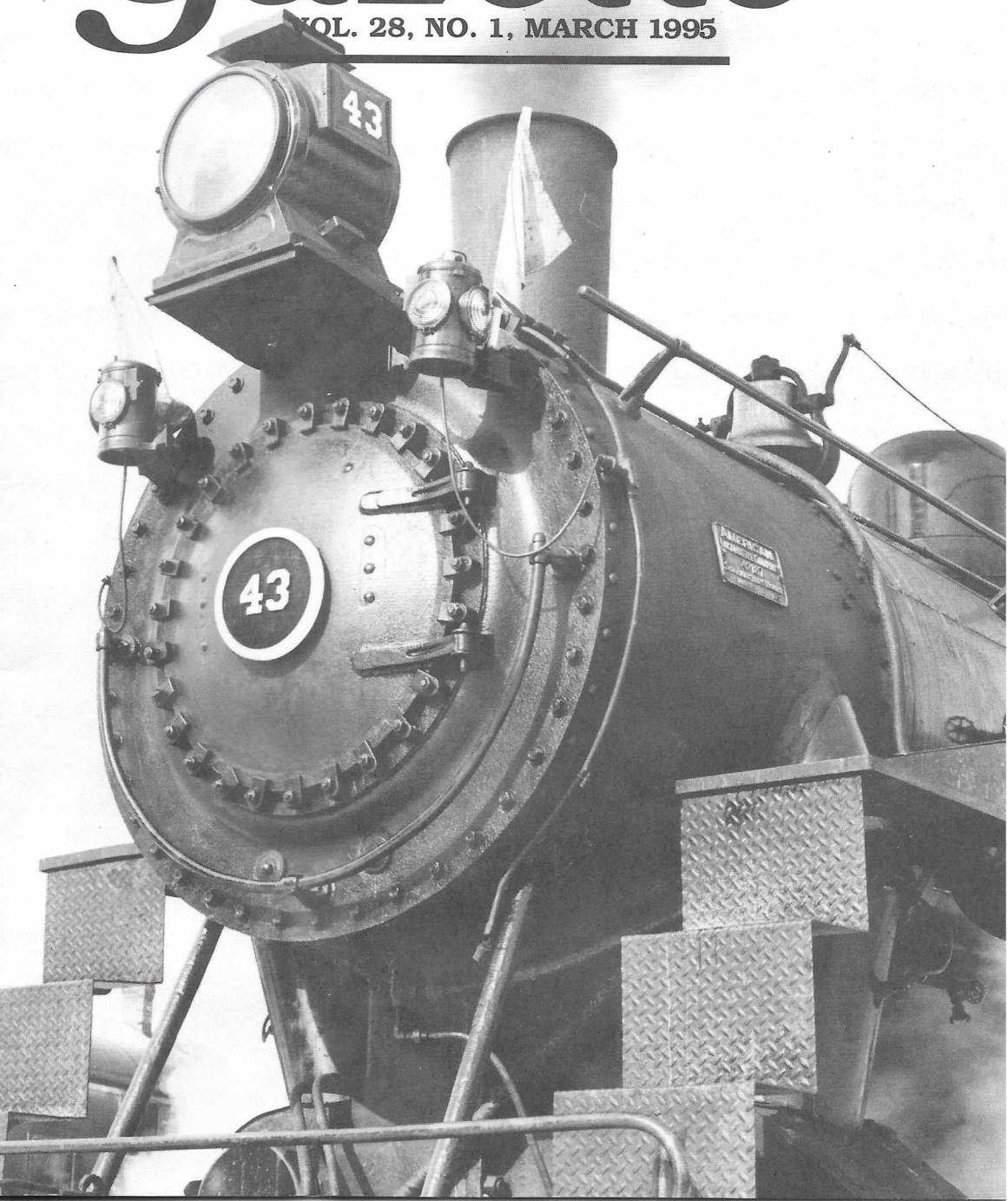

MID-CONTINENT
RAILWAY

Gazette

VOL. 28, NO. 1, MARCH 1995



Toward the 21th Century

After intense discussions at a retreat Jan. 7-8 in Madison, directors reached a consensus on actions needed to put Mid-Continent on a solid legal and financial basis and preserve the work of the last 35 years.

Efforts have started to implement the decisions made that weekend. Members will begin seeing changes, and a new ways of doing business, almost immediately. The goal is to increase resources, so paid and non-paid staff members can be more productive in their efforts to tell the public about the golden age of railroading.

