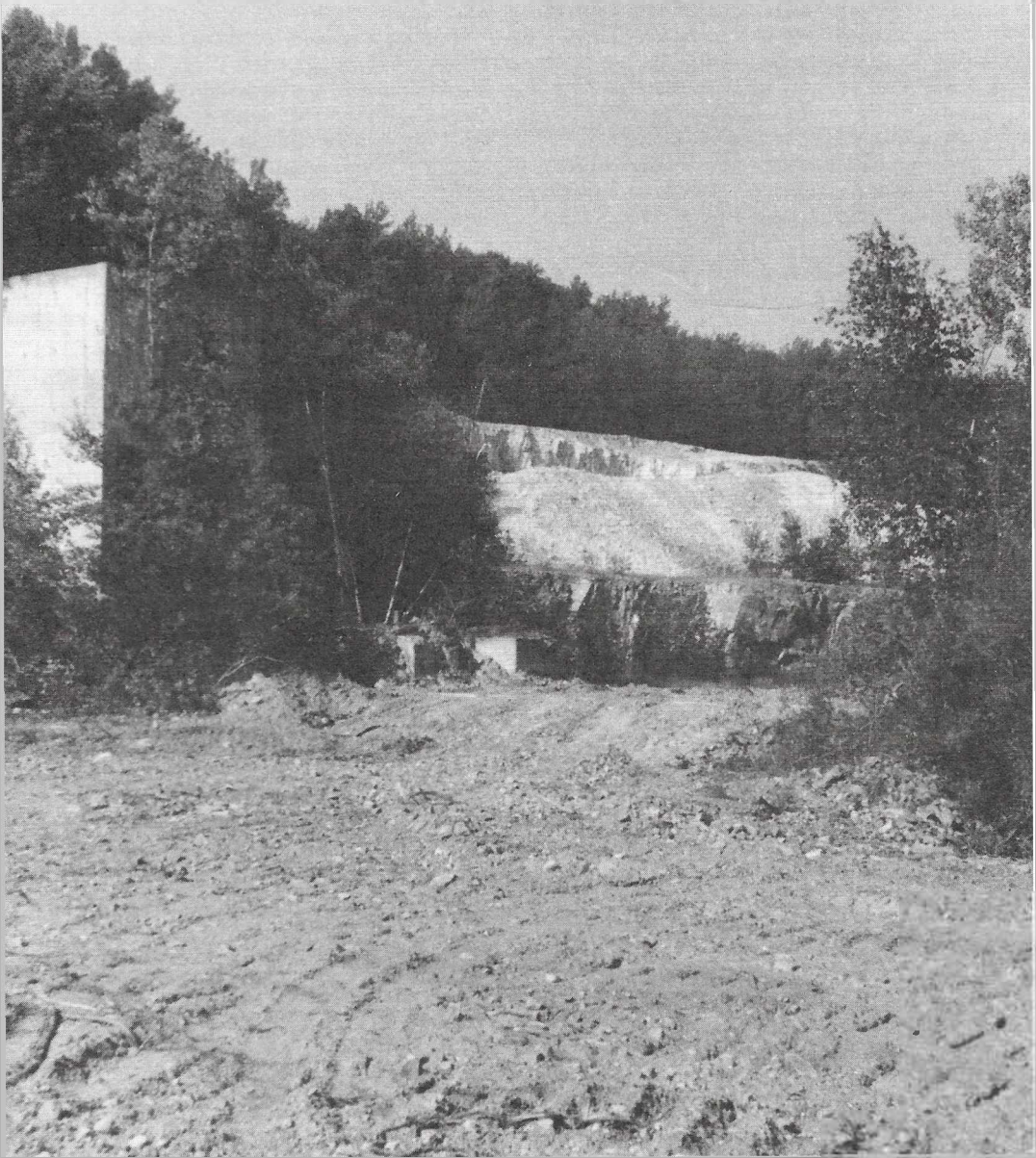

MID-CONTINENT RAILWAY

VOL. 23:3

Gazette

AUG. 1990



Mid-Continent in Moscow!

"They absolutely loved them."

James R. Yanke, a UW-Madison student who spent four months in the Soviet Union, was speaking about the 20 photo cards of #1385 he gave to locomotive engineers at three Moscow railroad stations. "First of all, they were engineers and had the same interests, and second, since they were American cards, they were really impressed by them," according to Yanke, son of a C&NW conductor. The cards show #1385 on the Lake Wisconsin bridge at Merrimac, as it returned from a C&NW good-will tour in 1984.

Yanke, who was gone from Feb. 1 to May 31, said people were "really friendly, willing to give me a lot of information." (Marshall Buehler, a Mid-Continent member who has traveled in Russia twice, also found friendly and helpful people. See below.)

Russian railroads today resemble U.S. railroads of the 1940s and 1950s, Yanke said. Passenger trains operate frequently. The small depots in the small towns were much like U.S. depots in the 40s. Every station was fixed up nicely, had one or two people in it, and a large timetable of trains running through it. Standing near the Moscow River, on a freight-only line, he saw a train every 5 to 10 minutes.

But railroad preservation activity isn't evident. Yanke does not know of any operating museums similar to Mid-Continent. An industrial museum in Leningrad has historic photographs and models. About 30 or 40 steam locomotives serve as memorials to railroad workers killed in World War II. He saw three well maintained locomotives in Moscow and two

in Novosibirsk. The only train really on display for the public, in a big glass building, is the steam train ("the train of mourning") that brought Lenin's body to Moscow.

Smaller steam locomotives still operate. When traveling by train to Novosibirsk in Siberia, he saw a steam locomotive (about the 1385's size) switching at Smolensk, a large city where two major railroads come together. Eight or nine other locomotives were stored, in good condition, on a siding; one was under steam. People told him a lot of steam locomotives were used for switching outside Moscow and Leningrad.

Photographing trains and walking through railroad yards is easier than in the U.S. "Soldiers saw I had cameras around my neck taking pictures. They didn't mind at all. In Siberia, I asked if it was all right. The response, 'Well, this isn't the Brezhnev era. You can do what you want.'"

"The only thing that was really difficult to bear over there was the lack of food. It's possible to get food, but you have to spend a lot of time looking for it, bringing it back, and preparing it. I lived in the main building of Moscow State University, and we didn't have refrigerators. So we had to put our food on the ledge, and hope it would keep cold and the birds wouldn't get it."

He stayed in Moscow for the first 2-1/2 months, attending classes and learning the language better since he had to speak it every day. Still, he encountered difficulty talking about railroads, since he did not know the technical terms. He expects to graduate from UW with a degree in Russian

Continued on page 9

The Mid-Continent Railway *Gazette* is published by the Mid-Continent Railway Historical Society, Inc., P.O. Box 55, North Freedom, Wis. 53951, 608/522-4261, and is distributed free to members and friends of the society. The contents of this publication may not be reproduced in whole or in part without consent of the editor, John Gruber, 1430 Drake St., Madison, Wis. 53711. Vol. 23, No. 3, August 1990.



Roundhouse 1

Ridership and revenues are holding even with a month to go in the daily summer season. Through the end of July, Mid-Continent carried 25,667 passengers, 10,299 of them in July. Revenues are up 4/10 of one percent for the year, 5.3 percent for July. Gift shop sales remain strong. The one millionth passenger at North Freedom boarded the train Aug. 16. While it's been a difficult summer at the museum, national recognition increases and planning has started for the McFarland excursion and Autumn Color.

David L. Henke, a La Crosse resident with 12 years of professional museum experience, started Aug. 1 as Mid-Continent executive director. The board voted to offer him the position July 15.

