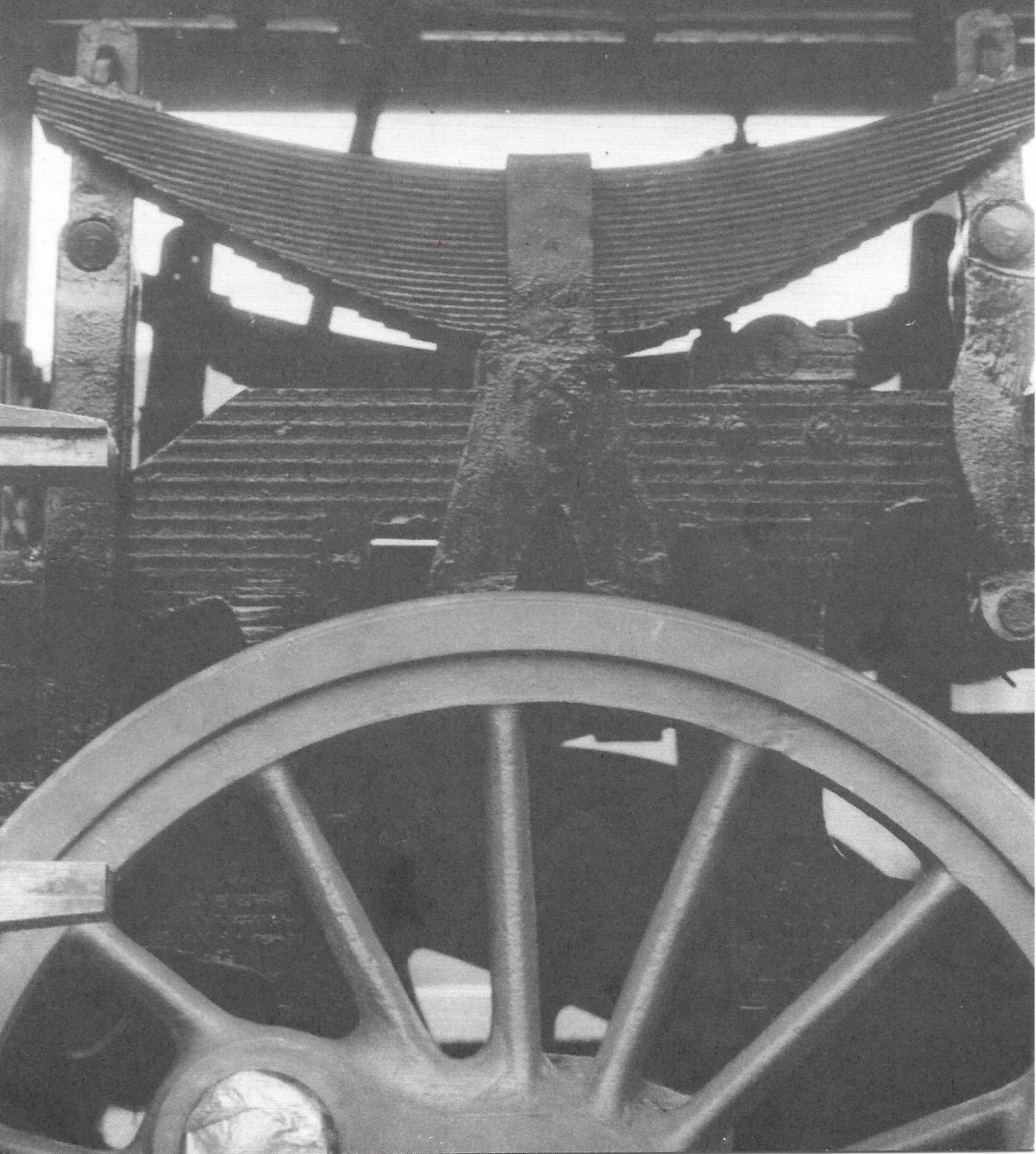

MID-CONTINENT
RAILWAY

Gazette

VOL. 27, NO. 4, SEPTEMBER 1994



Repairs Rejuvenate #1385's Running Gear

Steam locomotive 1385's main running gear—its six drive wheels and three axles—have been rejuvenated. The wheels, once badly cracked, are sound. They should run for years, according to Jim Eng, chief mechanical officer. A smoother running locomotive will be back in service Oct. 1 for Autumn Color weekends and films.

But Mid-Continent's experience holds a clear warning for other museums. "Everybody has to get all the paint off their wheels, and check them with penetrative die. If they haven't done it, they could be in the same shape we were.

