



SPARKS AND CINDERS

Our purpose as members of Wisconsin Chapter—National Railway Historical Society is to gather, preserve and disseminate information, both historic and current, pertaining to railroading in Wisconsin and the Upper Midwest.

Since 1950

Preserving Wisconsin Railroad History for 70 Years

Visit the Chapter Webpage www.nrhswis.org



The past comes to life in 2020. Many will want to forget 2020 but some good things happen. SOO #1003 in Burnett, WI on a TRAINS 80th Anniversary Photo Charter. A classic International truck is waiting for the flagman to let him through. Photo taken Nov 15, 2020 by Keith Schmidt

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Wisconsin Chapter Meeting Schedule



December 4 2020 - Montreal to the Maritimes - R.L. Eastwood Jr

December 15 2020 - Informal Slide Shows - 5 Presenters Information on Page 4

January 8, 2020 - Wisconsin Branchlines - Arlyn Colby (Note Date 2nd Friday in January)

Monthly meetings are usually held in the lower level of the North Shore Congregational Church in Fox Point, but for now, we are meeting virtually, via the Zoom platform, during the coronavirus pandemic. The virtual meeting room will open by 7:00 pm, and the meeting will be called to order at 7:30 pm. Zoom meeting connection details are shared with chapter members and other interested persons via email the day of the meeting, or before. To ensure you are made aware of this info, we must have a working email address on file - send yours to president@nrhswis.org. Appropriate notice will be given (in Sparks & Cinders, on the chapter's website, and through the chapter's email announcement list) when we resume in-person meetings. For the latest, check the chapter's webpage at www.nrhswis.org

If you have a program idea please contact Program Chair Dave Nelson at engine1385@aol.com

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 June, July and August, at 7:30 p.m. The Wisconsin Chapter is a not-for-profit corporation, affiliated with the National Railway Historical Society and the Wisconsin Historical Society, organized to preserve the history of railroading in Wisconsin and the surrounding area. Additional information is available on the chapter's website, www.nrhswis.org.

Membership in the Chapter is open to anyone having an interest in any aspect of railroading who is also a member of the NRHS. Paying \$20 annually to the Chapter will entitle you receive Sparks & Cinders. Paying the National dues of \$50 to the NRHS will entitle you to membership and subscriptions to the NRHS Bulletin and NRHS News. Full NRHS membership is required to participate in chapter business discussions and to vote in annual chapter elections. All address changes should be sent to Mike Yugas president@nrhswis.org (or via USPS at PO Box 070758 Milwaukee, WI 53207).

Wisconsin Chapter officers are: Mike Yugas, President (president@nrhswis.org); Keith Schmidt, Vice-President; Tom Marcussen, Secretary; Tara Grudzielanek, Treasurer. Directors: Dan Grudzielanek, Ralph McClure, Andrew Roach, Cathy Wegner and Neal Wegner.

Contributions to Sparks & Cinders should be sent to Editor Keith Schmidt at editor@nrhswis.org (or USPS at PO Box 070758 Milwaukee, WI 53207) by the 15th of the month to be considered for the following month's publication.

All original material published in Sparks & Cinders may be reprinted in other railfan publications provided credit is given to "Sparks & Cinders, Wisconsin Chapter, NRHS." If an author is indicated for the item or article, credit must also be given to the author. The views, opinions, and comments published in Sparks & Cinders are those of the authors and do not reflect the policies of the Wisconsin Chapter or the National Railway Historical Society. Copyright ©2020, Wisconsin Chapter, Inc., NRHS.

Virtual Meeting Summary November 6, 2020

President Mike Yugas started the (virtual—via Zoom) meeting at 7:30 pm. There were then 59 people in attendance. Others arrived later. Attendance increased to a peak of 69 by 7:41 pm. Attendance remained in the upper 60's through the presentation.

Introductions

We have several more new members. These will be formally introduced when all of their paperwork is processed.

Announcements

Our first virtual "slide" show on Tuesday, October 20, was a success. We had 65 people in attendance to watch five quite polished presentations. Our next virtual slide show will be held on Tuesday, December 15, at 7:30 pm Central Standard Time.