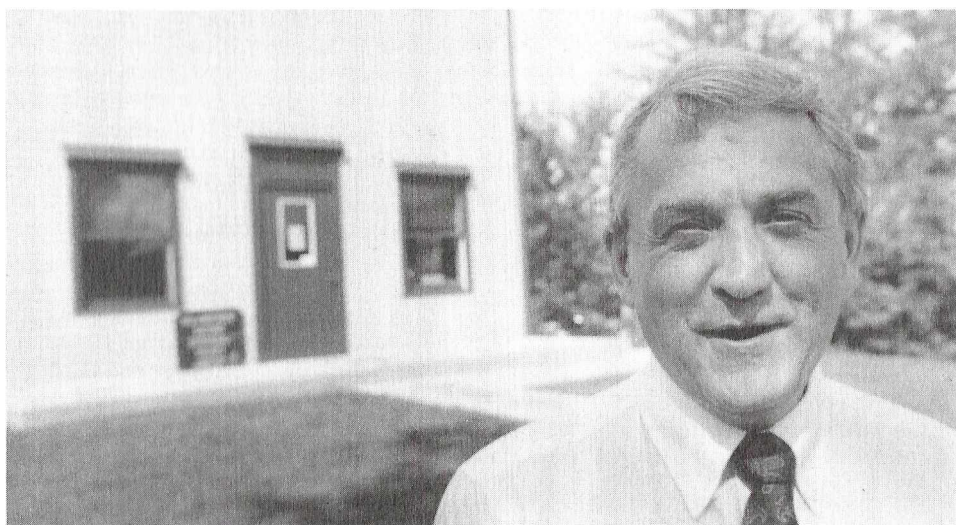
"Mid-Continent has all of the potential talent in its organization to bring about, through a good master plan, a full living museum concept. The key elements are in place. Through effective cooperation, long range planning, increased membership, a

well built capital fund drive, and an effectively trained staff (both volunteer and paid), the future of Mid-Continent as a major railroad museum and restoration center is assured," he said.

"Active and passive exhibits are important to help people discover the age of steam," he continued. "There are many possibilities to be explored. An area for children who have experienced our train ride, to imagine and 'playout' their own steam ride, is another example.

"The overall appearance of Mid-Continent is impressive. It is readily apparent that many dedicated hours of care and concern for many years have gone into the overall effort to make Mid-Continent what it is today. I look forward to working with the members, volunteers, and staff to continue the ideals which made the operating museum possible."

Henke earned a bachelor's degree from the University of Wisconsin-Whitewater in 1969, and did graduate work at UW-Madison



David L. Henke



Visitors get a close view of the locomotive and a chance to talk with the engine crew from a viewing platform at Quartzite Lake. Phil Watson, Dan Griffith, and Dave Schumacher built the platform earlier this summer. Vince Mathews is painting it. A donation paid half the costs.

in 1970-71. He served as curator and executive director of the La Crosse County Historical Society, 1978-1986; executive director of Newburyport (Mass.) Maritime Society, 1987; marketing, research, training for David Driskill Associates, Danvers, Mass., 1988. He returned to La Crosse in 1988, and has worked as a consultant to three museums in Minnesota, the State Historical Society of Wisconsin, and in the advertising and marketing department of *Wisconsin West* magazine. Accomplishments and awards include dedication speaker for the opening of the Swarthout Museum, La Crosse, 1980; certificate of commendation from the State Historical Society of Wisconsin, 1980, 1983; Reuben Gold Thwaites Award from SHSW for overall programming excellence, 1982; and certificate of commendation from the American Association for state and local history, for program excellence, 1983.

Autumn Color, "a steam train ride amid the brilliant hues of autumn," features additional services and activities Oct. 6-7, 13-14. Passenger trains run at 10, 11:30, 1, 2:30, and 4. First class reservations will be accepted beginning Sept. 17 with a check or

VISA/MasterCard. Mixed trains will follow some passenger trains. Brochure distribution started in June.

For the last weekend of the operating season, Oct. 20-21, Mid-Continent returns to its 4 trains a day schedule.

Excursions continue. Locomotive 1385 will pull the McFarland steam train Sept. 14-16. Four trips a day are scheduled Saturday and Sunday at 8:30 a.m., 11:30 a.m., 2:30 p.m., and 5:30 p.m. Tickets are \$10.50 for coaches, \$27.50 for first class service. The four-hour Warren Tisler Commemorative Excursion for photographers and railfans at 1 p.m. Friday costs \$19 for coach, or \$39.50 for first class.

The event is co-sponsored by the McFarland Volunteer Fire Department and Emergency Medical Service in conjunction with Mid-Continent and Wisconsin and Calumet Railroad. For information, call 608/838-3152. Mail ticket orders with payment to Steam Train, P.O. Box 41, McFarland, Wis. 53558.

At Mazomanie, the trains carried 2,226 people June 15-17: 88 on the Friday photographer's trip, 854 on six trips Saturday, and 1,284 on five trips Sunday. The totals

included 2,000 in coaches and 226 in the first class cars. Rainy weather contributed to the lower ridership on Saturday.

Two coaches, loaned to WICT for a Middleton to Sauk City picnic train June 23 in return for the use of two WICT coaches for the Mazomanie excursions, returned to North Freedom July 24.

The one-millionth passenger was Leonard Furgat, Woodale, Ill., who rode the train Aug. 16 with his family. Mid-Continent presented him with an engineer's cap, and provided Mid-Continent buttons and a copy of *Whistle on the Wind* for the family. They had been visiting Circus World, noticed the discount coupon there, and decided to visit Mid-Continent. Furgat is a model-railroader.

Because of heavy rain the night before, water reached the stringers of the Seeley Creek bridge and trains June 29 ran only as far as highway W. Water moved three cars stored at the quarry. For 4-5 days, trains had to back up from Quartzite Lake while a washout there was being repaired. Soo Line #2645 was placed on the Baraboo River bridge while water was high. A year ago,

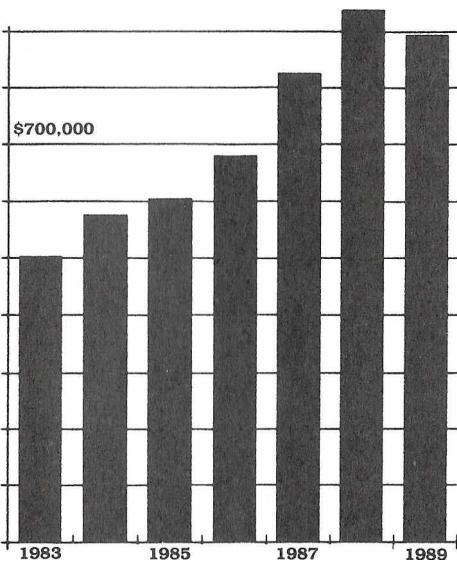


Chart shows Mid-Continent assets for the seven years from 1983 to 1989. Figures are taken from the balance sheet in the annual audit. Members may look at the 1989 audit, received early in August, at the office.

June 28, 1989, wind damaged the roof of the depot display shed.

To keep the trains running, motive power has been shuffled throughout the summer. Of 318 trips through the end of July, D&R 9 made 159, no. 1385 made 44, WC&C no. 1 made 91, diesel 988 made 22, and the GE diesel made 2. No. 9, out of service early in the season to have 9 tubes in the boiler replaced May 31, now is out of service with 5 leaking stay bolts. No. 1385 has a hot bearing on a drive wheel and a leaky throttle.

To be sure that #1385 is ready for the McFarland excursions, the board approved hiring Norm Sandley of Wisconsin Dells and his staff to assist with repairs. The cost will depend on how much help they get from Mid-Continent volunteers.

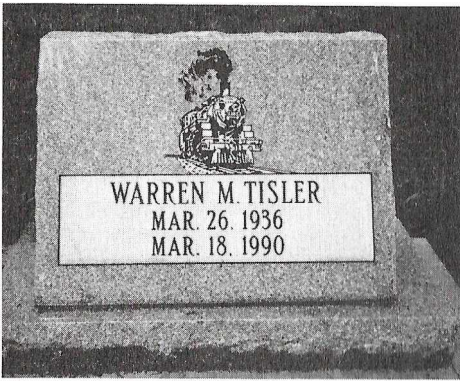
A tentative agreement has been reached with Duea Film Co. of Rome, Italy, to film the railway portions of a movie of the life of Bix Biederbecke, a famous jazz legend, at Mid-Continent Sept. 8-13.

