
MID-CONTINENT
RAILWAY

Gazette

VOL. 29, NO. 1, JUNE 1996



*Help
Steam
Live*

#1385 Gets Careful Assessment

While planning begins for a major development campaign to keep steam running at Mid-Continent in the 21st century, the mechanical department is doing a thorough assessment of locomotives, especially #1385.

Keeping #1385 in top operating condition, and providing the mechanical department with the equipment to perform repairs efficiently, is a priority of the campaign.

"We know that #1385's firebox will be a major expense," said Steve Seibel, chief mechanical officer. "We will be deciding what more needs to be done, and set a schedule for the repairs."

The assessment/estimate comes at a busy time for the department as several volunteers are getting #1385 and its tender ready for the summer operating season. Seibel took time out from the work for a preliminary look at the extensive repairs facing Mid-Continent.

As a part of the repairs, he expects the boiler of the 1907 locomotive will have to be lifted off the frame.

The boiler shell is in pretty good shape; its thickness was tested when tubes were replaced in 1992. No. 1385 has its original boiler—without thermic syphons, often included in replacement boilers. Two sections of the firebox side sheets have "Cour-Castle" corrugations, a feature of the original boiler. But more thickness testing will be needed on the firebox.

The firebox, which measures 102-1/8 by 65-1/4 inches inside, is a major part of the locomotive. Because of the hot coal fire and gases, the steel in the firebox is especially subject to stress and repairs become costly.

Seibel anticipates major patches, not replacement of the firebox. The upper portion of the rear tube sheet was replaced at Milwaukee Boiler in 1983, a repair paid for by the Chicago & North Western. "Now, we need a patch below this portion to the mud ring, a time consuming project involving a lot of oxy-acetylene cutting, forming, fitting, welding, and hot riveting. We also need a patch on the side sheets from the mud ring to a point near the crown sheet."

About 1,000 staybolts and rivets will be replaced, requiring a larger and more dependable air compressor and improved electrical service in the shop.

In addition, running gear and valve gear repairs can't be avoided. Although major repairs were done in 1994, more are needed to keep the locomotive in top shape.

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ROUNDHOUSE 1

As the 20th century draws to a close, Mid-Continent is taking steps to boost public participation and support and assure the museum's vitality in the next century.

Traditionally, the prime public contact has been on the steam train as people search out the "experience 1900" ride, with printed material as the main source of information. For example, about 150,000 color brochures for 1996 have been printed, and distribution has started. A color advertisement appears in the in-area Dells guide.

And while the printed page remains important, Mid-Continent has taken advantage of the computer information

revolution by reserving an address on the World Wide Web: <http://www.mcry.com/>. The first, "splash" page was posted March 15; other pages with details about schedules, services, collections, and equipment will be available in June. The eventual goal is to make it easier for the public to buy tickets, reserve space on trains, get directions, ask questions, send contributions, and apply for membership.

Computer on-line access is growing each year, providing a large national audience for Mid-Continent at low cost. A Nielsen study, released last fall, showed 24 million adults in U.S. and Canada used the Internet in the previous three months, 11 percent of the North Ameri-



Mechanical department workers finished #1385's tender truck (above) and rolled the truck back into place June 1. Becker Boiler Co. has welded two small cracks. Crews checked out the boiler pressure June 9. The state inspector witnessed another test June 14. The locomotive made its first revenue trip since the repairs were completed June 16 at 3:30 p.m. But, the museum is having difficulty finding qualified weekday steam engineers.



Mid-Continent has a wooden train for children, given in honor of Pete and Betty Gorman by their daughter and son-in-law, Janet and Jerry Foust. Gormans have been volunteers for many years. Pete joined soon after Mid-Continent was founded; the museum awarded Betty an honorary life membership at the 1995 banquet. As a hobby, Jerry Foust built seven wood trains for children to play on, including a set for the back yard of the Foust home in Ixonia. Foust built the first wood train four years ago. After he established a pattern, additional sets have taken about 30 hours. "I enjoy seeing people enjoy what I do," he said.

can population over 16. Of the users, 35 percent are women, 65 percent are men. Another study, at the University of Michigan school of business, indicated that 67 percent of Internet users have college or professional degrees, with \$69,000 average annual income and average age of 35. About 6 million people are expected add direct Internet access in the next year.

