



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



Edward Burkhardt, former President of the Wisconsin Central, was the guest speaker at the chapter's annual banquet. The banquet was the first one since June 2019. See more photos from the banquet inside. Photo by Keith Schmidt

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Wisconsin Chapter Meeting Schedule



Upcoming chapter events

Friday November 4, 2022 The Western Pacific Boogie by Bill Christopher
Friday December 2, 2022 Three short programs by Al Baker
Tuesday, December 20 - Online Slide Show
Friday, January 6, 2023 - Tom Hoffmann's 20-year look back
Friday, February 3, 2023- From the Lake States Railway Historical Association collection
Tuesday, February 21, 2023 - Online Slide Show

Monthly meetings are held in the lower level of the North Shore Congregational Church at 7330 N Santa Monica Dr. in Fox Point. The church is handicap accessible. Refreshments are available for a donation. For more up to date information on meetings and speakers, and also any weather cancellations, check the chapter's webpage at www.nrhwis.org.

Doors open by 7:00 pm, so arrive early to socialize. Meetings start at 7:30pm sharp. Please bring a friend!
Our meetings are live-streamed on the Zoom platform. 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@nrhwis.org.

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

The Big Picture is your page!

We've changed the format of the Sparks & Cinders back page, giving us room to run a large photo. Member submissions are solicited. Please send one or two of your outstanding pictures to Keith Schmidt, editor@nrhwis.org.

Sparks & Cinders is published by and for the members of the Wisconsin Chapter, Inc., National Railway Historical Society monthly except for July and August. The Chapter meets at the North Shore Congregational Church, 7330 N Santa Monica Blvd, Fox Point, Wisconsin, on the first Friday of each month, except 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.nrhwis.org.

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

Wisconsin Chapter officers are: Mike Yuhas, President (president@nrhwis.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@nrhwis.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 ©2022, Wisconsin Chapter, Inc., NRHS.

Meeting Summary October 7, 2022

Introduction

Wisconsin Chapter President Mike Yuhas was working from our in-person meeting site at the North Shore Congregational Church in Fox Point tonight. He started recording on Zoom at 7:31 pm. He started the meeting at 7:32 pm. There were then 16 devices connected to the Zoom virtual meeting room, and about 10 people in the physical meeting room in the church basement.

Announcements

Mike Yuhas provided a short history of the Wisconsin Chapter library, donation of those books to the Village of Butler Public Library, and their return of some of that collection (94 items in 25 lots) to us. After we announced our book auction tonight, we received additional donations from four members:

Most of the library of long-time member Bob Joyce (98 items).

Some of the library of Kevin Keefe (17 items).

Jim Sponholz (6 items)

Ralph McClure (1 item)

President Mike Yuhas provided an additional public acknowledgement of the contributions of Keith Schmidt. Keith received the annual President's award (traditionally given for hard work) at the annual Chapter banquet on Saturday, October 1. Keith's major contributions during the past year included his service as Chapter Vice President, interim editor of *Sparks & Cinders*, and taking the lead in organizing our East Troy trolley lunch run of Saturday, August 6.

New National President Tony White, attending via Zoom from his home in Connecticut, gave a short acknowledgement of our Wisconsin Chapter's history and contributions.

President Mike Yuhas recognized three Wisconsin Chapter members for their (length of) Service Awards (pins) from NRHS National:

50 years of membership—Reverend Phil Borleske
(accepted by his son Stephen Borleske at the October 1 annual banquet).

From the Prexy

25 years of membership—Tom Sharratt

25 years of membership—Jim Sponholz

Other upcoming events are:

Tuesday, October 18—on line slide show.

Friday, November 4—November meeting. Topic to be announced.

Friday, December 2—December meeting. Topic to be announced.

Tuesday, December 20—on line slide show

Mike Yuhas invited non-members to join our Chapter. Annual cost is \$20.00 (cash or check) or \$21.00 (if paid on line). The extra \$1.00 covers most of PayPal's processing fee. Those who join at or after this September meeting will be paid-up members through December 31, 2023. That is the best deal of the year.