Edward Kraemer & Sons has started cleaning up the La Rue quarry, in preparation for production in 1991. The first blasting was done late in July. The Plain construction company plans to bring in a crusher plant in the next month, and will make different size products to show to potential customers as a part of marketing efforts. Railroad ballast and stone for shoulders of roads and driveways and possibly asphalt aggregated are among the anticipated uses of quarry material.

Harold Armbruster, who works part time at Mid-Continent, worked at the La Rue quarry for 10 years, 2 months, from the early 1940s until a washer plant was installed. Until this summer, the quarry had not been in use since about 1960.

The board of directors asked David Henke, executive director, and Steve Brist to be Mid-Continent representatives with Kraemer, look into ramifications of the opening, make recommendations to the board, and answer members' questions.

Restoration continues on the Soo Line crossing tower. Curator Don Ginter and helpers are rebuilding the ends, re-roofing the roof, repairing windows, and putting the gingerboard siding back. Concrete foundations were placed in May near the Freight House. If all goes well, the tower will be



Warren Tisler's monument at Marseilles, Ill., shows locomotive 1385. McFarland is naming the photo trip Sept. 14 in his memory.

erected after the operating season ends. Funds are being provided by the Railway Restoration Trust Fund, Soo Line Historical Society, and curator's budget.

Sandy Retzlaff opened a food concession August 1, located between the swing set and shelter.

Circus, Cranes, and Trains, described as a "great promotional effort in this area," is in its third season. CCT provides a 30 percent savings for visitors, said Jim Hagsby, coordinator of the Baraboo Chamber of Commerce. "It has been quite successful." Mid-Continent is participating, with Circus World, International Crane Foundation, and the Devil's Lake tram. Coupons, \$12.95 for adults or \$6.50 for children 5 to 13 years old, are available at the CofC, 124 Second St., its visitor's booth near downtown, motels and campgrounds, and Baraboo Federal Savings and Loan. In 1989, CCT accounted for 765 adult and 309 child's fares. Through mid-July, visitors purchased 499 adult and 155 child's tickets.

Mid-Continent received good marks at symposiums and workshops at Strasburg, Sacramento, and St. Louis. Columnists in *Locomotive and Railway Preservation* added recognition. John Hankey of the B&O Museum (July-Aug., p. 4) called Mid-Continent's "carefully planned re-creation of a northern midwest short-line railroad of the early 20th century" an "excellent example" of museums with "a texture that reflects their

region, a specific time period, or the strengths of their collections."

Tom Davidson in "Focusing our Rail Preservation Efforts" (May-June, p. 47) named Mid-Continent as "one of my favorites" qualifying for "big league status." In a caption for a Phil Hastings photo of antique transportation meet at North Freedom, the magazine asks (page 3), "Are the constituents of today's railroad museums willing to make the transition from a primary focus on trains to places that link many aspects of our industrial and social heritage?"

L&RP's 25th issue (March-April) included many references to Mid-Continent. In a section about heroes, David P. Morgan's speech ("You Can Go Home Again") at the 1975 opening ceremony is reprinted from the *Gazette*, with photos. Mid-Continent events are included in the Preservation Timeline.

Press coverage reaches across the country and abroad. *Money* (August, p. 126) included Mid-Continent in a "sampler" of four steam museums. "This authentic re-creation of a steam-powered branch line boasts 1900-era equipment," the magazine said. Mid-Continent also was in articles in the *San Francisco Examiner and Chronicle* (Sunday, July 15, p. T-11) and Germany's *Reisejournal* (Friday, July 13, p. 14).

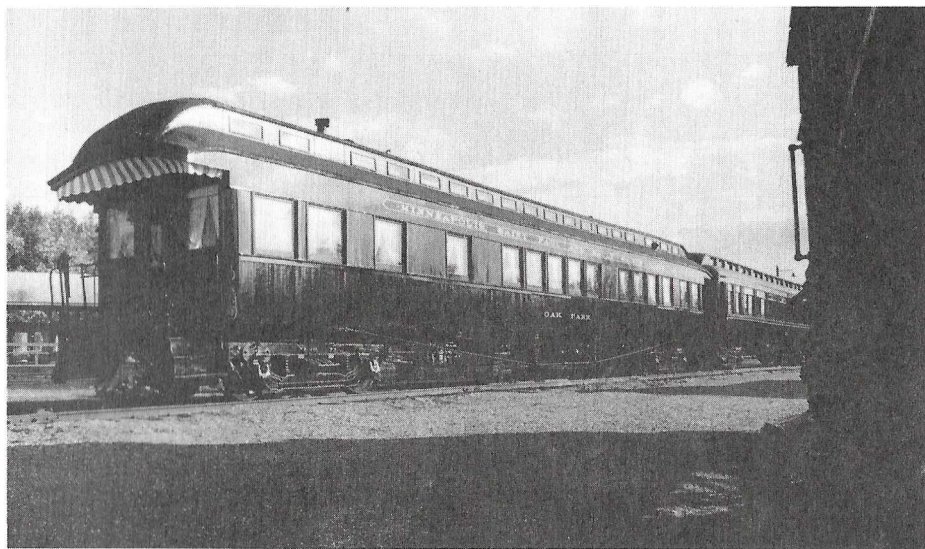
Railroad Film. The Al Ringling Theater, Baraboo, is showing *The General*, starring Buster Keaton, at 8 p.m. Tuesday, Sept. 25. Scenes were filmed on a logging railroad in Oregon. Chris Elliott, a nationally known theater organist, will accompany the film, the last great comedy of the silent film era.

Looking Ahead. Snow Train '91 is Feb. 16-17. An excellent video of the 1989 event, produced by Berkshire Productions, is on sale at the gift shop for \$29.95. *February, Freedom, and Flurries* is selling well, according to manager Jeff Haertlein.

Birth. Mark Slinde, son of Julie and Jay Slinde, Aug. 17 in Milwaukee.

Marriage. Shirley Emhoff and Keith Bender, Friday, July 27, at Rock Springs.

Death. Theresa L. O'Brien, a former employee, July 28, at Portage.



The Oak Park glistens in the late afternoon sun in Sept. 1988. A viewing platform is being built next to the car, now stored in the Coach Shed.

Wooden Car Collection Rates Well in National Comparisons

John Gruber

Mid-Continent has preserved an important collection of wooden passenger and freight cars. In fact, the North Freedom collection—a historic and educational asset—compares well with collections at larger museums across the country, and provides the opportunity for Mid-Continent to become a leader in wooden car restoration and operation.

"Wood cars are how we get into the business of railroad equipment restoration. That's the primary construction material for passenger and freight carrying cars in this country from the 1830s until the introduction of steel in large commercial measures in the early part of this century. So a good understanding of wooden car construction and a good representative sampling of passenger and freight cars is just indispensable for a substantial railroad museum," according to Stephen E. Drew, curator of collections, exhibits, and audiovisual for the California State Railroad Museum in Sacramento.

"So often museums have tended to save the largest, the smallest, the heaviest—the curiosities. The preservation movement has saved far more private cars and combinations than just conventional day coaches. Straight first class passenger cars are scarcer than hen's teeth compared to business cars," Drew said. "A well-rounded and desirable 19th century car collection would include different builders, different types, and some of the scarce examples."

In addition to Mid-Continent, museums with significant wooden car collections include CSRM; Nevada State Railroad Museum in Carson City; and B&O in Baltimore—each with representation from its geographic area.

B&O has the oldest passenger car on the continent, a General Mining Co. of Nova Scotia director's car built in 1838. Its collection also includes two similar 1868 Central Railroad of New Jersey coaches (Wason Mfg. Co., 1868), B&O baggage car no. 10 (about 1875), and B&O narrow vestibule

coach no. 445 (Pullman, about 1890), and four wood cars with steel underframes. Freight cars include two wooden cabooses and six wood cars with steel underframes.