Our next regular meeting will be on Friday, December 4. The presentation will be titled "Clam Chowder and Lobster Roll." Larry Eastwood, the President of the NRHS Philadelphia Chapter, will be showing images of North Eastern railroading starting from Grand Central Terminal in New York City, going NE up the New Haven main line through Connecticut and Rhode Island to Boston, and then north on a variety of different railroads up into northern New England.

Presentation

Eric Hendrickson of CSX took over at 7:36 pm. He is coming to us from St. Augustine, Florida. The current weather there is raining and 78F. Eric grew up in La Crosse. He is a US Army veteran. He worked as a combat engineer clearing mines in the Middle East. He

- meeting summary continued

has spent 26 years as a professional railroader. He started as a crew caller with the Soo Line in Milwaukee (former Milwaukee Road territory) in 1994. He then moved up to dispatcher. He moved to Minneapolis when the Soo Line consolidated all of their dispatching there. He spent some time working in Calgary after Canadian Pacific fully took over the Soo Line and consolidated all dispatching at their new headquarters there. He worked at Amtrak from 2001 to 2003. He then moved to CSX. He has worked at CSX since then. Eric is now a CSX Chief Dispatcher in Jacksonville, Florida.

Eric gave us a detailed presentation on three CSX locomotives with special paint jobs to honor military veterans, law enforcement, and fire fighters. (This presentation had originally been prepared for the 80th anniversary dinner and celebration for Trains magazine. That event had been scheduled for the weekend of November 14-15, 2020. It has been postponed because of the corona virus pandemic.) Our presentation included much behind-the-scenes background information on what goes into special events and commemorations, with lots of photos and history. The main presentation ended at 9:04 pm. A lively question and answer session followed. The official meeting ended shortly after 10:00 pm. An informal discussion group, covering a wide range of railroad topics, continued for some time after that.

Respectfully Submitted
Thomas W. Marcussen

December Informal Slide Show

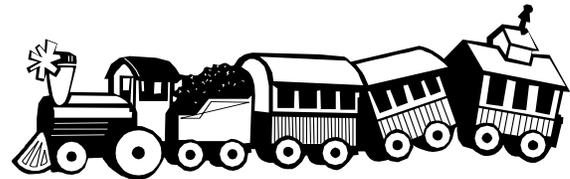
The Chapter will host another Informal Slide Show on Tuesday December 15, 2020 at 7:30pm. The slide show will be virtual on the Zoom platform.

As of press time the December 15th presenters:

- Scott Lothes - Highlights from the Center for Railroad Photography and Arts Collection
- Matt Krause - "Fat Bottom Girls, "Bonga Free Zone" "Seasons in the Abyss"
- Jim Sponholz - My Chicago Railfan Scrapbook
- Norm Carlson - MyMetra
- Apurva Bahadur - Indian Railways near Home

These 5 presenters will share a 15 minute presentation of their photos and stories. Join us if you can.

Members and Guests may attend. Connection instructions will be sent within 24 hours of the event to the Wisconsin Chapter email announcement list. To sign up for the list send a request to president@nrhswis.org.



From the Prexy

Eric Hendrickson's presentation about CSX's honor locomotives at our November virtual meeting was well-received, with 69 Zoom attendees at peak. In case you missed it, look for the playback on the chapter's YouTube page, simply search for Wisconsin Chapter NRHS on YouTube.

Quick reminder: instructions on how to connect to our virtual meetings are sent via email to all members on the day of the meeting, or the day prior. We don't post this info on our website for security reasons. If you haven't received this info, it's probably because we don't have your email address on file. Please provide your email to president@nrhswis.org so you can join the fun!

December's online meeting features a program on railroading from Montréal to the Maritimes, presented by R. L. "Larry" Eastwood, Jr., the longtime president of the Philadelphia Chapter, and you'll find some info about this presentation elsewhere in this issue. We hope you can check in online December 4.

The chapter's second informal slide show is slated for Tuesday, December 15. We've got a a dynamic line-up; don't miss it!