A top priority is bringing professional management skills to the museum. The board has retained Advertising, Lincoln and Boelter of Madison to implement a marketing and fund raising plan designed "to raise sufficient revenues to ensure the continued survival and success of the museum." Bob Boelter, president, is volunteering his time; the agency will be reimbursed for the time its staff spends on Mid-Continent projects.

A general manager is being hired. Advertisements appearing in state newspapers and a national history association publication explained why the board is committed to filling the position: "Mid-Continent is seeking a general manager as it evolves from a volunteer organization into a professionally managed historic site and cultural resource. Mid-Continent enjoys a national reputation in railway preservation but seeks to reach its full potential as a museum and historic tourism destination."

The planning process started Dec. 11 in the Boelter and Lincoln conference room across Main Street from the state capitol. At that meeting, Roth Schleck, a former CEO of First Wisconsin Bank, talked about planning and management issues, and Boelter introduced the marketing plan. After discussion, the board decided to ask John Hankey (*Gazette*, August 1992) to facilitate a January retreat, with department heads, at the same location. Hankey, Chicago, former chief curator at the B&O Railroad Museum, has had wide experience with railroad preservation and museums.

Continued on page 11

The Mid-Continent Railway *Gazette* is published by the Mid-Continent Railway Historical Society, Inc., W. Walnut St., North Freedom, Wis. 53951-0358, 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. 28, No. 1, March 1995. Mid-Continent is a member of Tourist Railway Association and Association of Railway Museums
© 1995 Mid-Continent Railway Historical Society, Inc.

ROUNDHOUSE 1

With an extended season stretching from April 29 to Oct. 29 and an aggressive marketing program, Mid-Continent is reaching for a record season.

Daily service is offered May 19 through Aug. 27. At other times, trains run weekends plus Fridays, May 12 and 19; and Mondays, May 8 and 15, and Labor Day, Sept. 4. Four trains a day are scheduled; check with the office for times. Locomotive #1385 will be pulling trains, except when it is out of service for monthly boiler washes.

For "Summer Begins in Baraboo," May 6-7, nine trains a day are set. A steam-

powered 120-ton crane will put on demonstrations during the weekend.

Caboose rides are May 6-7, 27-29 (Memorial Day); July 1-2; Aug. 5-6; Sept. 2-4 (Labor Day), Oct. 7-8, 14-15.

First class service is May 20 and June 17 on the 12:30, 2, and 3:30 trains. Brunch trains are May 21 and June 18 (Father's Day).

Special events with additional trains and activities include Autumn Color weekends, Oct. 7-8, 14-15, and Santa Express, Nov. 25-26.

The summer train crew includes Kevin Rice, engineer, for the second year; Brad-



The night photo session at Snow Train attracts national media attention. In the last few months, photos have appeared in *Trains*, *CTC Board*, *Railfan Photographer*, and *Train-line*. Bill Raia, who has coordinated the event for about 10 years (most recently, with the Northern Illinois Chapter, NRHS) took this photo at the 1995 session as well as the views in *CTC Board* and *Train-line*.

Passage to The Past.

The weather is always beautiful for a steam train ride.

Take a seven-mile, 50-minute round trip on a former Chicago & North Western branch line built in 1903, and experience small town America in simpler times.

Smell the coal smoke and listen to the lonesome whistle against the wind.

Trains depart from a restored 1894 C&NW depot. Then visit the museum with its nationally

acclaimed, restored, turn-of-the-century wooden passenger and freight cars.

There are also picnic grounds and a gift shop to enjoy.

North Freedom is near Baraboo and Wisconsin Dells in the heart of one of America's favorite tourist destination areas.

Call 608-522-4261, or write P.O. Box 55, North Freedom, WI 53951, for a brochure and schedule information.



MidContinent Railway

Since other Wisconsin promotion budgets are not aimed at railfans and railroad history enthusiasts as a national market segment, Mid-Continent is strengthening its advertising (above) in train and railroad preservation publications. Bob Boelter, president of Advertising, Boelter and Lincoln, lists three reasons why this advertising is valuable: Mid-Continent looks more important by being visible to this segment, well-timed ads help to persuade railfans to put Mid-Continent on a possible vacation/travel itinerary, and this group generally will travel farther to seek a railroad-related experience. In addition, this market segment represents the best source of future members.

ley C. Bollinger, fireman; David Umhauer, conductor; and Kurt Gaylor, trainman.