CSRM and NSRM have preserved cars from the western U.S., especially California and Nevada. At CSRM, passenger and freight cars and cabooses account for 46 of its 105 pieces of equipment. The all wood fleet includes Monterey & Salinas Valley narrow gauge combination no. 1 (Carter Brothers, 1874) and Virginia & Truckee no. 16 (Detroit Car Works, 1874) a total of 10 cars from at least seven manufacturers. In addition, CSRM has five wood cars with steel underframes. So many early California pieces were gone by 1937, when the R&LHS Pacific Coast Chapter started the collection, that it turned to Nevada short lines for the nucleus of its 19th century collection.

Although most cars were built in the east, NSRM's collection includes four rare products of Kimball Manufacturing Co., a major car and carriage builder in San Francisco. Virginia & Truckee coach no. 4 (1872) and caboose/coach no. 9 and passenger/caboose no. 10 (both 1873) have been restored. The NSRM museum has 35 wooden passenger and freight cars, seven of them restored.

Mid-Continent's collection, emphasizing the midwest of 1885 to 1915 era, is the largest, with the widest representation from periods, builders, and railroads. Take a look at the numbers, assembled by curator Don Ginter.

Of the 25 passenger cars in the collection, 19 are owned by the museum. The total includes 17 all wood cars, 6 wood cars with a steel underframe, and 2 all steel cars; many of them need restoration, some for the second time. Of the 8 freight cars, all museum owned, 4 are all wood, 2 have a steel underframe, and 2 are all steel. Five are restored.

For example, the Mid-Continent collection includes:

Wisconsin Central #305, a baggage car built in 1886 by Barney & Smith. No. 305 is an excellent, and rare, example of common passenger equipment.

Soo Line #920, an 1893 narrow vestibule coach from Harlan & Hollingsworth. Very few cars from the narrow vestibule period,

about 10 years, have been preserved.

Milwaukee Lake Shore & Western #63, built by Barney & Smith in 1888 with the interior designed by Edward Colonna (1862-1948), also known for his design of furniture, estate interiors, jewelry, and depots from the Art Nouveau period;

C&NW #1099 and #10, combine and box car from an attempt at making narrow gauge railroading economical in Wisconsin.

Copper Range #60 and #25, built as coaches in 1907 for ACF in Jeffersonville, Ind. Coach #59 was rebuilt by the railroad into a combine and renumbered #25. These cars show the evolution of equipment to better fit the needs of a railroad.

Duluth South Shore & Atlantic #996, a gondola (1888), and Soo Line #15604, a box car (Wells & French, 1897), early all wood freight cars. No. 15604's structure remains basically unaltered. While the gondola body of the #996 probably has been extensively rebuilt and altered, the wood underframe is of a classical design from its early built era.

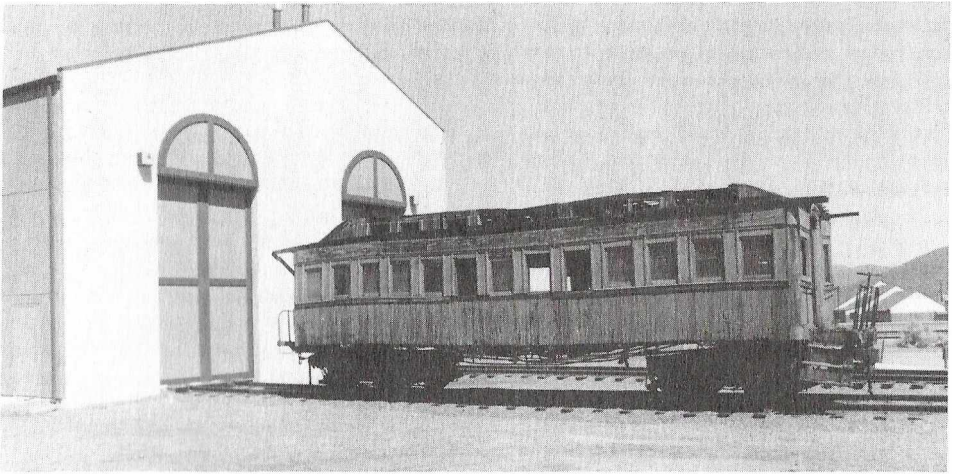
Iowa Central #04492, a box car (Pressed Steel Car Co., 1901), an unsuccessful early attempt to replace the wood underframe with light weight steel underframe. The car has its original Fox Patented Pressed Steel trucks, another unsuccessful evolution.

A special feature at Mid-Continent is the occasional operation of the restored wooden cars, most recently for the Soo Line Historical and Technical Society in 1988.

(In addition, cars which do not fit the midwestern theme include 5 steel passenger cars, 4 of them museum-owned including the Lackawanna coaches (built for commuter service in New York and New Jersey) used in daily service, plus 5 museum-owned steel or steel and wood freight cars.)

"Most museums are locomotive oriented and we have taken a departure from that in that early on we acquired vintage wooden passenger cars. We made a deliberate effort to get significant pieces of really historic passenger equipment and freight equipment. We're talking about cars that are over 100 years old," said Ray Buhrmaster, who helped preserve and restore DSS&A wooden coach, #213 (Jackson & Sharp, 1888) and other cars.

"They're important because they represent what railroading was years ago. They



An unrestored wood car stands outside a new building at the Nevada State Railroad Museum, Carson City. In "Facadism: Is This Really Preservation" in *Locomotive & Railway Preservation* (July-Aug. 1988), John H. White Jr. of the Smithsonian Institution suggests such car bodies are "a document and an information source....to those more sensitive to things historical, the shabby derelict possesses an uncommon beauty." NSRM has a similar, fully restored car inside the building.

represent not only the transportation but also the manufacturing aspects. I really think the wooden car collection is the strong point of our museum," he said.

Also see, Gazette: Soo Line Historical and Technical Society, Sept. 1988, and "Wooden Cars," by Bill Buhmaster, Nov.-Dec. 1984.

Mid-Continent in Moscow!

Continued from page 2

and international relations in May 1991. His father, James H. Yanke, has been a brakeman and conductor for 30 years.

Buehler traveled in the Soviet Union twice, alone in winter of 1988 and with his wife, Pat, in the winter of 1990. The trips, mostly by rail, included Irkutsk on the Trans-Siberian Express in 1988, and Murmansk, 200 miles above the Arctic Circle, in 1990. He doesn't speak Russian, and usually no one spoke English on the trains, but people were friendly and he didn't have any problems. Food was

repetitious, with ample buffet service. On one dining car, the staff kept a menu handy for him, with hand written English translations. On the first trip, he saw a steam locomotive used as a stationary boiler, and a yard full of locomotives in storage. On the last trip, he encountered more electric than diesel engines.

He made up his own itineraries and booked them through Intourist, the Soviet agency, which assigned hotels with English speaking staff. In cities where guides were used, such as Leningrad, he noticed the guides were more willing to talk in 1990 than two years earlier about their government and plans to travel.

Buehler, Port Edwards, retired June 29 after 38 years with the Nekoosa Division of Georgia Pacific and predecessor companies. He is back working as a consultant. After a vacation in the fall, he becomes the part-time director of the Alexander Art and Archives Center in Port Edwards, where paper company records dating back to 1840 are being preserved.

Pleasurable Duty

Wabash Moguls Get the Last Word

Van McCullough



Phil Hastings photographed Wabash Moguls #573 and #576 at Meredosia, Ill., in September 1954. His trips with David Morgan resulted in a series in *Trains* and a book about the twilight of steam.

The Bluffs, Ill., to Keokuk, Iowa, branch of the Wabash was known unofficially as "the Highline." Factually, it was merely a branch which for many decades served agricultural and industrial customers, usually earning a profit. For a long while it offered a full-service program for passengers, mail, express, carloads, LCL, and so forth. It also was the "outside connection" for the residents of the area for many years. Time and progress reduced its importance and now it is gone.