Auction

The book auction began at 7:38 pm. We started with a short review of the rules, mostly governing payments / settlements, which had been published on-line and in *Sparks & Cinders*. Most of the books that were offered were sold. Some went for some pretty low prices. *Official Guides*, and reprints thereof, were popular. There were some technical difficulties with drop-outs and echoes, because we were doing some things that we had not tried to do before. These did not greatly affect the schedule / pace of the auction. We got through most—not all—of the books that were being offered for sale. No decision had been made, at the time of the meeting, what would be done with the books that we did not get to, and those that did not sell. Members should watch their e-mail, and the Chapter web site, for any information on those. Preliminary accounts show this auction made \$501.00 for the Chapter.

Your secretary saw Zoom attendance peak at 18 devices during the presentation. We had "about 10" attend in-person in the church basement. Three devices were at the church. Total peak attendance was therefore about 25.

The auction was shut down, and recording stopped, at 9:37 pm. The on-line Zoom meeting room closed at 9:41 pm. There was no on-line post-meeting chat room.

Respectfully Submitted
Thomas W. Marcussen
Wisconsin Chapter Secretary



Trainfest is back after a 2 year hiatus. Check out over 150,000 square feet of model train layouts, historical displays and model manufacturers. Kalmbach Media and World's Greatest Hobby are primary sponsors. Check out the show.

Saturday November 12th 9am to 5pm
Sunday November 13th 9am to 5pm

Tickets are available online at <https://www.train-fest.com/tickets>

For more information check out www.train-fest.com

The 50 people in attendance seemed to enjoy our annual banquet. Hat tip to the committee: Ralph McClure, Cathy Wegner, and Neal Wegner for organizing; to keynote speaker Ed Burkhardt for delivering a lively and informative talk about developments in the Wisconsin rail scene over the past five decades; to Gordon Bachinsky of Wheel Rail Seminars for sponsoring the event; and to you, for attending.

A fairly new tradition at the banquet, started in 2019, is the Wisconsin Chapter President's Award. This year I was pleased to present the award to Chapter VP and Sparks & Cinders editor Keith Schmidt, "in recognition of unwavering service and leadership." Keith richly deserves the award for helping the chapter run smoothly, for keeping us all informed via a first-class newsletter, for singlehandedly organizing several field trips to the East Troy Electric Railroad, and for generally being a good egg. Congratulations, Keith!

Barring another pandemic, we hope to hold another banquet next year - to accurately live up to the name "annual."

The chapter's October meeting took the form of an auction of railroad books. Material was donated by the Butler Public Library, Kevin Keefe, Bob Joyce, Ralph McClure, Jim Sponholz, and Randy Bedore. Over \$500 was raised by the sale, with members from New York to California picking up some nice additions to their libraries.

Elsewhere in this issue you'll find a note about our upcoming elections, to take place at our annual business meeting in February. I have been honored to serve as your president for four years; it is now time to pass the baton to another deserving individual. If you're interested in serving on the board or as an officer, please contact me to indicate your preferred position, and you will be placed on the ballot. All candidates must be a member of both the Wisconsin Chapter, and the NRHS.

Please join me in welcoming our newest chapter member, Edward A. Burkhardt, of Rosemont, Illinois.

As always, I am looking forward to seeing you at an upcoming meeting. This chapter thrives on the energy generated by its members. Thank you for your support!

A handwritten signature in cursive, likely of the author, Thomas W. Marcussen.

Canadian Pacific Holiday Train 2022

The Canadian Pacific Holiday Train is back in person for 2022. The train will be making stops in Wisconsin this year after a two year break due to Covid. The train will have entertainment. The beautifully lit train is run to raise money for local food banks. Donations are accepted at each stop.

Thursday December 8, 2022

5:10pm to 5:40pm Viking Middle School Gurnee, IL

6:45pm to 7:30pm Amtrak Station Sturtevant, WI

8:00pm to 8:45pm County Road G Caledonia, WI

Friday December 9, 2022

4:00pm to 4:45pm Harwood Ave Wauwatosa, WI

5:30pm to 6:15pm Cottonwood Ave Hartland, WI

6:40pm to 7:15pm Silver Lake Street Oconomowoc, WI

7:50pm to 8:30pm Brandt Quirk Park Watertown, WI

9:05pm to 9:45pm Amtrak Station Columbus, WI

BE CAREFUL !! These are real trains and remember SEE TRACKS THINK TRAINS !!