Spring Fling is set April 22-23. Many work projects are planned; new members are especially invited to join in the weekend activities. A buffet is Saturday at the American Legion Hall in North Freedom, beginning at 6 p.m., with dinner at 7 p.m. Cost is \$8.75 for adults and \$4.50 for children 10 and younger. Members will show slides after the dinner.

Snow Train passengers totaled 2,134, with 237 on Friday, 1,135 on Saturday, and 762 on Sunday. Ridership has dropped over the last five years, from a high of 3,834 in 1990. First class sold out several weeks in advance. A public televi-

sion station, WGBH of Boston, Mass., spent six hours filming a documentary on the Carnegie family on the Thursday before Snow Train.

The 20th anniversary of the winter outing will be in 1996.

Santa Express ridership Nov. 25-26 totaled 1,142, including 888 on Saturday and 254 on Sunday. Trains carried coaches both days; with first class service Saturday and brunch service Sunday.

Allen Steele Co., Lake Delton, working from Feb. 28 to March 14, installed three sewerage holding tanks. Two 7,400-gallon tanks are for the rest rooms in the shelter; a 2,000-gallon tank is for the office. The tanks were buried and covered with concrete. In addition, a water line was installed from a well to the office. The company will return for cleanup when the ground dries out.

The work was required by Sauk County planning and zoning office.

McGladrey and Pullen has completed the financial report for the year

ending Oct. 31, 1994. Support and revenue totaled \$471,402, down from \$495,689 in 1993. Expenses were \$466,033, slightly higher than \$465,056 for 1993. The excess of support and revenue over expenses, \$5,369, was less than the \$30,633 of 1993. The balance sheet is on page 5. Sarah Flannigan explained the report at the March 12 board meeting.

Lovina Tishler has resigned from her part-time job in the office, effective March 18. She is volunteering as time is available, while working at the Dells Chamber of Commerce in addition to her job at Shopper Stopper. Nancy Miller, a gift shop employee, is helping in the office.

Paul Swanson is seeking photos of accomplishments since the early 1970s to use in Mid-Continent's booklet, *Whistle on the Wind*. Write to him at 214-1/2 Cherry St., Janesville, WI 53545, for an information sheet which will include needed subjects. The new edition will be published in May 1995, so please respond soon.

Louisiana Cypress #2 is returning to the museum. Drive wheels and some parts were dropped off March 25.

Members in print. Bill Raia has two articles: Paul Stringham's photography in the fall *Locomotive Quarterly* and the Soo Line story in *Diesel Era* (part II in March/April included part of the cover).

Deaths. Willard Shoener, 50, North Aurora, Ill., March 15, a regular member since 1985. Shoener was a well known CB&Q/BN conductor working out of Eola, Ill., model railroader, and Explorer Scout leader.

Ronald E. Richards, 62, Wisconsin Dells, Nov. 28, an associate member and maintenance person for a year.

Clarence Portle, Glenview, Ill., Sept. 4, a regular member since 1962.

Nathan R. Wolff, 14, Reedsburg, Jan. 17. Survivors include his parents, Paul and Michele Wolff. Memorials may be made to Canine Companions for Independence.

MID-CONTINENT RAILWAY				
PROJECT	1385			
DESC. OF WORK PERFORMED	STAY BOLT			
PERFORMED BY	JOHN DOE			
DATE	TIME		HOURS	
	FROM	TO		
1-15	9:00	5:00	8	
1-16	10:00A	10:00P	12	
---	---	---	---	
---	---	---	---	
TRAVEL TIME (TO & FROM HOME)			2	
TOTAL -----			[]	

"Please take time to fill out the Project Time sheets and turn them in. Let's reflect the actual time that volunteers donate for the betterment of the museum," says Bob Ristow, who is tabulating the hours monthly. In 1994-95, 1,775 hours have been reported for November through February. Yearly totals are 12,079 for 1992-93 and 8,425 for 1993-94.