But it is not my purpose to expound on the economics, culture, or social significance of this western Illinois branch of the Wabash, but rather to share some memories of the locomotives which served there in the early 1950s and the pleasurable duty which I had firing them.

I had a working relationship with the 569, 571, 573, 576, and 587, all F-4 2-6-0 locomotives (Moguls). With a builder's date of 1899, and with some rebuilding, they survived in regular service due to weight limits on the Meredosia bridge over the Illinois River. Four of these engines were ordinarily assigned to the branch, with the fifth engine being in the shops at Decatur, Ill., for major periodic overhaul. A rotating maintenance program kept them running alternately for more than 50 years.

With a tender capacity of 10 tons of coal, each of them provided ample work for a fireman. A heavy train, 76 miles each way, might make it possible for a fireman to scoop nearly 20 tons in a day. Without a brick arch in the firebox and no superheater flues, the draft was positive and very significant. They were not particularly "hot at the door." Firing the sides and keeping the back corners of the long, narrow firebox well-heeled would keep it steaming well. Each engine was a personality of its own as to coal consumption. Observation was, of course, necessary. One cannot blindly toss coal into the firebox and expect good results. The 576 had a lighter appetite in the front half of the firebox, due probably to slightly different adjustments in the smokebox at the most recent shopping.

In addition to water sources at the terminals, water could be taken at Meredosia, Mt. Sterling, and Carthage as needed and if available. During very dry seasons, a

salvaged tender body mounted on a flat car was used as a supplementary water car when water was not available at Mt. Sterling or Carthage. The boiler was blown down frequently to help keep the boiler clean and steaming well.

Tonnage was "A rated" at 710 tons on the Versailles Hill. By today's standards, that seems meager. But remember that the engines were built in 1899 and had tractive effort of 25,507 lbs. The Versailles Hill, climbing out of the Illinois River valley on the west side, had an extreme grade, then a slight easing, and then more of the same before cresting east of the village to drop down through a slight sag and then up again into town. I have studied topographical maps but cannot come to a definite conclusion as to the percent of grade. Portions of it were just under 2 percent. It may have been the steepest Wabash grade.

Going up the hill was a pleasant challenge. The boiler was blown down two or three times going across the flat bottoms before the hill. The fire was kept in top shape, gradually building it heavier as the engineer "made a run" approaching. The engineer would begin to drop down the Johnson Bar as speed slowed due to the weight of the train. After an optimum notch was reached on the quadrant, the throttle was adjusted and the engine would march up the hill as it was supposed to do.

Firing under those circumstances meant that one usually stayed "on deck," firing frequently but not slugging the fire. A white-hot fire would result from regular proper firing. Under those conditions, a scoop of coal would ignite immediately upon entering the firebox door, bursting into flames before it reached the bed of the fire. The injector was left on and trimmed to correctly maintain a consistent level of water.

The rail was sanded as necessary. Slipping was not frequent nor excessive as the engineers were good "hill men" for the most part. The 576 had a "track washer" attached, a set of water pipes plumbed into the squirt hose system which would wash sand from the rails behind the back drivers. I thought that this made the train pull easier over the clean rail rather than over the sanded rail. Apparently, the company did not feel that it was worth the effort to

apply this convenience to other engines.

The branch profile was undulating, with only necessary cuts and fills. It was built with early construction methods. Some of the rail in the Hersman area was 60 lb. and imported from England, according to a conductor. I never personally examined the rail to verify this. However, we always took it easy in that area. The line had several flat areas and several sags.

Two major valleys were crossed: the Missouri Creek valley between Clayton and Golden, and the Big Meadow valley between Bentley and Carthage. These were challenges also with a heavy train, but here we had gravity on our side. Going down we would have the chance to get some speed which would help us on the climb out of the other side. Yet, with a few cars of "hog iron" on the return trip, it would be a hard pull up into Clayton.

The men who worked on this branch were doing business for the Wabash as those did on the rest of the system. It was light density traffic when I knew it in the early

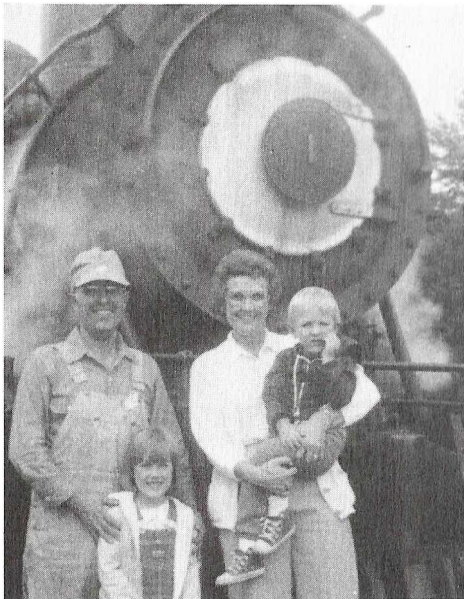
1950s, with only one train a day each way, except at the ends of the branch. Switch locals were in the Bluffs-Meredosia area and TP&W traffic was encountered between Elvaston and Hamilton. An order was issued at Bluffs each day: "Number 3, engine unknown, has right over Number 12, engine unknown, Bluffs to Elvaston." This enabled us to work without the problem of being afool of Number 12 accordingly to the timetable.

Therefore for most of the mileage, we had the line to ourselves. One thing that we did not do on this portion of the line was to protect the rear with a flag, using instead all men to work the moves. One day, we had an engineer from the main line with little experience on the branch. We stopped at Denver to do some work and he whistled out a flag. That caught everyone's attention promptly.

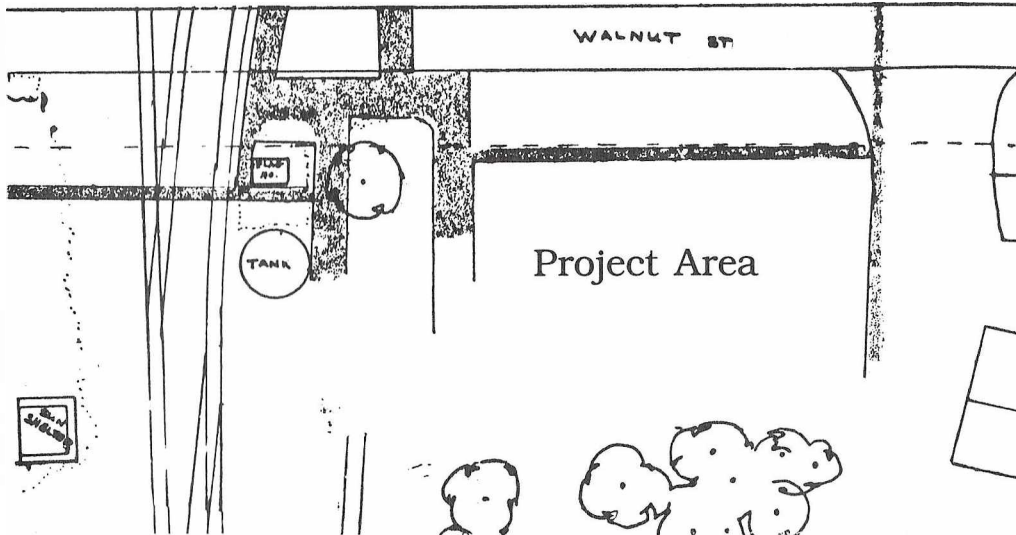
There was always a sense of business about this work, even though it was rather antique and isolated in setting. But even then a laugh might come unexpectedly. Near Chatton, on level track, cruising along at the limit of 25 mph, engineer John Conrady opened the cylinder cocks and at once nearly fell off the seat-box laughing. I stepped over to discover the source of his pleasure: a stampeding herd of fat hogs. He thought it was funny, but I doubt that the farmer appreciated it.