"It's a bit scary to find 68 cracks in the wheel spokes," Eng said. "Before the wheels were shipped July 8 from North Freedom to Birmingham, Mid-Continent staff and volunteers had seen only one crack, in the left number three wheel. When Steam Operations Corp. started to clean up the wheels, they found more cracks. They found a whole bevy of cracks through the wheel rim of the left front driver. That wheel was destroyed, and would have collapsed and fallen apart if the cracks had not been found and welded."

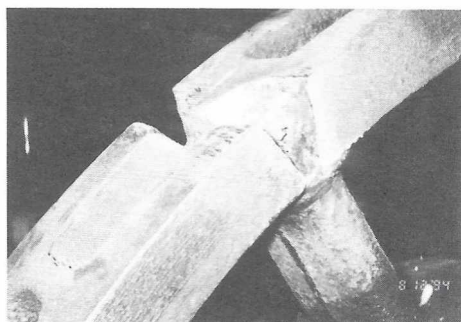
The left front driver was the initial reason for the extensive repair program. After Snow Train, mechanics noticed that the wheel had moved a full 5/8 of an inch on the axle, so #1385 was taken out of service. Costs and procedures were discussed.

"We are fortunate we did not try to push the driver back, as some people recommended. If the driver had disassembled itself while pulling a train, a serious accident could have resulted."

"At Birmingham, they pushed the wheel off the axle, turned the wheel fit, welded the hole in the wheel, cut a new P way, rebored it, and pressed it back on. It's a nine inch axle, with a thousands of an inch of press per diameter, so there is 9/1000 tight fit. It's a standard fit, it should stay there forever." Although a new axle was available, it was not needed, so Mid-Continent has a rough axle on the shelf.

"It was an excellent opportunity to correct other problems the 1907 locomotive. The locomotive has a 26-inch stroke. So you want the pin to be 26 inches away from the center line of the axle. At the

Continued on page 7



On the left no. one drive wheel, a crack extended through the rim into the spoke root, a serious defect. Steam Operations Corp. photo

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🔧 ROUNDHOUSE 1

Mid-Continent needs to make a good showing at Autumn Color and other events to overcome a downturn in ridership revenue during the 1994 daily operating season.

Through the end of August, ridership totaled 34,912, a 4 percent increase over 1993. Totals included 11,343 in August, down 9 percent; and 10,306 in July, a 47 percent increase over 1993 when the museum was closed almost two weeks due to the disastrous rain storm, but a 20 percent decrease from July 1992's total of 12,952.

By comparison, at Devil's Lake State Park recreational visits were up 72 percent in July, receipts 167 percent. In 1994, through the end of July, visits increased 54 percent at the lake.

For Autumn Color, Oct. 1-2 and 8-9, the museum is promoting rides "amid the brilliant hues of autumn."

Passenger trains with vintage coaches run each Saturday and Sunday at 10, 11:30, 1, 2:30, and 4. Caboose trains are scheduled at 10:10, 11:40, 1:10, and 2:40 each day.

First class service with snacks and beverages is in the Philip R. Hastings or Oak Park business cars, beginning at 11:30 a.m. Reservations are recommended. The Saturday night dinner trains are sold out.

For the second year in a row, Mid-Continent will have newly restored equipment to show. C&NW combine #7409 (*Gazette*, May 1990) has been painted in its original yellow and green C&NW colors. The

curator's department prepared the car; contractors painted it.

The car department is preparing the Lackawanna combine, #425, for the color weekends and films. Workers include Skip Lichter, Paul Swanson, Bob and Darcy Welke, Jim Neubauer, Wally Tisler.

The Great Northern coach, finished for Autumn Color 1993, received recognition from the GN Railway Historical Society. "Even the 23 arched stained glass windows have been painstakingly rebuilt. Magnificent," said Fr. Dale Peterka, president, in the *GN Goat* in March.

Two events interrupt the long winter break. The Santa Express, Nov. 26-27, has coaches both days, with first class service Saturday and a brunch train Sunday. Snow Train 95 is Feb. 17-19 when Mid-Continent offers America's most notable winter rail outing.

A crew from Issebert Productions of Doylestown, Pa., will be at Mid-Continent Oct. 3-4 to film an early 1900s branch line passenger train for the National Park Service. The film will feature a typical Lackawanna train of the era, including #1385 lettered as a Lackawanna Ten-Wheeler, Lackawanna combine and

coaches, and a milk car. The scenes will be part of a film for visitors at Steamtown, Scranton, Pa., which opens next year.