Balance Sheets

Oct. 31, 1994, and 1993

Assets	1994	1993
Current assets:		
Cash	\$104,164	\$ 119,061
Accounts receivable	348	39,148
Inventory	31,407	35,951
Prepaid expenses	6,038	8,577
Other	15,121	15,121
Total current assets	157,078	217,858
Restricted certificate of deposit		20,000
Property and equipment, net	426,895	357,680
	\$ 583,973	\$ 595,538

Liabilities and Fund Balance

Current liabilities:		
Notes payable	99,032	27,000
Current maturities of long-term debt	5,000	3,319
Accounts payable	1,430	57,204
Accrued expenses	3,606	2,277
Total current liabilities	109,068	89,800
Deferred revenue	49,100	57,051
Long-term debt, net of current maturities	15,000	43,251
	173,168	190,102
Fund balance	410,805	405,436
	\$583,973	\$ 595,538

The balance sheets are a part of the 8-page independent auditor's report prepared by McGladrey & Pullen, certified public accountants and consultants, Madison. The full report is available at the office. The 1994 statements "present fairly, in all material respects, the financial position of Mid-Continent Railway Historical Society, Inc., as of Oct. 31, 1994, and 1993, and the results of its operations and cash flows for the years then ended in conformity with generally accepted accounting principles," the auditors said.



1994 Honor Roll

Gifts helped restore and maintain Mid-Continent's historically significant locomotives and cars, bringing additional recognition to the collection. In 1994, the museum finished exterior work on ex-C&NW #7409, painting the combine in its 1915 green and yellow colors; started purchase of the *Oak Park*, a wood business car; and repaired the drive wheels and axles of locomotive #1385, an expensive but essential project.

Gifts supplemented other aid at the time of the flood and washouts. In addition, the railroad photography and art committee exhibit appeared at Madison, Baraboo, and Port Edwards.

Gifts continue to make a difference at Mid-Continent. The museum thanks its 1993-94 supporters.

Mid-Continent recognizes cash gifts received from Nov. 1, 1993, to Dec. 31, 1994, in this honor roll. Of the 252 donors listed here, 140 or 56 percent are members. In addition, there are 5 matching gifts, indicated by an asterisk.

J. Adams
Amoco Foundation*
Douglas A. Anderson
Joseph Arena
William F. Armstrong
Lavon Armstrong
Dennis Arnold
Henry Auchstetter
Thomas Lee Baldner
Robert C. Baldwin, M.D.
Sylvia L. Ballard
Band Box Cleaners &
Laundry
Rev. Donald Becker
Radleigh Becker
William Behling
Lloyd A. Bender
John Bennin
Theodore Berg
John A. Berman
William H. Blaesing
Michael Blaszak
Frederick Bliese
Jeffrey Bloohm
Eric Bloohm
Scott R. Bocklund
Robert Boelter
Robert M. Bolz
J. Marshall Buehler
Ray W. Buhmaster
William C. Buhmaster
Alvin Burfeind
Chris Burger
Ron Burkhard
Edward Burkhardt
Ronald L. Calkins
Bill Campion
C. Roger Camplin
John & Nathalie Carden
Alan G. Christoffersen
William M. Chronzak
Arthur J. Clauter, Jr
Consolidated Papers*
Joseph Corry
Russell Cowles
Millard Y. Crisp
Culligan-Horicon

Harry Dangler
Donald Danz
Peter M. Depew
Robert J. Dischler
Francis P. Drake
John Droster
F. A. DuVal
Mark Dwyer
Winona M. Eads
Hereford Eads
Thomas Eckstein
Dwight Elliott
Philip W. Epstein
Robert M. Fatelak
Edwin Ferguson, Jr., M.D.
Charles W. Fisher, Jr.
Ralph Florio
Clyde Forbes
Edward Fuller
Ralph Garman
Mathew Goeckner
John Golnick
Esther Gray
Tim & Beckey Greenway
Robert J. Griffin, Ph.D.
Dan W. Griffith
Edward D. Gruber
John Gruber
Glenn Guerra
Ronald Gustafson
Donald Hagerman
Sandra Hamlet
Larry A. Hanson
Melvin Hanson
Forrest D. Hartmann
Royden Heimdal
George Hellman
W. L. Herzog
Arthur Hesse
Peter Hills
Conrad Hilpert
Chris Hornocker
Albert Howe, M.D.
Thomas Hruska
Joseph H. Hunter
IBM Corporation*
Identity Check Printers
International Video
Network
Warren M. Jackson
Dexter Jeannotte
Richard C. John
Doug Johnson
James T. Johnston
Milford Jones
William D Jones, M.D.
Rudolph Jordan