To assure long-term viability, planning has started on a capital development program to keep steam locomotives operating in the 21st century. As a part of the campaign, Mid-Continent will explain to the public the importance of steam railroading in the growth of the upper Midwest, emphasizing the significance of Mid-Continent's collection and operations and the museum's position as a national rail preservation resource.

Of the many locomotives owned by railroads early in the 20th century, only a handful survive, including ex-C&NW #1385 (*Gazette*, June 1983). Statistics show the locomotives' influence on rail-

roads and other businesses. For example, in 1907, the year #1385 was built, 41 railroads spent \$1,833,993 for locomotive repairs in Wisconsin and used 2,400,726 tons of fuel to operate 40,412,255 miles in the state.

The Mid-Continent board of directors has set a campaign goal of \$250,000 for locomotive repairs, especially #1385, and shop improvements. Details and estimates are being developed (page 2); a campaign summary has been prepared. Mailings will go to members beginning in the fall. Others groups to be contacted for gifts in 1996 and 1997 include riders, non-members, and major donors (individual, corporate, and foundation). Direct mail requests will go to railfan and historical associations. The Mid-Continent committee coordinating the campaign includes Tom O'Brien Jr., president; John Gruber, vice president; Don Meyer, manager; Bob Boelter, marketing consultant; and Steve Seibel, chief mechanical officer.

"For the campaign to be successful, we'll have to learn to think about the museum in different ways. We need to expand our vision, set and maintain priorities. We need to greet visitors and new members, and show pride in our accomplishments. These changes can bring great rewards, and many opportunities for the future," O'Brien said.

To further assist in fund raising, the Mid-Continent Museum Foundation is being organized. Steve Brist, who serves as the foundation secretary, has filed articles of incorporation with the Wisconsin Secretary of State and is preparing an Internal Revenue Service application for nonprofit status. Roth Schleck, a retired Madison banker, serves as president. Other directors are O'Brien and John Gruber. Don Meyer, manager, is an ex-officio member.

"The purpose of creating a foundation is to provide a separate entity to receive donations which by its separateness reassures donors that the funds will be spent to accomplish renovation and capital improvements and not for current operating expenses. The long range objective of the board of directors is to have the accumulated funds in the foundation grow to an amount so that the interest earned would provide sufficient income to accomplish the original purpose," Schleck said.

Seven months into Mid-Continent's fiscal year, department heads are doing an excellent job of following the plans established in the 1995-96 budget, according to Bill Buhmaster, treasurer. The \$425,000 budget, approved by the board Nov. 12, is for Nov. 1, 1995, to Oct. 31, 1996.

Expenses are close to the plan. Income is slightly ahead of projections. Performance during the next few months will be critical since 80 percent of the museum's income is generated during the summer. The treasurer with the general manager and office staff track the income and spending on an on-going basis. Monthly reports are present at board meetings.

In the next couple of months, efforts will turn to the budget for the 1996-97 fiscal year. Once again, department heads and the general manager will work with the treasurer to establish a budget that sustains museum operations while reducing the debt load.

Through May, ridership totaled 8,246. The totals include 1,073 for Santa Express, 2,325 for Snow Train, and 4,489 for 22 operating days since the season opened May 4. Diesels Milwaukee #988, Pullman, and Nekoosa #21 pulled the trains, which carried 33 more passengers than in 1995; however, because of extra income from the C&NW convention, ticket revenue is slightly below 1995. For the 1995 season, Mid-Continent carried 42,226 passengers.

Soo Line diner/lounge #2107 has been purchased from Gary/Charles Wiesner. The car was built by Barney and Smith Car Co. in 1914 as a first class coach. It is of steel construction with six-wheel trucks. The Soo Line rebuilt #2017 as a diner-lounge in 1948 for the *Laker*, where it was used until the passenger train was discontinued in 1965.