Most of the equipment will be used in another production Oct. 11-13, also for the National Park Service. Scene Three Productions of Nashville, Tenn., will do the filming.

Many Mid-Continent members are helping
Continued on page 6



Testing the corn before the members picnic Sept. 4.

Timeline

Baraboo Valley railroading

1870. Wisconsin legislature incorporates Baraboo Air Line, at request of Sauk County people, to build a railroad from Madison to Winona Jct. Air line consolidates with C&NW a year later.

1871. Baraboo celebrates opening of railroad.

1873. C&NW, with a West Wisconsin connection at Elroy, establishes through service from Chicago to Twin Cities. Service to Winona begins later in the year.

1874. Brotherhood of Locomotive Engineers organizes division at Baraboo. Firemen organize 8 years later.

1879. Baraboo employees hold first annual picnic at Devil's Lake.

1890. Ringling Brothers circus leaves Baraboo for the first time by rail.

1892. 500 railroad men live in Baraboo, with a payroll of \$30,000 a month.

1894. Excursion trains crowd Devil's Lake shores.

1895. Manual blocks established between Madison and Baraboo with 10 stations. Pay car makes last trip.

1896. C&NW rebuilds and double tracks main line between Madison and Baraboo, a substantial construction project.

1901. First class R-1 locomotive is delivered; #1385 comes in 1907.

1902. New passenger station at Baraboo includes lunch room and second floor for division offices.

1903. Hillsboro & North Eastern connects to C&NW at Union Center.

1903. As iron mines grow, C&NW completes spur to La Rue.

1903. Logansville & Northeastern incorporates but never builds trackage to Ablemans.

1906. New passenger station opens at Reedsburg.

1909. Ringling Brothers builds car shops in Baraboo.

1910. Safety committees organize as C&NW begins safety first campaign.

1910. Cazenovia & Sauk City, later Cazenovia & Southern, begins service to C&NW at Union Center.

1911. Legislature establishes Devil's Lake state park.

1911. New line opens from Milwaukee to Wyeville and to Sparta in 1912; most freight traffic shifts to Adams route.

1912. Automatic block signals, installed between Madison and Baraboo, are extended to Elroy a year later.

1913. C&NW moves terminal for four freights to Madison, keeps crew for one way freight in Baraboo.

1924. Machine shop at Baraboo closes, leaving three men working at roundhouse.

1933. Division offices move from Baraboo to Madison.

1937. *Minnesota 400* operates through Sauk County to Chicago for less than a year.

1942. C&NW builds line to Badger Ordnance Works.

1950. Passenger service expands as *Dakota 400* joins fleet. C&NW calendar for 1951 features *400*, freight at Devil's Lake.

1956. Steam switch engine makes last run at Baraboo. C&NW dieselizes; closes Baraboo roundhouse.

1956: Second main track taken up. Double track between Merrimac to Baraboo remains another eight years.

1957. Quartzite quarry at Rock Springs opens to provide most of the railroad's ballast; C&NW features quarry on cover of annual report. At the turn of the century, C&NW quarried sandstone here.

1963. Mid-Continent purchases La Rue spur and begins tourist railroad operations with ex-C&NW #1385.

1963. Passenger service ends as *Rochester 400* makes last run through Sauk County.

1982. Locomotive #1385 returns to main line as C&NW and Mid-Continent begin steam program.

1983. Automatic block system goes out of service. Signals remain at Baraboo until 1986.

1984. Baraboo freight agency, the last open station west of Madison, closes.

1987. Era ends for Elroy as last train departs.

1992. Janesville becomes service and operations hub.

1993. Rain storm damages C&NW and Mid-Continent track. C&NW damage is spread over almost 14 miles, from MP 166.8 to MP 180.7.

1995. C&NW Historical Society schedules annual meet May 19-21 at Baraboo. Winter issue of its magazine, *North Western Lines*, will cover Madison/Elroy route.





C&NW Day Marks Depot's 100th Year

As a part of a Chicago and North Western Day at North Freedom, a Mid-Continent steam locomotive broke a banner marking the 100th anniversary of the museum's depot.

Bob King and Doug Hanson, two retired employees living in Baraboo, held the banner. Both worked in the depot when it stood at Rock Springs. Mid-Continent moved the structure, built in 1894 when the village was called Ablemans, to North Freedom in 1965 (*Gazette*, July 1994).