Then in January, author Arlyn Colby will discuss abandoned Northern Wisconsin branchlines, illustrated by many of the historical images found in his six books.

January is also the start of our 2021 membership year, and I tip my hat to the many folks who've already renewed their chapter memberships. If you haven't yet, please send us twenty bucks while it's fresh in your mind. We'll hold our annual business meeting and elections at our January 8 online meeting, so if you're inclined to serve the chapter by running for an officer or board position, contact any board member to start the process rolling.

Finally, let's give a warm Wisconsin Chapter welcome to the following new members: Kevin Keefe of Milwaukee; Bob Sherman of Muskego; Norman Carlson of Lake Forest, Illinois; and Greg Vreeland and Alexander Vreeland, of Trego. Thank you for joining our chapter!

Please stay healthy, safe, and warm this winter.

Chapter Meeting Friday December 4, 2020 via Zoom

R. L. "Larry" Eastwood, Jr., longtime president of the NRHS Philadelphia Chapter, will present "Montréal to the Maritimes," a program featuring material gathered from his extensive collection. The period covered is post-1970 into the early 2000's, and the presentation consists of slides and photos, punctuated by postcards, schedules, and brochures. The photographic journey begins in Montréal, takes a fast trip to Ottawa and return, then ventures east. It includes some lines which no longer exist, and trains which have been discontinued. Photos below by Larry Eastwood Jr



Above CP Rail Budd RDC-1 #9049 crosses the Bear River Bridge near Digby, Nova Scotia on Dominion Atlantic Railway Train #1 on May 6, 1976. Sadly, the DAR is gone now and the railroad here torn up.

Below CN MLW FPA-4 #6791 awaits its departure for Montreal as Train #25 on June 14, 1970. The equipment is the former Reading CRUSADER equipment, purchased by CN and remodeled as its CHAMPLAIN.



CP Rail EMD E8A #1800 leads the Montreal-St. John, NB "Atlantic" on the outskirts of Saint John, New Brunswick in May, 1976.



CN Electric set #6746 is on Train #964 at Deux Montagnes, Quebec on June 14, 1974 ready to leave

Dues are DUE !

Please remit your Wisconsin Chapter dues today! If times were normal, you'd hand twenty bucks to our treasurer at our next meeting... but because we've suspended in-person meetings due to the public health crisis, the safest, most efficient way to renew is to send a \$20.00 check to Wisconsin Chapter NRHS, PO Box 070758, Milwaukee, WI 53207. Kindly include your name and address, NRHS member number (if known), phone number and email address. Please note, the NRHS national organization sends national dues renewals to all members; chapter and national dues are paid separately.

**Happy Holidays to You from
the Wisconsin Chapter
NRHS Board of Directors.**



Do You Know

Story and Photos by Dave Nelson

There was no room left in last month's "Do You Know?" about railroad business cars to run a photo of the former Pennsylvania Railroad business car that for some years was owned by Milwaukee railfan Thomas Michels, and which I was able to photograph at Butler Yard in 1981. Here is that photo. Does anyone know where Michels stored the car when he owned it? Pho-



tos in an issue of Model Railroader show an almost rural setting with trees and shrubs in the vicinity.

This month's edition is about rail, and in particular, things you can learn about rail by reading the raised "branding" which is added to each piece of rail in its final pass in the rolling mill. The process of making steel rail is a complex one: an ingot of an appropriate chemical formula of steel is heated in a soaking pit and taken to a blooming mill, red hot. The bottom and top of the "bloom" is cut off and discarded because that is where impurities tend to concentrate. The rest of the bloom makes several slow and repeated passes (perhaps 18 to 30) through a series of rollers and gradually takes on the shape of rail. It is then cut into rails of the length ordered by the railroad. For many years 39 feet was a standard length (because 40 feet was a standard length for flatcars and gondolas). Now rail is made much longer because in most cases it is destined to become part of welded rail, and the fewer weld joints the better. Years ago a representative of the railroad would be present for the entire rolling process. Now that so much rail is rolled overseas, and railroads are so much more thinly staffed, this is unlikely.