The car arrived at Mid-Continent from Duluth in 1978, and first class service was inaugurated the next year. Coordinators have included John Blamey, 1979; Tom O'Brien Sr., 1980-88; and later, Charles Wiesner, Ralph Pierce, John Obst, and, now, Don Pingel.

Leases on W&OV #1, Rock Island coach #799, and DSS&A caboose #568 were cancelled by Carl Ulrich, the owner, effective March 19. The locomotive and coach were moved to Kettle Moraine Railway, North Lake. The caboose is for sale.

Mid-Continent is included in *Great American Railroad Stations*, a 570-page book being published in May by Wiley's Preservation Press.

The museum's North Freedom depot, built in 1894 at Rock Springs, is among 14 existing and two demolished Wisconsin stations featured in the softcover, \$29.95 book. The author, Janet Greenstein Potter of Philadelphia, includes about 700 principal entries and 580 illustrations from all 50 states.

The book's back cover provides details about its purposes: "An excellent resource for on-site and armchair travelers alike, this lavishly illustrated guide provides a generous mix of historical and practical information. Potter provides a detailed biographical profile of each station, covering the year of construction, name of original railroad, designer, style, and materials. Focusing on buildings that

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Of 13 Chapel Cars Built, 4 Survive

By Jim Neubauer

Saving things in my family seems to be genetic. Sometimes it pays off. Grandmother Neubauer's library devolved to me. In going through the books I found one, the *Official Guide and Program, Price 25 Cents, of the First American Catholic Missionary Congress, Chicago, November 15 through 18, 1908.*

On four pages in this book are articles and pictures of the Chapel Car Service inaugurated in 1907 by the Catholic Extension Society. Vowing to read it, I set it aside and went off to Mid-Continent's annual banquet. There I met Norman and Wilma Taylor, who are researching a book on chapel cars. The Taylors and I met again in the archives of the Catholic Extension Society in downtown Chicago, where we found historical records and the original photos used in the 87-year-old book.

The Catholic Extension Society sponsored three cars, the pioneer, *St. Anthony*, which made its first trip June 16, 1907, *St. Peter* (1912), and *St. Paul* (1915). The cars were of various lengths and pew seating capacities. There were stained glass windows, of course; *St. Anthony* was illuminated by ornate gas chandeliers. The cars each had an organ, and candlesticks and crucifix were held in place by screws. *St. Anthony* featured a remarkable painting of its namesake patron. The communion railing was movable and when needed could be converted into a confessional. *St. Anthony* was a Wagner/Pullman-built wooden car with an open platform, but with a diaphragm added for intrain service. Ornate brasswork railings shone on the platforms. The car had a small dining room and a smaller kitchen completely equipped and in charge of a cook/porter. Two small rooms with sleeping accommodations for four persons while enroute were available. The bishop

of the diocese sometimes would occupy one of the rooms. A chaplain was assigned, and the cars were administered by a superintendent of the service.

St. Anthony was abandoned and scrapped after being withdrawn from service in Wishram, Wash., where its painting and altar survive in a local church. *St. Peter* was scrapped at Oxford, N.C.

These "churches-on-wheels" couldn't have a belfry or steeple because of clearance problems, particularly in tunnels, but Baptist, Catholic, or Episcopal, they brought religious services to the western wilderness at the turn of the century, and preaching the Good News (Gospel), gave "consolation and hope to thousands of souls, comforting the sick, ministering to



the dying, and blessing the living" in thousands of scantily-populated, isolated places in America, in such fertile missionary fields as from the Carolinas to Florida, from Slidell, La., to the Great Plains and the far Pacific Northwest of Washington, Idaho, Oregon, Montana, and Utah.

Railroad transportation was gratis up to the Transportation Act of 1920, courtesy of devout division superintendents such as James Corbett of the Southern Pacific (later a vice president) or J. P. O'Brien of the Oregon Railway & Navigation Co.

St. Peter and *St. Paul* were built by Barney and Smith, Dayton, Ohio, along with the seven Baptist cars. They were donated by the faithful, and were of steel construction. *St. Peter* had a Cuban mahogany interior.