For some time there was a monkey tethered on a clothesline behind a garage in Denver. It mocked and bad-mouthed us each time we passed. One evening on the return trip engineer I. D. Mueller drifted quietly into town. Mr. Monkey was sitting on a stump looking the other way. We were able to sneak up to him. Reaching him, I. D. popped the whistle. He shot into the shed. Ever after, when we approached there were no more bawling-outs from the monkey. The monkey stayed in its house when we came to town. The Wabash had the last word.

McCullough, Jacksonville, Ill., joined Mid-Continent in 1983. He has been a fireman here since July 11, 1983. A similar article appeared in The Banner (Vol. 3, nos. 1-2).



Van McCullough, as a fireman in August 1988, is visited by his wife, Yvonne, and his grandchildren, Katie and David Hebner.



Mid-Century has requested mid-year contributions to clean up and landscape the former bulk tank property, shown in a sketch by Sharon Crawford, Madison. A letter, mailed to members and friends in July, said "the project will greatly improve visitors' first impressions of the museum and safety at the Walnut St. crossing. It will visually join the sides of the museum previously separated by the tanks."

Wisconsin Rails

Rehabilitation continues on tracks operated by Wisconsin and Calumet, Janesville. The Janesville to Madison project, started in 1989, was completed in mid-August when work finished on the Rock River bridge near Edgerton. The 1990 work includes \$2.5 million for Janesville to the Illinois state line (Illinois provided a \$1,030,000 loan to complete the project to Fox Lake). A safety tie program between Mazomanie and Prairie du Chien is being scaled back. For 1990 work, WICT is providing 15 percent of the cost of the Wisconsin projects with long term notes. Mike Chilson, general manager of Chicago Rail Link, is WICT's acting general manager.

The Walworth excursion train resumed operation May 5. WICT started the Geneva Limited Dinner Train July 14, using equipment from Iowa Interstate. The train offers a Saturday night dinner, leaving Walworth at 6:30; and a Sunday brunch, leaving at 11 a.m. Patronage continues to increase, WICT officials said. The reservations number is 414-275-5849.

Chicago and North Western operated its first ballast train of the 1990 season from Rock Springs March 27. In other area activity, C&NW sold the Baraboo freight house and some surrounding land to Ralph Pierce and John Gruber; plans have not been announced.

Frisco 1522, based in St. Louis, is running between St. Paul and Winona as a part of Winona's Victorian Fair Oct. 6-7. A short ride also is being offered, between Winona and River Jct., where the train will be turned. The excursion, sponsored by the Winona Historical Society, is being operated on Soo Line tracks.

In the next *Gazette*, Mark Smith, editor of *Locomotive & Railway Preservation*, tells about publishing *Philip Ross Hastings: Boston & Maine*, the first in a series of books in cooperation with the Hastings estate.



Board Minutes

Tom Hruska, Secretary

January 14, 1990

Board members present were: Brist, Gruber, Parr, Buhmaster, Oseland, Bloomh, Nordeng, and Hruska. Emhoff's proxy was held by Hruska. Also attending the meeting were: Steve Pahl, Jim Engelke, and Jon Neumann.

The meeting was called to order by President Bloomh at 9:05 AM in the general office.

The minutes of the December meeting stand approved as presented.

VICE PRESIDENT OPERATIONS REPORT

Pahl reported that a lot of work has been accomplished this weekend. Work is being done on the 1385 and the Montreal locomotives in preparation for Snow Train. The spare parts in the parts car for locomotives #29 and #22 have been reviewed. Superintendent Slinde will be preparing a report on the status of the main line. The ballast tamper will be coming back from the WICT. As part of the agreement, WICT's brush cutter will be coming to Mid-Continent to clear our line. Pahl said he has handled the allegation about improper switch moves by Dick Goddard and Skip Lichter. Superintendent Peters says the D&R 9 locomotive will be placed in service about the end of May using the temporary tender. A foundry has been located to cast the bolsters and the wooden tender frame should be able to be completed later this year. The replacement tank and coal pocket should be ready for installation on the wood frame next winter. Motion by Brist, second by Buhmaster, to accept the report of the VP of Operations. Passed unanimously.

VICE PRESIDENT FINANCE REPORT

Buhmaster reported that the financial status of the Mid-Continent Railway Museum as of the end of December 1989 was as follows: The checking account balance is \$140, the savings account balance is \$57,034, the Railroad Restoration Trust Fund balance is \$28,691, and the Museum presently has an outstanding loan balance of \$10,000. The total income for the month was \$5,168 while \$15,668 in expenses were paid, leaving an accounts payable balance of \$49,214. For the 1989/1990 fiscal year to date, the total income for the Museum is \$29,605 and the total expenses for the year are \$87,929. Buhmaster asked that the annual budgets be prepared and submitted before the February Board meeting. Motion by Nordeng, second by Brist, to accept the report of the VP of Finance. Passed unanimously.

SECRETARY'S REPORT

Hruska reported that Tom O'Brien wrote to the Museum with comments and recommendations relative to Federal Regulations now being applied to "tourist" railroads. Member Herbert Mainwaring has written asking some questions about the Museum and its organization. Lawrence Hinz wrote to the Membership Secretary indicating that he was not renewing his membership because he felt that as a new member he was not welcomed into the operation of the Museum. Sid Vaughan sent a letter on behalf of the Morse Telegraph Club asking to use the Museum depot for their annual meeting on April 28, 1990. The Toledo, Angola and Western Railway has written concerning the wheel sets for sale. Mr. Byron C. Ostby donated a quantity of books from the Wisconsin Railroad Association. Jon Neumann has donated the two base station remote radio units for the office building and ticket office as well as the Motorola radio installed in locomotive 1385. Postage has been provided by Vince Mathews. The Great Northern Nekoosa Corporation has given funds to match the donation of Marshall Buehler. Two-for-one matching funds were donated by the Mobil Foundation in response to a gift from F.M. Springer.

Jeffery Blohm donated cash for the plaques given at the annual banquet. A donation to the calendar fund was received from Norman Fiedler. Carl Traub has given money toward the landscaping project. The Soo Line Historical and Technical Society along with William Armstrong have made cash donations toward the elevated watchman's shanty. A donation to the 1385 locomotive fund has been received from Mr. and Mrs. Christopher J. Burger. Vince Matthews provided money towards the banquet expenses. Thomas Hruska and an anonymous donor have each given cash towards the new radio system. Jon Neumann paid for the permits for the radio system. Cash donations toward the coach shed have been received from Vince Mathews and Fred Springer. Unassigned cash donations were donated by Mr. and Mrs. John Green and Edward J. Steinhauser.

There was nothing to report from the Treasurer or the Manager.

COMMITTEE REPORTS

The Long Range Planning Committee indicated that the construction of the car shop building was completed this week. Final payment is to be made to the contractor next week.

The Search Committee recommended approval of the following text for advertising for applicants for the Executive Director position:
Mid-Continent, one of the top historic railroad operations in the country, seeks a full-time Executive Director, to be responsible for safe and efficient museum operation, hiring and supervising employees, budgets, sales and marketing, purchasing, and coordinating volunteer work schedules. Bachelor's degree or equivalent experience required. Salary, \$25,000 to \$35,000, depending on experience. Application deadline: April 15. Write for job description and details. Search Committee, Mid-Continent Railway Historical Society, P.O. Box 14405, Madison, Wisconsin 53714.
The committee also recommended hiring an interim Manager.

OLD BUSINESS

Motion by Buhrmaster, second by Nordeng, to approve the Search Committee's recommendation for an advertisement for an Executive Director using the full name for the Museum in lieu of "Mid-Continent." Passed unanimously. Gruber recommended hiring Edmond Minihan as an interim Manager until about mid-March. Motion by Brist, second by Nordeng, to authorize the President and John Gruber to continue to investigate the need and possibilities for an interim Manager, and contact the Board by telephone conference call if needed. Motion passed with Parr and Buhrmaster voting no.

Motion by Brist, second by Oseland, to take the Sladky contract off the table to allow discussion. Passed unanimously. After a short discussion, motion by Nordeng, second by Brist, to retable the motion. Motion passed with Oseland voting no.