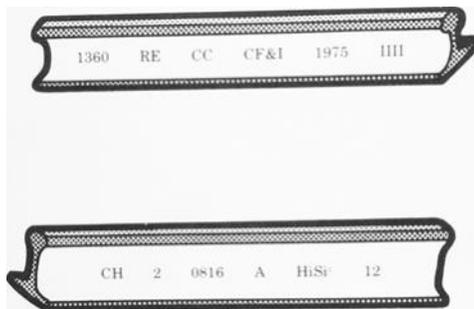
So what information is "branded" into the side of the rail during its final pass through the rollers. The raised letters and numbers provide a surprising amount of detailed information.

The weight of rail, expressed as pounds per

yard, so 1360 means 136 pound rail. The type of rail section, usually that of the American Railway Engineering Association, designated with the letters RE; some railroads over the years created their own preferred cross sections of rail that had their own letter code. Certain heating or cooling treatments; "CC" stands for controlled cooling, a process which reduces internal fissures and cracks in rail. The identity of the steel mill; CF&W is Colorado Fuel & Iron, once a dominating maker of rail, now owned by a Russian consortium. The year and month the rail was milled; the month, expressed as a series of vertical marks, so April 1975. I notice some Japanese rail now uses the actual month number, not the vertical lines.

On the other side of the rail is more detail about the manufacturing process itself. CH means the rail was end hardened (ends of rails take the greatest beating in service). The section number for the stick of rail in a length. The heat number at the mill (0816) in case it is determined there was a defect-causing problem with a particular "heat." The position within a given ingot that a particular rail came from, lettered from the top A, B, C, D, E and so on. Remember that the top of the bloom is discarded because that is where impurities tend to gather; the very next part of the ingot creates "A" rails which of the entire ingot are the most likely to fail and are used for less important service for that very reason; some railroads reject all "A" rails and sometimes the mill itself rejects the A rail so the letters start with B. The type of steel the rail is made of, such as medium manganese or, as in this example, high silicon (HiSi 2), and the ingot number, in this example 12, again so if problems develop the customer(s) can check their records and find if and where they have such rail. Needless to say the railroad keeps detailed records of the rail used and where, so that the railroads and steel mills can track down defective or questionable rail before a failure is experienced.

For the casual railroad fan it can be fun to find the rolling date of a piece of rail. For example in this 2010 photo on the UP at Elmhurst IL, the 136 pound rail was rolled in December 1982 at the Bethlehem Steel plant in Steelton PA (the plant was sold to ArcelorMittal but recently re-sold to Cleveland-Cliffs). This 150 year old mill is one of the oldest rail producing steel mills in the USA and one of three that makes steel in this country.



Tribute and Heritage Units Unveiled

- *Do You Know continued*

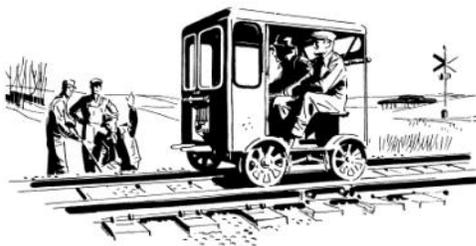
A piece of rail I found at the old Kettle Moraine Scenic Railway, a former Milwaukee Road branch line, was rolled by the South Works in June of 1889. The South Works was a mill founded in 1857 in Chicago and became part of Illinois Steel in that very year, 1889. By 1901 it was controlled by US Steel. At one time this 600 acre mill site employed 20,000. It closed in 1992.



The final photo shows yet another important message to be found on the sides of some rail!



Sources for this article were two Simmons-Boardman publications: *The Track Cyclopedia* (9th edition 1978) and *Railway Engineering and Maintenance Cyclopedia 1939* (4th edition).



Two railroads have unveiled Veterans Tribute locomotives this week. The Montana Rail Link released MRL #4407 and SD70ACe painted as a tribute to veterans. The MRL is also going to be releasing a locomotive dedicated to all essential workers that have worked during the Covid-19 pandemic. The photo below was released by the railroad.