Friday November 4, 2022

"The Western Pacific Boogie" by Bill Christopher

Four lifelong friends, a '79 Dodge Van, and a disappearing railroad – now *that's* a cross-country adventure. In 1982, as the railroad industry was turning upside down, the Western Pacific was running out its history. So we set out from the Midwest, encountering the likes of the C&NW and Rio Grande before following the WP from desert to canyon to tidewater. Along the way, we stumbled into plenty of surprises scattered across the American West.

The meeting will take place at our regular venue, the lower level of the North Shore Congregational Church, in Fox Point,



Dues are due

To maintain your membership in the Wisconsin Chapter NRHS, and to support our programs and to continue receiving Sparks & Cinders, renew for 2023 today! Send \$20 to Wisconsin Chapter NRHS, PO Box 070758, Milwaukee WI 53207. Or pay \$20 in person at our next meeting. Or conveniently pay \$21 at www.nrhswis.org (click the join/renew link). As a membership organization, the Wisconsin Chapter depends on your annual support. (Please remember that NRHS national dues are paid directly to the national organization.) Thank you for your membership.

NRHS Service Awards

Three Wisconsin Chapter members recently received awards commemorating the longevity of their memberships in NRHS:

Jim Sponholz, 25 years
Tom Sharratt, 25 years
Phil Borleske, 50 years

Mr. Sponholz was presented with his certificate and lapel pin at our October membership meeting; a ceremony was held at the home of Mr. Sharratt in Westby, Wisconsin; and Rev. Borleske's award was presented to his son, Stephen Borleske, also a Wisconsin Chapter member, at our annual banquet October 1.

Congratulations to all three members for their loyal, longtime membership in NRHS – and the Wisconsin Chapter.



Stephen Borleske accepting 50 year award for his father Rev Phil Borleske at the Chapter Banquet



Tom Sharratt receives his 25 year award outside at the replica depot at his home



Jim Sponholz receives 25 year award at the Oct 7 Chapter meeting

Wisconsin Chapter NRHS 2022 Annual Banquet

On Saturday October 1, 2022 members and guests of the Wisconsin Chapter met at Pallas Restaurant in West Allis for the annual banquet. This was the first banquet since 2019. It was nice to get back together. The staff at Pallas was great. The food was great also. Everyone had their fill. Whip cream, chocolate and other toppings were available for ice cream at the end of the meal. Three members were recognized for years of membership including Phil Borleske for 50 years. His son Stephen accepted the award. The Presidents Award was given to Keith Schmidt for his service as editor of Sparks and Cinders and organization of the successful East Troy excursions. The guest speaker was Edward Burkhardt, former President of the Wisconsin Central Railroad. Mr Burkhardt spoke of career in railroading shared some interesting stories about running a railroad. The banquet was sponsored by Wheel Rail Seminars. It was a great evening. Article and photos by Keith Schmidt



Gordon Bachinsky of Wheel Rail Seminars addresses the banquet crowd on video. He was unable to attend due to Hurricane Ian impacting Florida and his interests there.



Keith Schmidt receives President's Award from Mike Yugas

Do You Know ?

Railroads and Curves Part 1

Railroads confronted the laws of physics as soon as the first locomotive rounded the first curve. A guided path of flanged wheels on curved rail finds the train fighting the tendency of a moving object to continue going straight. (From driving a car to riding a bicycle to ice skating, we ourselves experience these same laws of physics.) On the railroad, a curve puts friction and pressure on wheel and rail as the train's weight and mass pushes at and grinds against the outer rail; the "flange squeal" heard at curves is the sound of wear on wheel flanges and the rail edges. The resulting centrifugal forces push passengers to one side, make items in freight cars shift and liquids in tank cars to slosh. These forces on a speeding train can cause derailments. Over many decades railroad engineering experts have studied the issues carefully and have arrived at a variety of ways to address the challenges posed by curves.



The easiest to do and to understand is to simply direct the train to go slower with speed restrictions tied to degree of curve and assumed size and weight of train. This addresses but does not eliminate the consequences, but it gives passengers time to lean and counteract the forces. It is common for railroad timetables to impose speed restrictions on curves, to see speed restriction signs near railroad curves, and to see signs permitting the resumption of normal track speeds away from curves. Even so, human error being predictable, some of railroading's worst fatal disasters have occurred and continue to occur at curves. And even a slow-moving train on a curve creates flange squeal as the rails and flanges are being worn by friction.