In response to Gruber's comments about timely reports and agenda, President Blohm requested that all minutes, agenda, motions, and reports be submitted to the Directors with sufficient time to allow the material to be read before the Board meeting. Passed unanimously.

Motion by Brist, second by Hruska, to authorize John Gruber to prepare the 1991 Steam Calendar for printing before the 1990 summer season. Motion by Buhrmaster, second by Parr, to table the motion to allow time to discuss the calendar with Dick Goddard. Passed unanimously.

Gruber left the meeting to attend the memorial service for David P. Morgan. His proxy was given to Parr.

Blohm told about the meeting with the Wisconsin Department of Transportation concerning our grade crossing. Trees need to be removed and trimmed back in the area of the Walnut Street crossing. Motion by Brist, second by Nordeng, to authorize the President to follow up with the crossing recommendations as provided by the Wisconsin DOT. Passed unanimously.

The C&NW combine car was discussed. A rider has been located to accompany the car in movement. He will work as a private contractor. Motion by Parr, second by Brist, to authorize up to \$4,000 out of the interest fund to pay the additional amount needed for the purchase of the combine and to pay towards the transportation costs. Passed unanimously.

There was a discussion on main line events using locomotive 1385. Motion by Brist, second by Hruska, to authorize the President to negotiate for Circus Train and for excursions pending final approval by the Board of Directors. Passed unanimously.

Museum member Ray Mohlman has requested the Museum to establish a trust fund at a bank or under a trustee to administer his memorial fund when it is donated to the Museum.

The Museum is thinking about filing a grant application with the Wisconsin Humanities Foundation. This grant could be used for exhibits and brochures showing local history including the iron mining in the LaRue area.

NEW BUSINESS

Motion by Parr, second by Nordeng, to authorize \$1,350 from the 104 savings account to hire Paul Wolff to continue the work on car 104. Motion passed with Oseland voting no.

Sandy Hamlet has requested to use the "board room" for the concession service at Snow Train. Motion by Buhrmaster, second by Oseland, to deny the request to use the general office for the Snow Train concession service. Passed unanimously.

Motion by Brist, second by Nordeng, to allow the Morse Telegraph Club to use the depot for their annual meeting. Passed unanimously.

Brist asked that the Museum be represented at the St. Charles show again this year. Motion by Buhrmaster, second by Parr, to authorize Mid-Continent to have a booth at the St. Charles show with exhibits and sales. Passed unanimously.

At the TRAIN convention in Denver, the Cumbres and Toltec Scenic Railway led a workshop on the use of volunteers at the museum. Mid-Continent may be able to use this information to improve our volunteer program.

Mid-Continent needs to establish priorities and in particular to establish more museum displays for our visiting public.

Future dates will include Board meetings on February 11, March 11, and April 8 as well as the Spring Fling activities on April 21-22, 1990.

Motion by Nordeng, second by Parr, to adjourn the meeting. Passed unanimously. The meeting was adjourned at 11:55 AM.

February 11, 1990

Board members present were: Nordeng, Buhrmaster, Gruber, Parr, Emhoff, Oseland, Bloom, and Hruska. Brist was ill and he had given his proxy to Gruber. Also attending the meeting were: Bruce Parfitt, Ed Minihan, Steve Pahl, Bob Sladky, and Paul Swanson.

The meeting was called to order by President Bloom at 9:05 AM in the general office.

The minutes of the January meeting stand approved as corrected.

VICE PRESIDENT OPERATIONS REPORT

Pahl presented a written report. Superintendent Tisler indicated that crews for Snow Train have been arranged and the members involved notified. The freight train is scheduled to run following the 10:30A, 12:00N, and 1:30P passenger trains. If patronage warrants, arrangements will be made to run the freight

following the 2:45P and 4:00P passenger trains. Milwaukee Road locomotive #988 will be used as the switch engine and back up power throughout the weekend. The owners are in the process of preparing the locomotive for service. On Friday, February 16, an inspection train will depart North Freedom at 11:00A for Quartzite Lake using locomotive WC&C #1, Great Northern coach, and the DM&IR caboose. The news media will be allowed to ride this train and the general public will be afforded the opportunity to purchase tickets on a first come, first serve basis. The DM&IR caboose will be used for train and maintenance of way crews only. Bill Raia will conduct the night photo session and train both Friday and Saturday. It appears that the night train will be a Snow Train standard. Last year was the first year we tried the night train and it appears to be a success. Charles Wiesner reports that the First Class service cars, Soo 2017 and C&NW 440, are staffed and ready to go for Snow Train. Mr. Wiesner requested that steam heat be applied to the 2017 on Thursday, February 15. At this time, it is planned to fire the WC&C #1 on Wednesday morning the 14th and the C&NW 1385 on Thursday. Bill Raia reports that the passenger equipment is ready other than a minor steam leak under the Soo 2017 galley that must be repaired. The annual safety and rules class will be conducted May 5 and 6. Time and location will be forthcoming. All members who desire to enter the operating department will be required to attend this training class before making any student trips. Current operating personnel are encouraged to also attend this class. Mr. Wiesner is still working with Circus World Museum on arrangements to pull the Circus Train with our C&NW 1385 locomotive. Other excursions are pending on the WICT, i.e. McFarland, Mazomanie, and Walworth. President Bloomh has more details on this subject. Superintendent Tisler would like to make the following appointments: Asst. Supt. Operations - Jon Neumann, Trainmaster - Doug Crary, Road Foreman of Engines - Greg Verstein, Safety Officer and Rules Examiner - Steven Pahl, and Chief Dispatcher - William Dunbar. Superintendent Peters reported that two work sessions took place on the weekends of January 13 and 27 in the engine house. The membership turnout was extraordinary. Pahl can not remember the last time he saw both milling machines and lathes operating at the same time! Much work was accomplished these weekends. Hub liners on the C&NW 1385 were removed, re-babbitted, and machined. The pony truck for the D&R 9 was disassembled, rebuilt, and reassembled. The pilot beam on the WC&C 1 was removed and replaced with a new beam, the main driving wheel tire on the engineer's side was removed, re-shimmed and replaced, and the valve and piston rod packing was repaired. There are still some minor repairs that need to be completed to both the WC&C 1 and the C&NW 1385 to ready them for Snow Train. Stan Nordeng and associates removed the coal conveyor last December for rebuilding. Worn gears and sprockets were replaced with new. This should cure the problems we have had in the past with the conveyors. Rick Peters is planning to have more work sessions in the near future. This is a definite must if we are going to keep our operating fleet in running condition and add other locomotives to the stable. Our hat is off to all that participated and worked hard those two weekends. Lets keep it up and encourage others to join in and help in the satisfaction of seeing restoration and preservation come alive. Bill Raia is stepping down as Superintendent of the Car Department. Mr. Raia has served well in this position over the past years, but due to other commitments, Bill feels that he will not have the time necessary to continue in this capacity. Mr. Raia has indicated that he will still assist when he can. Pahl appointed Mr. Paul Swanson to fill the position of Superintendent of the Car Department. Mr. Swanson is very knowledgeable in this field and Pahl is sure he will do a fine job. Currently, Mr. Swanson is setting up one of the Circus World box cars to store parts and materials for the car department. Many of these parts and materials are being relocated from one of the three C&NW box cars that are on loan. Presently, these cars are being emptied so they can be returned to their owner. This will open up an additional 150 feet of track space that can be used to store museum equipment. Planning is still continuing on the Walnut Street grade crossing rehab project. Dave Bierman and Gerry Pitzen are coordinating this program. Work will begin sometime in April 1990. Further information will be forthcoming. Dave Bierman and associates clear-cut the brush around the depot platform and surrounding area on the request of the WDOT and President Bloomh. The plan is to replant the area along the platform with bushes and flowers this spring. Some minor track repairs remain to be completed on the mainline by Snow Train. This will be accomplished the week prior to the event (February 11). It appears that plans for Snow Train

are coming together as expected. As we know, many hard and long volunteer hours will be necessary to make Snow Train '90 another successful Mid-Continent event. Steve Pahl is confident that our volunteers can do the job and also enjoy the fruits of their labor. Motion by Parr, second by Gruber, to accept the report of the VP of Operations. Passed unanimously.