From a total of 13 cars built, four survive: the *Grace*, a Baptist car preserved about an hour northeast of North Freedom at Green Lake, Wis.; the *St. Paul* at the Bovey Family Collection in Virginia City, Mont.; the *Emmanuel*, an Episcopal car at Prairie Village, protected by a lean-to shelter in a tourist park in Madison, South Dakota; and a second Episcopal

car in Upper Michigan, acquired second-hand in 1905 by the Munising Railway (Lake Superior & Ishpeming), which installed a side door and air brakes and used the car on the East Branch, lines east of Munising, Mich.

Given the number of clergymen among our members, it would be great if we had a chapel car as a functional, restored exhibit. *St. Paul*, the car at Virginia City, Mont., is up for auction. Six digits opening bids. We occasionally have marriages performed on the property, sometimes aboard the business car No. 440. Although there is no mention in the operating timetable or rule book to this effect, it is not true that train conductors have the same authority as steamship captains to perform marriages, so if one of the clergymen/members want to volunteer, I'm sure they would be welcome!

For more about the Barney and Smith chapel cars, see Scott D. Trostel's book (1993), pages 73-77.

The Catholic Extension Society's chapel car, *St. Anthony*, shown here in a society photo, made its first trip June 16, 1907.



Roundhouse 1

Continued from page 5

are still standing, she discusses depots that have been restored as well as those on the verge of distinction, explains what the station is used for today, and describes its current condition from a preservation/restoration standpoint."

The Hastings family has donated Phil's negatives, color slides, and photos to the California State Railroad Museum in Sacramento. CSRM has started to organize the collection and prepare it for research use. Phil Hastings, a nationally recognized photographer and long-time Mid-Continent leader, died in 1987 (*Gazette*, March 1987).

Marian Hastings recently donated paintings and paperwork to Mid-Continent.

Circus World

Museum's circus train has a new southern Wisconsin route to Milwaukee. The train leaves Baraboo at 9:15 a.m.

July 8 on the Union Pacific (ex-C&NW) for Madison, then switches to Wisconsin and Southern for the trip through McFarland, Stoughton, Edgerton, Milton, Whitewater, and Waukesha before reaching Horicon at 8:16 p.m. The next day, the train goes from Horicon to Germantown, Butler, and Milwaukee, arriving at 3:30 p.m. The parade is July 14.

Marriage. Wally Tisler and Alicia Stanley, March 23, Las Vegas.

Deaths since Jan. 1. *John Breher*, 83, Imperial, Mo., May 8, a life member. Survivors include a son, Ken, and Joann, his wife, and their children, Kimberly and Jeremy. John retired in 1976 after about 25 years at Monsanto; before that, he operated a garage. After retirement, he and Therese volunteered at Mid-Continent for 8-10 years in May and June.

Erna D. Vater, 75, North Freedom, April 7, a life member. She and Gerhard, her husband, who survives, once ran the locker plant in North Freedom.

Francis Bush, Rock Island, Ill., in February.

Ed Norman, Clinton, Iowa, Jan. 18.

Leah Gruber, 89, Prairie du Sac, Jan. 17. Her husband, son, and grandson are members.

Robert Zimmerman, 86, Madison, Jan. 17. Zimmerman, Wisconsin Secretary of State from 1956 to 1974, "handled his duties with a grace and style that endeared him to generations of voters," according to an editorial in the *Wisconsin State Journal*, Madison. He later joined



The Coach Shed at Snow Train presents an inviting appearance for visitors. The Curator Department has placed new ties in the center track.

Mid-Continent, and served passengers in the same graceful manner.

V. Allan Vaughn, 61, Oak Park, Ill., Jan. 14. A member, he had been president of the Iowa and Overland chapters of the NRHS, its president 1977-83, and chairman, 1983-96.

A Note about the Gazette

With this issue, the *Gazette* resumes quarterly publication. Publication stopped in 1995 because funds were frozen. In 1996, my duties at *Vintage Rails* delayed the return to a regular schedule. Over the years, many articles have been published to suggest or support Mid-Continent development activities ("#49 Honors State's Steam Heritage," Jan. 1993, is an example). A major goal for the next year is to provide historic perspective and stimulate support for the "Help Steam Live" campaign.