Because railroad wheels are attached to their axles, wheel profile design also anticipates the effects of curves. At a curve the outer wheel is actually traveling a bit further in distance than the inner wheel, meaning one or both wheels are being dragged by a small amount on top of the rail, causing wheel wear and rail burn. The railroad wheel tread is conical and not flat, so as the point of contact between wheel and rail shifts towards the outer rail and away from the inner rail on a curve, both wheels are in a very real sense changing their diameter by a small amount, largely making up for the difference in distance/speed they are traveling at. It also helps that the top of the rail has a curved profile and is not dead flat.

Another low-tech way to address the forces involved on a train moving through a curve is to slightly increase the gauge of the track to something wider than standard by a half inch or so, often accompanied by the use of special tie plates on curves which slightly cant the rail inward, even more than the very slight inward cant that is used even on straight track tie plates. The goal is to have wheel and rail contact be closer to what it is on straight track.

A sophisticated yet time-honored approach is to calculate and build easement curves where the tangent meets the curve, so that the process of moving from tangent to curve is a gradual and manageable one even if speed is not reduced. Entire texts, filled with trigonometric formulas, have been published over the years to assist the railroad engineering department and the right-of-way surveying teams in the field to set out the optimal easement curve based on factors such as ultimate degree of curve, train speed, length and weight; and type of train



(passenger trains needing to address passenger comfort and not just safety and stability). Reviewing track charts, it often becomes evi-

dent that track which looks straight to our eye is in fact curved and is part of an easement curve. Because of their size and scope, and because railroad photographs taken with zoom or telephoto lenses tend to compress what curves look like, it is not easy to find a photograph that clearly shows an easement curve.

Another time-honored approach is super-elevating -- banking -- the curve, raising the outer rail by several inches so that the locomotive and train are being pushed down towards the inner rail. This counteracts the tendencies of centrifugal force, and results in that interesting effect seen in railroad photographs of a train leaning into the curve. Essentially it does mechani-



cally what human passengers do instinctively. Railroad engineering texts suggest a variety of formulas for how high this raising of

the outer rail should be, but because trains of varying speeds and weights use the same rails, the super-elevation is never really enough. One engineering text points out that the perfect amount of super-elevation sufficient to allow a fast passenger train to take a curve without slowing would be so extreme that running a slow train, and especially stopping a train, on such a curve would itself be dangerous.

To be continued in Dec 2022

From the Archives

November 1957- 65 Years Ago

West Coast News by Richard B. Willis. September schedule changes (continued from last month's "From the Archives").

"The Challenger was once again combined with the City of Los Angeles on September 15. It is to run as a separate train during the Christmas holiday season, from December 12th to January 15th, on its "summer" schedule. The reserved seat charge was removed from the Challenger/City of Los Angeles September 15th, but it is to be resumed October 5th, according to the new UP timetable."

November 1962 - 60 Years Ago

Bob Ferge reports dismal news from the DM&IR, namely that they are scrapping all steam power except for four engines.

Yellowstone No. 235 was pulled to Duluth Iron and Metal Co. for the torch on October 12. 2-10-2 No. 514, which was used on a September 2 trip, has already been cut up, as was sister No. 513...ACL is operating an experimental Auto-Train service between Washington, DC, and Miami. Autos will be carried on special flat cars placed behind the sleepers. One-way fare is \$140 plus regular passenger fare.

November 1967 - 55 Years Ago

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

November 1972 - 50 Years Ago

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

November 1977— 45 Years Ago

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

November 1982 - 40 Years Ago

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

November 1987 - 35 Years Ago

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

November 1992 - 30 Years Ago

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

November 1997 - 25 Years Ago

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

November 2002 - 20 Years Ago

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

November 2007 - 15 Years Ago

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

November 2012 - 10 Years Ago

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

November 2017—5 Years Ago

The Illinois Railway Museum held its first-ever Milwaukee Transit Day on October 7. It was unfortunately a cool and rainy day. There were rides on Milwaukee streetcar #972 and trolley bus #441. Also involved were North Shore Cars, CA&E cars and a Chicago Surface Lines car. The Milwaukee Electric Railway (TM) work car D13, line car and work car were also in operation. Due to a mechanical issue with TM motor L7 a recreation of a St Francis Lakeside power plant coal was unable to be run.

The Big Picture



Western Pacific GP40-2 #3559 leads a train at Keddie CA. See more shots like this at the November 4., 2022 Chapter Meeting.
Photo by Bill Christopher