VICE PRESIDENT FINANCE REPORT

Buhrmaster reported that the financial status of the Mid-Continent Railway Museum as of the end of January 1990 was as follows: The checking account balance is \$358, the savings account balance is \$34,227, the Railroad Restoration Trust Fund balance is \$34,003, and the Museum presently has an outstanding loan balance of \$61,516. The total income for the month was \$4,239 while \$31,521 in expenses were paid, leaving an accounts payable balance of \$29,366. For the 1989/1990 fiscal year to date, the total income for the Museum is \$33,844 and the total expenses for the year are \$99,472. Some of the requested department budgets were not submitted until this weekend and as a result, Buhrmaster did not have time to prepare a recommended budget for the Board to consider. Motion by Parr, second by Nordeng, to accept the report of the VP of Finance. Passed unanimously.

SECRETARY'S REPORT

Hruska reported that Jennings, Hood, and Associates have for sale a new book on creating an effective governing board. Hundman Publishing sent a flyer promoting Stan Mailer's new book on the Green Bay and Western Railroad. Pacific Rail industries has written inquiring about the sale of wheelsets. Norman B. Bowman has donated a quantity of bulletins and magazines. An unassigned cash donation was received from Donald Plotkin.

TREASURER'S REPORT

Emhoff had nothing to add to Buhrmaster's report, but she did reemphasize the lack of funds in the checking account. Motion by Nordeng, second by Oseland, to accept the report of the Treasurer. Passed unanimously.

MANAGER'S REPORT

Interim Manager Ed Minihan reported on preparations for Snow Train. No paid advertising has been purchased but numerous news releases have been distributed. Boy Scouts will be helping in the parking lot. Paid help will maintain the restrooms. Four portable toilets will be available near the restrooms. A 90-second television promotional spot has been prepared. This is followed by 3 or 4 minutes of Museum scenes. Motion by Oseland, second by Emhoff, to accept the report of the Manager. Passed unanimously.

COMMITTEE REPORTS

The Search Committee reported that they have placed ads for an Executive Director in the Locomotive and Railway Preservation and in the publication for the National Association for State and Local History. The Members Committee asked if the Steamer could be mailed to all members. They also asked that work sessions be planned in sufficient time to allow for posting of the plans. The committee also noted that a number of Board members have not been attending the Members Meetings. The dates for future Board Meetings were decided so the meeting announcements may be posted. The meetings are scheduled as follows: May 20, June 17, July 15, August 12, and September 9.

OLD BUSINESS

Bob Sladky presented a written report on the current solicitation for the Railroad Restoration Trust Fund. As of February 8, 171 people had donated \$7,083. His report showed how these donations were distributed among the various RRTF projects. At the December Board Meeting there was a motion by Gruber, second by Oseland, that the President terminate the five-year contract with the Museum's professional fund raiser, Robert Sladky. The motion was tabled at that meeting. Motion by Gruber, second by Oseland, to bring the professional fund raiser motion from the table. Passed unanimously. Motion by Gruber, second by Nordeng, to amend the motion to read "that the President immediately terminate the five-year contract with the Museum's professional fund raiser, Robert Sladky." The motion to amend was passed unanimously. Gruber said he favored terminating the agreement, signed November 16, 1984, because the Stonefield Calendar Company is a possible conflict of interest which should have been discussed in advance with the Board,

and because reports had not been submitted in a timely manner as outlined in the contract. The amended motion failed with Gruber, Oseland, and Brist's proxy voting yes. Motion by Gruber, second by Oseland, to go into Executive Session. Motion passed. The Board had a discussion with Mr. Sladky.

At the January Board Meeting there was a motion by Brist, second by Hruska, to authorize John Gruber to prepare the 1991 Steam Calendar for printing before the 1990 summer season. The motion was tabled at that meeting. Motion by Nordeng, second by Hruska, to bring the 1991 Steam Calendar motion from the table. Passed unanimously. After a brief discussion, the motion was passed with Parr voting no.

The Chicago and North Western combine car purchased in Connecticut has started its move to Mid-Continent but was not accepted for interchange by Conrail. It would cost about \$1,000 to repair a number of small items not counting the couplers. The Museum will try to get an exemption on the drawbars. Motion by Buhrmaster, second by Nordeng, to authorize \$1,000 from the donation box to be placed into the combine account for repairs to our car. Passed unanimously.

NEW BUSINESS

Nekoosa Paper has offered to donate, with no strings attached, a 1965 ALCO C415 diesel locomotive. Motion by Gruber, second by Nordeng, to authorize the President to accept the Nekoosa Paper ALCO locomotive #21 at his discretion for use as trading stock, to sell for profit, or to lease the locomotive for profit. Passed unanimously.

Interim Manager Ed Minihan was hired two weeks ago after President Bloohm had polled the Board. Motion by Gruber, second by Nordeng, to approve the hiring of Ed Minihan until April 1 at the rate of \$12 per hour. Motion passed with Parr and Buhrmaster abstaining.

Motion by Buhrmaster, second by Gruber, to approve Steve Pahl's appointment of Paul Swanson as Superintendent of the Car Department. Passed unanimously.

Motion by Buhrmaster, second by Parr, to approve Lovina Tisler's appointments of Doug Cray as Trainmaster, Steve Pahl as Safety Officer and Rules Examiner, and William Dunbar as Chief Dispatcher. Passed unanimously.

Mazomanie has requested another excursion. Bloohm will get more information.

The Steamer was discussed. Lovina Tisler will continue as Editor with help from the Membership Committee and/or Ken Hojnacki.

The annual camp car fee mailing will be sent out to car owners at the Museum and the same rate is to apply to Dave Wantz for the use of the cabin in Pine Tree park.

The Shay steam locomotive will be placed on the April agenda.

Motion by Buhrmaster, second by Nordeng, to request \$3,000 from the Railroad Restoration Trust Fund towards the purchase of the C&NW combine car. Passed unanimously.

Steam locomotive #22 has had a change of ownership. Ed Pung remains as a partial owner. Dick Goddard's interests have been purchased by Bill Buhrmaster, Ray Buhrmaster, and Don Ginter. It is the intent of the owners to repair the locomotive and make it available for use at the Museum under a Museum locomotive lease. The new owners would like to continue to use car #76 as a shop and storage area for their locomotive project. Motion by Gruber, second by Nordeng, to allow the owners of locomotive #22 to continue to use car #76 for their locomotive project. Motion passed with Buhrmaster abstaining.

Motion by Nordeng, second by Parr, to adjourn the meeting. Motion passed with Oseland voting no. The meeting adjourned at 12:50 PM.
(received for publication 7/22/90)

SCHEDULED

August

- 11 Members meeting, 8 p.m.
- 12 Board meeting, 9 a.m.
- 17-19 27th Badger Steam & Gas Engine Club Show, Baraboo

September

- 2 Members picnic, after last train, features locomotive steamed sweet corn. Bring dish to pass and \$3 donation.
- 9 Board meeting, 9 a.m.
- 14-16 McFarland steam train

October

- 6-7 Autumn Color weekends
- 13-14 Annual meeting, election of directors, 8 p.m.
- 13 Annual meeting, election of directors, 8 p.m.
- 14 Board meeting, 9 a.m.
- 21 Weekend operation ends.

October

- 19-21 Railway preservation symposium, Strasburg, Pa.
- 26-28 Model railroad show, Holiday Inn, Highways 12-18, Madison

November

- 1-4 TRAIN convention, Huntington, W.Va.
- 3 Annual banquet, Viking II, Baraboo
- 11 Board meeting, 9 a.m.

December

- 8 Members meeting, 8 p.m.
- 9 Board meeting, 9 a.m.

Cover. Changes can be seen early in August at the La Rue quarry.

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