Albert T. Joyce
Robert S. Junkrowski
John W. Kachel
David Kahler
Kalmbach Publishing Co.
Wilbert Kapfer
John M. Kauffholz
James S. Keith
Ashley Kennedy
William A. Kertz
Fred Klyver
Joseph Knoch
Gary A. Knapp
Roger C. Kopanski
William F. Kostellic
James Kostibos
Harold Kreitz
David R. Kropp
James B. Kussy
Wayne Lager
Alfred R. Leisering
John Leslie
Richard Levis
Nicholas Linden
Frederick D. Mackie
Madison Gas &
Electric Co.
Steven B. Maertz
H. J. Mainwaring
William A. Marschall
Daniel Marx
Mathews Foundation
Vincent R. Mathews
Dieter A. Matti
Ronald Mattox
Don Mayo
David C. McCauley
David McConnell, Sr.
John A. McCourt
Gary D. McCullah
Robert McKay
Richard A. McLeod
John M. McNamara
John S. Medd, Jr.
Jerry Mennenga
R. Paul Meyer
Anthony Miele
Robert Millner Adams
Richard A. Miner
Dr. Albert Mitchell
Mr. & Mrs. W. G.
Mostowski
Robert W. Mundstock
James Neubauer
Neverhomeboy Video
Jon C. Nienow
Stanley K. Nordeng
Northern Illinois Mack

Northwoods Chapter
NRHS
Thomas O'Brien, Sr.
Robert A. Ohlsen
Herman Page
Francis Parker
Jerry D. Parr
Peter Paulson
C. J. Perkins
Frederic C. Perry
Robert G. Petrie
Carrie Pieper
Carl Pierce
John R. Pike
Robert J. Polaske
Max Preuss
Mark R. Quam
Michael Raia
Harrison R. Raynis
Real Rail Effects
Ronald J. Rebernick
William B. Redmon, M.D.
Donald Redmond
Gil Reid
Robert Richardson
Paul Ristow
R. James Rollbuhler
Ted Rose
Mark Rosemont
Robert M. Ruth
Russell W. Sackett
Marshall Sage
Santa Fe Pacific
Foundation*
Roth S. Schleck
Calvin Schmah
Daniel Schmidt
Mr. & Mrs. E. Schneider
Rolf E. Schoelkopf
Warren M. Scholl
Bruce Schrimpf
Richard Schultz
Jerry L. Severson
Larry E. Shankles
Earl A. Shepard
Willard Shoener
Robert C. Shoup
Joel L. Skornicka
Jay Slinde
John M. Smith
Michael Smul
Earl Spangler
Col Roy M. Stanley, III
Edward J. Steinhauser
Paul H. Stringham
Joseph A. Swanson
Norman Taylor

Robert E. Taylor
Matthew L. Theroux
Robert E. Thorne
Tower Fuel Company
Hugo Traub
Wesley Traub
Carl & Garnet Traub
Richard E. Travis
Michael Ullstrump
UPS Foundation*
US West Foundation*
Sidney Vaughan
Elsie Verkuilen
Harley & Nancy Vodak
David Vos
Jim Wakefield
David B. Wantz
Joseph Wastart
Emil T. Weichand
Donald Weigt
Steven Whitsitt
John C. Whitson
Donald A. Wildman
Paul Wolff Construction
Russell T. Wolfram
Lowell F. Wood
Wrigley, Jr., Co.
Foundation*
Steven M. Youngberg
Daniel Zedan
Ray Zilvitis
George Zimmerman
Robert C. Zimmerman

Gifts in Kind
Chicago & North Western
Culligan-Horicon
Gerald W. Doll
Chuck Faber
Tim and Beckey Greenway
Albert T. Joyce
Phil Lange
Vincent Mathews
David McConnell, Sr.
Roger McMullin
Richard A. Musser
Thomas O'Brien, Jr.
Jerry Parr
Don Pingel
Warren Rebholz
Robert Ristow
Michael Vllstrump
David Wantz

In Memorial of
Herbert Pingel
Carl Traub

Remembering the C&NW

When the nation's eighth largest railroad passes into history, it's a time for the rail preservation community to pause and ponder: how will we remember the line, assess its record, explain its contributions, and preserve its heritage while moving ahead to forge relationships with the new company.

The Chicago & North Western, soon to be a part of the Union Pacific, its historic Overland Route partner, survived far longer than its granger cousins. The Chicago, Burlington & Quincy merged into Burlington Northern in 1970, Rock Island disappeared in 1980, and Soo Line purchased the Milwaukee Road in 1985.

UP's dedication to its roots dates from before the golden spike ceremony at Promontory. It maintains an active steam program, a museum in its Omaha headquarters, a corporate archivist. Its excellence forces preservationists to become more innovative when interpreting the C&NW and Midwestern railroading to the public.