C&NW employees, retired employees, and families were guests of Mid-Continent Saturday, Sept. 17. Some gathered in front of ST #2 for a group photo.

Mid-Continent held the event "to recognize the Chicago and North Western's historic role in the growth and development of the Baraboo River valley, and to show its appreciation for C&NW support through the years."

Robert Sullivan, C&NW terminal superintendent, Janesville, talked about how the railroad had increased its efficiency and productivity. In 1986, a 176-mile roundtrip for a ballast train from Janesville to the quarry at Rock Springs, including loading the train, took 3.5 crews an average of

39 hours; the railroad had 30 miles of track with a reduced speed of 10 miles an hour. In 1994, the same operation takes 2 crews and 18 hours, all at track speed of 30 miles an hour.

Increased track maintenance has made this possible, he said. C&NW replaced 35,000 ties in 1993 another 27,000 ties in 1994. Plans for 1995 call for 28,000 ties; plus 15 miles of welded rail between Clinton and Harvard, on a curve at Evansville, and on the Wisconsin River bridge at Merrimac.

Mid-Continent produced a souvenir poster, "One Year Later," in cooperation with the C&NW's Janesville office. After the disastrous storm of July 17, 1993, the railroad and museum cooperated, so both could restore service quickly.



Balance Sheets

Oct. 31, 1993 and 1992

Assets	1993	1992
Current assets:		
Cash	\$ 119,061	\$ 165,801
Accounts receivable	39,148	3,911
Inventory	35,951	30,268
Prepaid expenses	8,577	15,916
Other	15,121	4645
Total current assets	217,858	216,360
Restricted certificate of deposit	20,000	
Property and equipment, net	357,680	275,920
	\$ 595,538	\$ 492,280
 Liabilities and Fund Balance		
Current liabilities:		
Notes payable	27,000	
Current portion of mortgage payable	3,319	3,034
Accounts payable	57,204	3,614
Accrued expenses	2,277	171
Total current liabilities	89,800	6,819
Deferred revenue	57,051	64,255
Mortgage payable, net of current position	43,251	46,403
	190,102	117,477
Fund balance	405,436	374,803
	\$ 595,538	\$ 492,280

The balance sheets are a part of the 9-page independent auditor's report prepared by McGladrey & Pullen, certified public accountants and consultants, Madison. The full report is available at the office. The 1993 statements "present fairly, in all material respects, the financial position of Mid-Continent Railway Historical Society, Inc., as of Oct. 31, 1993, and the results of its operations and cash flows for the year ended in conformity with generally accepted accounting principles," the auditors said.

ROUNDHOUSE 1

Continued from page 3

prepare for the films. John Sorrel and Mike Smul are coordinating efforts to paint a NWX car to resemble a milk car.

Ballots have been mailed to voting members for the board of directors election; three positions are open. Candidates are Jeff Bloohm, John Gruber, Jim Neubauer, Walter (Chief) Pomrenke, Mike Smul, and John Sorrel. Ballots may be returned by mail or delivered in person before the opening of the election meeting Oct. 8 at North Freedom. Tom O'Brien Jr. chairs the nominating committee, which supervises elections.

Mid-Continent is seeking a full-time business manager, beginning in January. The job requires organizational, interpersonal, and business skills, and knowledge of the railroad/museum environment. The manager will be responsible for implementing independent auditors' recommendations, especially for financial reporting, cash management, and strategic planning, and for assisting volunteers. During the operating season, he/she will be responsible to the board of directors/president for day-to-day management of the museum.

For more information, contact John Gruber or Paul Swanson. Applicants must send a resume and letter of interest by Nov. 1 to Swanson, 214-1/2 Cherry St., Janesville, Wis. 53546.

Summer fireman Ken Ristow's records on oil used by Saginaw Timber #2 show fuel conservation. Gallons per trip went down from 61.5 in April to 55.8 in July. At 59 cents a gallon, that's a reduction in cost from \$36.28 to \$32.95 per trip. Totals were April, 800 gallons, 13 trips; May, 4,138 gallons, 63 trips; June, 6,256 gallons, 118 trips; and July, 6,756 gallons, 121 trips.

Since the engineering department sprayed weeds late in August, the right of way has turned brown. Brush should be cut by Oct. 1. Jeff Nelson and Dave Bierman are planning for renewal of the Ulrich Rd. (Osborn's) crossing Oct. 14-16; help is needed for this project and for surfacing track before the ground freezes.

The museum has purchased 1,600 tie plates for 75# rail. Bryon and Brad

Schumacher and Swanson have been hauling the plates from Whitewater to North Freedom.