The Canadian National on Veteran's Day Nov 11, 2020 unveiled two Veterans Tribute locomotives. The CN #3015 and CN #3223 both have special paint schemes to honor veterans from both Canada and the United States. November 11th in Canada is Remembrance Day. The photos were released by the CN.

It is also being reported but not confirmed by the CN that they are painting a series of Heritage locomotives. These locomotives will be in the paint schemes of fallen flags that have been absorbed by the CN. Several of these locomotives have been seen moving from the paint shop to Canada. The units seen were painted for Elgin Joliet and Eastern, BC Rail, Illinois Central and Wisconsin Central. There are 14 planned altogether.



From the Archives

December 1955- 65 Years Ago

The last run of streetcars on Route 18 was on November 26 and crews are already busy removing the wire. A newspaper story said that the only remaining streetcar line was Route 10, but a disgruntled citizen pointed out in a letter to the editor that cars still operated on Route 11, although waiting for a car would cause one to believe the line was abandoned....Rumor has it that the C&NW will extend its Lander, Wyoming, branch to Ogden, Utah, for direct connection with the SP.

December 1960 - 60 Years Ago

The Wauwatosa depot, now owned by a bank, will be razed and a 12 ft. by 20 ft. shelter erected....C&NW is entertaining the idea of abandoning its lakefront depot and some lakefront trackage in favor of using the Milwaukee Road depot and/or alternate routing....UW football specials afforded the opportunity to ride freight-only trackage between Watertown and Madison. For the Marquette game, 16 cars; for the Purdue game, two trains, 14 cars each; for the Michigan game, 24 cars

December 1965 - 55 Years Ago

Electric operation at the Cold Spring Shops will end by January 1 with the removal of the last trolley wires....From Bob Bullermann: "Northwestern Steel and Wire is still running ex-GTW 0-8-0s. On November 4, 1965, Bob Ferge, Tom Bullermann, and myself, left Hales Corners at 4:30 a.m. for Sterling, Illinois. We had planned the trip so that we would arrive early enough to have good light on the fronts of the engines as they always run with the front end facing east. The first engine we saw was No. 25 which was working the east end of the mill near the water plug. Number 73 was working the furnace area, shuffling cars (ex-CB&Q tenders) full of scrap into the large furnaces. After a time we were able to photograph both engines together under steam, as No. 25 also started working the area. Six NYC combines, one NYC coach, and one NYC baggage car were at the extreme west end, waiting for the oilers to soak them so that the interiors could be burned. We watched No. 25 until the light failed at about 3:15 p.m., then headed for the nearest custard stand!"

December 1970 - 50 Years Ago

Jim Scribbins reported that C&NW no longer operated any regular type 800-series coaches into Milwaukee, the last train converted to bi-level push-pulls was 149/160 on November 17. Also, MILW Nos. 24 and 23 will carry 10 extra coaches and that two eight-car bi-level passenger extras will operate on December 12 to transport a large contingent of Girl Scouts to Chicago and return

December 1975 - 45 Years Ago

Note was made of the new through Amtrak Turboliner service to Detroit....The Grand Trunk carferry Madison has been undergoing repairs and will soon be back in service on the Milwaukee-Muskegon route....The return of Amtrak's Abraham Lincoln (replacing Turboliner service) was noted.

December 1980 - 40 Years Ago

MidRail '80 on November 7, 8, and 9 was a huge success with all activities proceeding as planned. Jerry Hilton was elected VP-Public Relations of NRHS at the Board meeting during MidRail '80....A two-page report detailed the current state of the Milwaukee Road bankruptcy reorganization....Tom Hoffmann reported on the October one-week revival of the Cannonball using SPV2000 equipment....Tom also reported on the 9th Annual Friday of Teachers' Convention Outing with Chuck Porter and Don Reck in which they covered the Soo Line from Neenah to Manitowoc....In yet another report, Tom covered railfanning in the Fort Wayne, Indiana, area.