Although the handwriting had been on the wall for years, the end is coming quickly for the Chicago company. At a voting conference Dec. 13, the Interstate Commerce Commission approved Union Pacific's request to convert its 29.5 percent interest in the North Western to voting shares. After the written decision March 7, UP amended its filing with the Securities and Exchange Commission to provide for a "full merger or extraordinary transaction."

UP and C&NW agreed March 9 and announced March 10 that UP would purchase the remaining C&NW shares at \$35 (an attractive price, since the shares were priced at about \$22). The *Chicago Tribune* headlined its front page story: "Pioneering C&NW, city's oldest railroad, steams off into history."

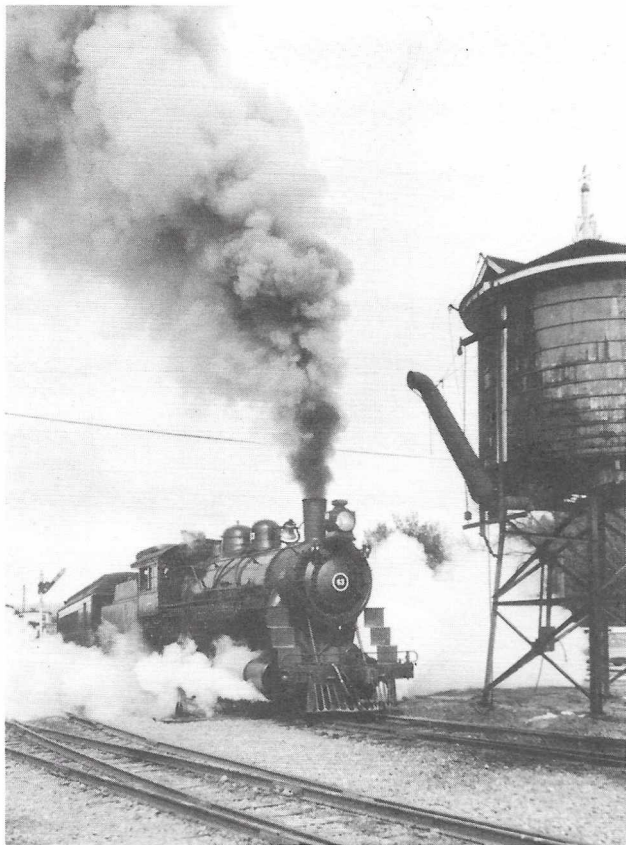
C&NW Chairman/President Robert Schmiede called the purchase "testimony

of all our hard work." In a letter to employees, he said:

"I know also that many of you will read this news with sadness and, perhaps, apprehension. Sadness that it means the retirement of a great name in the railroad industry, and apprehension over the implications for the future. Although it is true that many families will be disrupted by the combination of the companies, it will also provide an opportunity for most C&NW employees to participate in a larger railroad with broader horizons, greater resources, and enhanced opportunities for professional growth."

The first in a series of procedural steps comes April 6 when UP formally converts its stock to voting shares. UP expects to have its TCS (train control system) computers installed on the C&NW by Oct. 1.

Enthusiasts will remember the C&NW in many ways. Since the company ran its first train in 1848, a range of highlights come to mind: the high capacity double track east-west main line, with left handed running and 1920s cab signals; the 400s, first high-speed passenger trains on the Chicago-Twin Cities route, streamlined in the traditional yellow/green colors; magnificent architect-designed stations, including the Chicago Passenger Terminal, 1911-84, showing for all the world its independence and anti-union-station policy; Kate Shelley, saving a train from a washed out bridge in 1881 and naming the 1901 bridge over Des Moines River near Boone in her honor; the "safety first" movement on U.S. railroads, 1910; modern double stack trains with UP-Conrail and Powder River basin coal, 1984; or the nagging editorial question, is its named "North Western" as in company documents or "Northwestern" as in the dictionary.



Although disguised for Snow Train, locomotive 1385 will return to its C&NW appearance for the operating season. No. 1385 becomes an increasingly important asset as the C&NW name disappears.

Although declining in numbers as technology changes, people working together day after day keep the railroad running. When Doug Hanson of Baraboo (*Gazette*, Sept.-Oct. 1983) started with the C&NW in 1949, he had to know telegraphy as he moved from station to station as a relief agent or operator, handling passengers, freight, express, and mail. Today, if done at all, computers perform the tasks in a central location.