Tom O'Brien Jr., Mid-Continent vice president, represented TRAIN (Tourist Railway Association, Inc.) at a National Railroad Heritage Preservation Symposium Aug. 31-Sept. 2 at Ogden, Utah. His 30-minute presentation included an overview of the tourist railroad industry, using 1968 and 1994 steam passenger directories to show its growth from 75 to 226 organizations and a TRAIN membership survey to present statistics such as ridership (mid range is 20,000 to 29,000, with 10 groups over 100,000). While talking about operating a tourist railroad, he used Mid-Continent examples.

O'Brien participated in a focus group session on interpretation and preservation. Its conclusions will be a part of the material for a report being prepared by William L. Withuhn, curator of transportation at the Smithsonian Institution. He plans to have a draft ready in November and the final report in the spring. The Ogden meeting was the third 1994 rail heritage symposium, an initiative of the National Park Service and Smithsonian.

Birth. Steven Benjamin, son of Monica and Steve Brist, Aug. 27.

Deaths. *Theresa Breher*, 79, Sept. 10, Imperial, Mo. Survivors include her husband, John, and son, Ken, and his wife, Joanne, all members.

Jack L. Ahles, 57, Mosinee, March 8. Jack worked at the Mosinee Paper Corp. for 38 years, his last position being a shift scaler. He enjoyed polka music and railroading.

Robert H. Richardson, Monroe, life member.

Stan Matthews, former president of the Midwest Central Railroad and Shop Services, Inc., Sept. 13, Mount Pleasant, Iowa.

#1385's Wheels ...

Continued from page 2

same time, you want the pin on the left to be exactly 90 degrees from the pin on the right of the same set of drivers. So when you stroke them, you make sure they are at 26 inches and when you quarter them you make sure that one driver is in the proper relation to the other (90 degrees). The drivers on #1385 were not in stroke, nor were they in quarter. They were off by 1/8 to 3/8 inch. With all corrected now, it shouldn't hammer bushings out as it did. It should run quieter and smoother."

Wheels and axles returned to North Freedom Aug. 22, and reassembly started. Two cranes placed the boiler and frame on the wheels Sept. 12.

"We did a lot of minor repairs as we went along. We converted all the axle journal boxes, so they have removable hub liners, which is a big plus for the locomotive. It's a C&NW modification; we had the drawings for it. We did other improvements, too. We did a quality repair," Eng said.

Three employees are at working on the repair: Bob Ristow, full time mechanic, and Jim Bertrand and Kevin Rice. Bertrand did a lot of things with welding, Ristow supervised the whole thing; he is keeping a list of workers, so their efforts can be recognized.

Through mid-September, about 1,000 volunteer hours had gone into the repair. The day Eng talked about the project, Paul Swanson painted the frame. Eng spent a week's vacation on #1385, but pointed out that others spent two weeks or more. "Everybody should be thanked."

Gifts to the Locomotive Restoration Fund helped make the repairs possible.

Gifts to Mid-Continent

Your continued support of Mid-Continent's annual fund is vital as we close our 1994 season at North Freedom with renewed dedication to enhancing educational resources, improving museum services, and continuing preservation efforts. Funds have added importance as we rebuild momentum lost by the disastrous rain storm in July 1993.

Send gifts now to Mid-Continent Railway Historical Society, North Freedom, Wis. 53951-0358.

SCHEDULED

October

- 1-2 Autumn Color
- 8-9 Autumn Color
- 8 Annual members meeting, election of board of directors, 8 p.m.
- 16 Weekend operating season ends. Board meeting, 9 a.m.

November

- 2-6 TRAIN convention, Birmingham, Ala.
- 12 Annual banquet, Papa's, West Baraboo. Social hour, 6:30 p.m.; dinner, 7 p.m. Debbie Skinner, Wisconsin Division of Tourism, speaks.
- 13 Board meeting, 9 a.m.
- 26- Santa Express. First class service
- 27 Saturday, brunch train Sunday.

December

- 11 Board meeting, 9 a.m.

January

- 15 Board meeting, 9 a.m.

February

- 12 Board meeting, 9 a.m.
- 17- Snow Train opens with plow train at 9:30 a.m. Friday. Passenger, first class, dinner, mixed, and freight (caboose seating) service is offered.
- 19

Meetings are at the office building unless announced otherwise. Call 608/522-4261 for information.

Cover. After repairs, no. 1385's wheels were being put back under the frame and boiler Aug. 22. See page 2.

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