December 1985 - 35 Years Ago

This issue marked the end of Tom Hoffmann's eleven year tenure as editor....It was reported that the Grand Canyon steam railroad project was in serious financial difficulty. (It began operations in 1990 - ed.)...A major flood hit Roanoke, Virginia, on November 4th, completely shutting down operations on the N&W. Most of the equipment in the area was in water over the journals and severe damage was sustained at the Roanoke Transportation Museum....American Coal Enterprises announced that it was discontinuing development of the ACE2000 coal burning locomotive due to lack of investors and depressed oil prices.

December 1990 - 30 Years Ago

During the month of December, Metra is offering an unlimited ride Saturday and Sunday pass for \$5....The seasonal grain traffic has made the WICT a busy railroad with grain moving regularly from McFarland to Prairie du Chien for loading into river barges....The WICT Dinner Train operation has moved to Madison.

December 1995 - 25 Years Ago

Amtrak launched a new marketing campaign for the Northeast Corridor dubbed "Northeast Direct." Upgraded club car service and other amenities will be provided....The Wisconsin Chapter's Great Railroadiana and Model Railroad Auction is scheduled for December 8.

December 2000 - 20 Years Ago

The first run of Amtrak's Acela Express on November 16 was a big success. Regular service is scheduled to begin on December 11....WC management and ousted CEO Ed Burkhardt's group have both distributed proxies for a showdown vote for control of the WC....According to a Vail, Colorado, newspaper, revival of the UP Tennessee Pass route may be a future possibility....UP announced on November 1 that it would construct a new 25-story headquarters building in Omaha. It will be across the street from the present 12-story headquarters constructed in 1915....A test of automated stationary locomotive horns has been authorized for grade crossings in Lake County, Illinois, on the WC. The tests will begin in January and run for 13 months.

December 2005 - 15 Years Ago

Amtrak's Board of Directors said on November 9 it had released President David Gunn, noting that the passenger railroad needed to intensify the pace and broaden the scope of its reforms. The board named David Hughes, Amtrak's Chief Engineer, Acting President and CEO, and said an national search has been launched to find the railroad's next leader....The Izaak Walton Inn, a landmark hotel in Essex, Montana, popular with railfans, hikers, and skiers, has tentatively been sold. The current owners plan to retire....A federally-funded test of wireless technology designed to prevent accidents in dark (unsignalled) territory by electronically monitoring the position of switches is underway.

December 2010 - 10 Years Ago

Soo Line 2-8-2 No. 1003 made its last run on November 13, the engine's operators, Soo 1003 Operations LLP, announced. The privately owned locomotive is due for its 15-year Federal Railway Administration 1472 service day inspection in 2011. The 1003 group said it hoped that operations in southern Wisconsin would someday resume, but that a decision to rebuild 1003 has not been made and will depend on funding if it becomes available. The locomotive's last appearance under steam was on a Santa Train in Hartford on November 13. Following its last run the engine returned to its long-time home, the Wisconsin Automotive Museum in Hartford, where it will be available for public viewing (*Note #1003 was rebuilt and ran again in 2012 and is still running the Santa Train in Hartford, WI*)

December 2015 - 5 Years Ago

No one was killed or injured, but railroads are earning another round of public scrutiny after two high-profile derailments in Wisconsin this weekend, one of which spilled ethanol into the Mississippi River. The bare facts are these: BNSF derailed near Trevino, Wis., about 70-miles northwest of LaCrosse, Wis., Saturday about 8:55 a.m. Central time. The derailment sent 20 auto-rack cars and five tank cars loaded with ethanol off the tracks on a causeway. One of the tank cars spilled more than 18,000 gallons of ethanol into the Mississippi. About 2:04 p.m. Sunday, a Canadian Pacific eastbound unit crude oil train derailed near a diamond with Union Pacific in Watertown, spilling less than 1,000 gallons of crude oil. Thirteen cars came off the tracks.

The Big Picture



Amtrak #536 stopped at the Milwaukee depot back in 1977. This was in the day when they would top off the water tanks for the steam generators on the westbound Empire Builder and North Coast Hiawatha. Photo by Jim Sponholz