Hanson, who retired as ticket agent at Cary, Ill., in 1989, spoke about the camaraderie among railroad employees. "I worked with a great bunch of fellows. You really get to know them well—it was a good brotherhood," he said. Some of the retirees gather monthly for breakfast at Waunakee to talk about their days on the railroad—and recall Hanson's practical jokes.

About the sale, he says simply, "It just seems as though it can't be happening, to tell the truth. But I guess that's progress. In my mind, it will always be the North Western."

For Mid-Continent, maintaining the only operating C&NW steam locomotive, #1385, takes on special meaning, since only eight C&NW locomotives survived. Mid-Continent and C&NW cooperated in a steam program, 1982-86. The railroad and museum helped each other in the washouts and flood in 1993, and commemorated the event with a "One Year Later" poster in 1994. C&NW donated the Rock Springs depot in 1965.

A chance for a review of the C&NW heritage comes May 19-21 at the C&NW Historical Society meet in Baraboo. *Pacific Rail News* is planning an issue about the C&NW. H. Roger Grant's history of the line is nearing completion.

The disappearance of the C&NW is another example of the changing railroad scene. The lesson: don't ignore today's happenings. Preservationists need to pay close attention to what is going on around them, every day, so events do not go unrecorded for the next generation. That includes photos, documents, oral history.

Once again, the stage has shifted. What was taken for granted outside the museum door has been altered. Telling the story of a line such as the C&NW takes on added importance—and responsibility. It's the end of an era, and the beginning of a new time in transportation history.

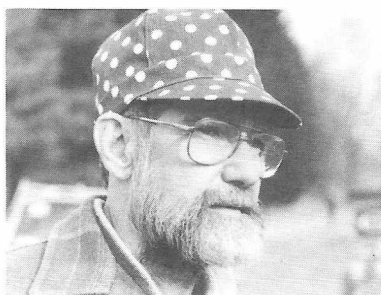
John Gruber

A sure sign of things to come: the first ballast train (ZBRPR1) of the season, loaded March 29 at Rock Springs, left in the early morning hours of March 30 with UP #6031 in the lead.



Snow Train

Members at Snow Train included Casey Johnson, left; Mike Harrington, below left; and Andy Ebbers.



Volunteers Needed

Volunteers (or, unpaid staff members in terms used today by many nonprofit organizations) are needed for many Mid-Continent projects.

Curator, restoration of the Iowa Central box car and Copper Range coach, no. 60. Don Ginter, 608/362-3257, or Bill Buhrmaster, 708/246-9736.

Engineering, track work. Jeff Nelson, 715/693-2970.

Mechanical, clean and paint #9's boiler, move machinery in the shop, inspect and prepare #1385 and #2 for the operating season, assist with monthly boiler washes. Jim Eng, 414/730-8190.

Operations, qualified crews for week-end service and others for special events. Crew caller, Al Joyce, 612/423-2730.

Steamer. Send news to Jim Neubauer, 3320 N. Sacramento Ave., Chicago, Ill. 60618, 312/478-8747.

For other activities, Doug Crary, membership secretary, 608/837-4542.

After a day's work, please leave a card with your name and number of hours.

Midwest Activities

The third annual Midwest Railway Preservation Gathering March 18-19 at Flint, Mich., attracted 68 participants from 13 states and Ontario. The Huckleberry Railroad hosted the event. Dick Gruber helped coordinate the program.

The early registration rate is \$75 for "The Lake Junction '97," NMRA National Convention July 28-Aug. 2, 1997, in Madison. The early bird rate, a 20 percent savings over the regular convention rate, will increase Sept. 1, but will still be lower than the full-fare rate.

The convention will feature clinics; layouts on tour, the convention site and nearby cities; Walthers, Circus World Museum, and Mid-Continent; and many family activities.

For early registration, send a check or money order payable to "The Lake Junction '97," with printed name, address, and NMRA number, or N-TRAK number, to Ross Pollock, Registration, The Lake Junction '97, 3539 Mill Creek Road, Mineral Point, Wis. 53565.

21st Century ...

Continued from page 2

"I found the board to be very receptive to the ideas we discussed. Mid-Continent is a very special place. But to survive and prosper in the next century, it will have to make some changes in structure and the way it conducts its activities," Hankey said.

The meeting—a broad discussion of the major issues affecting Mid-Continent— included an assessment of the museum's past successes, current challenges, and future opportunities. It provided the board with an opportunity to learn about how peer organizations accomplish their work.