John Gruber, editor

Curator Lists 1996 Restoration Projects

Looking ahead, the Curator Department anticipates another year of challenging and fun projects at the museum, according to Don Ginter, curator.

The projects include the following:

C-74 caboose (Target completion: late June): sand, prime, paint and letter the car (exterior), repair and paint roof.

Copper Range #60 coach: interior restoration work (strip off old varnish), sand, prime, paint and letter the car (exterior).

Soo Line stock car: scrape, sand, paint and letter the car (exterior).

Soo Line crossing tower: build stairway.

MCRM Equipment History Data Sheets: research, write and publish 2-4 data sheets

Library/Archives: establish collection policy, sort and file archives, other projects upon request to curator.

"As you can see, the Curator Department projects provide plenty of opportunity for everyone to contribute to the development and growth of the museum. Planned work sessions take place on the second weekend of each month. Volunteers are encouraged to participate during additional weekends throughout the year as well. A listing of one-person projects will be posted in the Car Shop. We look forward to your support and participation in completing these projects during 1996," Ginter said.

The first project, Coach Shed improvement, is almost completed, including new ties on center track.

The last year provided a good foundation for the curator projects. The significant accomplishments for 1995 included restoring the Minneapolis & St. Louis box car and pouring a concrete floor in the work area of the Car Shop.

Dick Goddard is project coordinator for restoration of the *Mt. Harvard*, a steel sleeping car built in 1923.

In a report to the board, Goddard said, "I strongly feel that this very typical heavyweight Pullman 10-section observation lounge has great potential value to our collection in terms of its ability to accurately represent its more than 8,000 sister cars built by Pullman between 1907 and 1931. Open section sleepers, in vogue before the advent of the heavyweight cars, continued in service extensively in America well after World War II, along with sleepers of other designs. The open section cars, though, were the very essence of overnight travel by Pullman, providing the flexibility of either single or double occupancy by night (the uppers were less desirable) or seat tickets for daytime trips."



Dean Sauvola repairs windows for C-74 caboose.

Hobo Days

Hobo Days June 21-23 at Mid-Continent features a Madison man and others of the hobo persuasion telling stories, reading poetry, and singing songs of the road. The hobos will be riding the trains, camping near the river, and offering light-hearted insights about their travels. In recognition of railroad safety, they will not be stepping on or off moving trains. The Midland Railway, a Baldwin, Kansas, museum, has sponsored a hobo weekend since 1994, and has found that it generates wide interest and boosts ridership.

Luther the Jet, National Hobo King, taught a three-week continuing education course, "The Hobo in Life and Legend," at Edgewood College, Madison, in February for 40-50 people. At a luncheon get-together of retired railroaders in Madison in May, Gette spoke about his experiences riding the freights and awarded an honorary hobo certificate to Delrosa Bruns, Middleton. He started on the road in the 1970s after passenger service had almost disappeared. "When you could buy a ticket on a passenger train, who needed to ride a freight train?" he said.

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 DM&IR caboose and Copper Range coach no. 60. Don Ginter, 608/362-3257; Bill Buhrmaster, 708/246-9736; or Jerry Mennenga, 319/351-1886.

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

Mechanical, keep #1385 in operation, assist with monthly boiler washes. Steve Seibel, 414-334-4876.

Operations, qualified crews for week-end service and others for special events. Crew caller, Dick Gruber, 414-367-9601.

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.

