyce</b>
1974-75	<b>Tom Hoffmann</b>
1976-77	<b>Larry Trovinger</b>
1978-79	<b>Arnie Burchardt</b>
1980	<b>Tom Kidd - Rick Barrington</b>
1981	<b>Rick Barrington</b>
1982	<b>Chuck Porter</b>
1983-84	<b>Larry Trovinger</b>
1985-86	<b>Jerry Hilton</b>
1987-88	<b>Dorothy Wiener</b>
1989-90	<b>Greg Mross</b>
1991-92	<b>Al Baker</b>
1993-94	<b>Mike Patrick</b>
1995-96	<b>Gary Children</b>
1997-98	<b>Bob Baker</b>
1999-2000	<b>Greg Mross</b>

*\*NOTE: Neither I, nor anyone else I know, has any issues between Vol. 1, No. 6 (June 1, 1951) and September, 1953. That September, 1953, issue lists no editor, but the Chapter secretary's name is on the masthead (Dean T. Burnham). October, November, and December issues in 1953 are laid out in the same manner as the September issue, but neither an editor nor Mr. Burnham's name appears. Likewise, January, 1954. (I have carried through Volume and Issue numbers as through there were no gap in publication. This matches up with the reappearance of Volume and Issue numbers on the publication of the April, 1957, issue.)*

—Chuck Porter

## Charter Members

The group that is today's Wisconsin Chapter — NRHS held its first meeting at Jim Grace's Hobby Center on March 17, 1950.

The first officers were: Jim Scribbins, President, James W. Grace, Vice-President and National Director, and R. Donald Ross, Secretary-Treasurer.

Members: Joseph J. Barth, William Block, Joseph R. Chesen, John C. Croy, Edward Willkommen, and Charles K. Willhoft



photo by Greg Mross

**Aerial view** — The Chapter's October 28, 1989, round trip from Elkhorn to Monroe via Janesville on the Wisconsin & Calumet (WICT) paused for a photo run at Juda Hill in Green County.



photo by Russ Porter

**Baraboo bound** — The Chapter's October 16, 1960, round trip on the C&NW from Milwaukee to Baraboo via Madison pauses near the Highway 26 overpass west of Jefferson Junction.