Board members felt the museum had reached a turning point. After much soul searching, they agreed to work together as they set priorities for the year, review the organization structure, re-focus on long term issues of survival and growth, and take advantage of new opportunities available to professionally managed living history museums. The board will expand on these themes in letters to members. Board members are dedicated to move the museum forward toward the 21st century, and hope members will join the spirit of cooperation and re-dedication. We welcome your participation and ideas.

Officers

President, director: Art Oseland, 6206 S. Illinois Ave., Cudahy, Wis. 53110, 414/764-5375

Vice President: Tom O'Brien Jr., 550 Juniper St., North Liberty, IA 52317, 319/626-6411

Secretary, director (also Gazette editor): John Gruber, 1430 Drake St., Madison, Wis. 53711, 608/255-7713

Treasurer: Darcy Welke, 500 Columbia St., Horicon, Wis. 53032, 414/485-2250

Director (also chief financial officer): Bill Buhmaster, 5104 S. Lawn, Western Springs, Ill. 60558, 708/246-9736

Director: Jeff Bloohm, P.O. Box 86, Brownsville, Wis. 53006, 414/583-3912

Director: Steve Brist, 4210 Wanetah Trail, Madison, Wis. 53711, 608/271-4338

Director: Bill Raia, P.O. Box 2069, Schiller Park, Ill. 60176, 312/545-4670

Director: John Sorrel, S78 W16433 Spinmaker Dr., Muskego, Wis. 53150, 414/422-0377

Director: Paul Swanson, 214-1/2 Cherry St., Janesville, Wis. 53546, 608/754-0017

Director (also operating department superintendent): Bob C. Welke, 500 Columbia St., Horicon, Wis. 53032-1613, 414/485-2250

Superintendents/Department Heads

Car: Skip Lichter, S4496 Belter Dr., North Freedom, Wis. 53951, 608/522-4241

Curator: Don Ginter, 6529 W. Finley Rd., Beloit, Wis. 53511, 608/362-3257

Engineering: Jeff Nelson, 611 5th St., #2, Mosinee, Wis. 54455, 715/693-2970

Roadmaster: David Bierman, 914 Van Buren St., Sauk City, Wis. 53583, 608/643-8462

Buildings and Grounds: David Schumacher, 101 N. Clear Lake Ave., Milton, Wis. 53563

Gift Shop: Jeff Haertlein, P.O. Box 16, North Freedom, Wis. 53951, 608/522-3326

First Class: Don Pingel, 747 Kellogg, #8, Janesville, Wis. 53546,

Mechanical: Jim Eng, 14 Springmeadow Ct., Appleton, Wis. 54915, 414/730-8190

Membership: Doug Crary, Box 303, Sun Prairie, Wis. 53590, 608/837-4542

Gifts to Mid-Continent

Your continued support of Mid-Continent's annual fund is vital as we begin our 1995 season at North Freedom with renewed dedication to enhancing educational resources, improving museum services, and continuing preservation efforts. Send gifts now to Mid-Continent Railroad Historical Society, North Freedom, Wis. 53951-0358.



SCHEDULED

April

- 9 Board meeting, 9 a.m.
- 22- Spring Fling. Banquet
- 23 Saturday night at Legion Hall.
- 29 Weekend service begins.
Morse Telegraph Day.

May

- 6-7 Summer Begins in Baraboo, coordinated by Baraboo Area Chamber of Commerce, with 9 trains.
- 7 Board meeting, 9 a.m.
- 8 Pre-season weekday service begins on Mondays and Fridays.
- 19 Daily service begins. Public trips only in morning on May 19.
- 19 C&NW Historical Society day at Mid-Continent. Meet continues May 20-21 in Baraboo.
- 20 First class service beginning at 12:30 p.m.

- 21 Brunch train, 12:30 p.m.
- 27- Caboose rides,
- 29 Memorial Day weekend
- 28 Members picnic, after last train.

June

- 17 First class service beginning at 12:30 p.m.
- 18 Brunch train (Father's Day), 12:30 p.m.
- 18 Board meeting, 9 a.m.

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

Cover. Locomotive 1385, its appearance altered for a TV documentary, continued in Pennsylvania Railroad attire throughout Snow Train. Photo by Paul Swanson.

**MID-CONTINENT
RAILWAY**

HISTORICAL SOCIETY / NORTH FREEDOM

NORTH FREEDOM, WI 53951-0358

Address Correction Requested

Nonprofit Organization
U.S. Postage Paid
Permit No. 2
North Freedom, WI 53951