Balance Sheets

Oct. 31, 1995 and 1994

Assets	1995	1994
Current assets:		
Cash	\$74,963	\$104,164
Accounts receivable	45	348
Inventory	36,300	31,407
Prepaid expenses	6,783	6,038
Other	11,951	15,121
Total current assets	130,042	157,078
Property and equipment, net	484,089	426,895
	\$614,131	\$ 583,973
Liabilities and Fund Balance		
Current liabilities:		
Notes payable	\$125,010	\$99,032
Current maturities of long-term debt	5,000	5,000
Accounts payable	7,053	1,430
Accrued expenses	3,341	3,606
Total current liabilities	140,404	109,068
Deferred revenue	45,092	49,100
Long-term debt, net of current maturities	10,000	15,000
	195,496	173,168
Fund balance	418,635	410,805
	\$614,131	\$583,973

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 1995 statements "present fairly, in all material respects, the financial position of Mid-Continent Railway Historical Society, Inc., as of Oct. 31, 1995, and 1994, and the results of its operations and cash flows for the years then ended in conformity with generally accepted accounting principles," the auditors said.

1385 Assessment

Continued from page 2

After deciding what type of work that is needed, figuring costs is not that difficult. "We can measure and price materials. Labor is 80-90 percent of the cost. We'll see what we can do ourselves, and what must be contracted out. I would prefer to do the work with our own people, but that will require a larger group of dedicated individuals than we currently have," he said.

With the assessment/estimate complete, Mid-Continent will ask for a review by a person familiar with steam locomotive maintenance, to assure prospective donors that Mid-Continent's efforts are thorough and complete.

No. 1385 should be able to operate until Snow Train 1998, if, after tubes are pulled and an inspection in spring 1997, the Federal Railroad Administration grants a one-year extension. But a lot needs to be done to get the engine house and shop ready to do the repairs in a timely manner. All work will meet federal and state codes.

"Keeping historic steam locomotives running safely requires a major commitment of time and money," Seibel said. "Over the years, our volunteers have invested a lot of time and money. Now, we hope the public will help. It's our goal to keep the steam train as a part of Mid-Continent's 'experience 1900' museum throughout the 21st century." JG

Officers

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

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

Treasurer, Director: Bill Buhmaster, 5104 S. Lawn Ave., Western Springs, Ill. 60558, 708/246-9736

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

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

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

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: Jay Slinde, 444 Millington, Hartland, Wis. 53029, 414-367-9601

Director: Bob C. Welke, 500 Columbia St., Horicon, Wis. 53032-1613, 414/485-2250

Manager: Don Meyer, Office Building, E8948 Diamond Hill Rd., North Freedom, Wis. 53951-0358, 608-522-4261, fax 608-522-4490

Superintendents/Department Heads

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

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, Apt. 8, Janesville, Wis. 53546, 608/757-2037

Mechanical: Steve Seibel, 951 Eastern Ave., #4, West Bend 53095, 414-334-4873

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

Gifts to Mid-Continent

Your continued support of Mid-Continent is vital as we begin our 1996 summer season at North Freedom with renewed dedication to enhancing educational resources, improving museum services, and continuing preservation efforts. Send gifts now to Mid-Continent Railway Historical Society, North Freedom, Wis. 53951-0358.



SCHEDULED

June

- 8-9 Veterans Appreciation Day
- 9 Board meeting, 9 a.m.
- 22- Hobo Gathering
- 23 with stories and songs

July

- 4 Liberty Limited
- 6-7 Wheels and Rails, Golden Wing Road Riders Assoc. at North Freedom
- 8-9 Circus Train, Baraboo to Milwaukee
- 13- Civil War Encampment, 33rd
- 14 Wisconsin Living History Group
- 14 Board meeting, 9 am.

August

- 11 Board meeting, 9 a.m.
- 16- Badger Steam & Gas Engine Club,
- 18 33rd show, Baraboo, 8 a.m.-5 p.m.
- 28 Deadline for nominations for board of directors

September

- 1 Members picnic, after last train
- 2 Labor Day
- 15 Board meeting, 9 a.m.
- 25- ARM convention, Concord, Calif.,
- 29 sponsored by the Western Railroad Museum, Rio Vista Jct., Calif.

October

- 5-6 Autumn Color weekends
- 12- with extra trains and
- 13 first class service
- 12 Annual members meeting, 8 p.m.

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

Cover. Advertising Boelter and Lincoln, Madison, created the slogan and symbol, "Help Steam Live."



**Mid-Continent
Railway**

Mid-Continent Railway Historical Society
North Freedom, Wis. 53951-0358

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