
MID-CONTINENT
RAILWAY

Gazette

VOL. 30, NO. 3, DECEMBER 1997



Banquet Honors Volunteer Service

Mid-Continent recognized volunteers (14,000 hours, up 13 percent) at the annual banquet Nov. 8 in Reedsburg. About 75 members and friends turned out for the event marking the end of the 1997 season.

The top ten volunteers were Ken Ristow, 369 hours; Al Joyce, 379; Carol Mennenga, 402; Jerry Mennenga, 466; Fred Vergenz, 469; Jeff Haertlin, 506; Rick Peters and Bill Buhmaster, 511; Fred Bederman, 531; and Jeff Bloohm, 867.

While talking about highlights of the year, Don Meyer presented the manager's award to Mike Harrington, who helped as a tour guide. Meyer presented the award, for the third time, "to a volunteer who has helped me a great deal."

Later, Harrington talked about the guide's role. "I emphasize that this was the way a railroad and transportation were in the 1910s. The kids ask about the speed, and I tell them, 'trains were slow back then.'"

It's hard to generalize about the questions, he said. "But, you almost always get a reaction." Most groups are from schools, but the age can range from kindergarten to high school. Occasionally, a school group is followed by elderly people, bringing completely different questions, according to Harrington.

Don Pingel, who is completing his fifth year as superintendent of first class and dining service, recognized Tom Buehler for service in the department.

The operating department noted the contributions of several members.

An award for Student Trainman of the Year was presented to George Falor with another award for Student Conductor of the Year presented to Glen Kwarciany.

Ken Ristow was awarded the Engineer of the Year. Ken made 48 trips as engineer and recorded 122 hours.

A certificate for the Fireman of the Year was awarded to both Stan Searing and Al Joyce. Each made 21 trips over the railroad. Searing did it in 49 hours; Joyce in 48.

An award was presented for Conductor of the Year to Fred Vergenz who made 41 trips and recorded 76 hours.

An award for the Trainman of the Year was presented to Lynn Katzenberg who made 49 trips as trainman and recorded 126 hours.

A final award went to the Operating Department Employee of the Year, Fred Vergenz.

The daily conductors delay reports were used to tally the number of trips and hours recorded for the operating department from November 1996 through October 1997.

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ROUNDHOUSE 1

With a nine percent increase in ridership behind it, Mid-Continent moves toward Snow Train and the 1998 operating season—Wisconsin's Sesquicentennial year.

For the 23rd winter outing Feb. 13-15, locomotive 1385 will be pulling the heavy, steel train. No. 1385 will see limited use later, since it goes out of service in the spring for extensive firebox and other repairs. Saginaw Timber #2 likely will be pulling the second train; #2 was placed back on its wheels Dec. 12-13, and has been moved into the shop for reassembly.

Twenty-four trains are scheduled for the weekend, beginning at 9:30 a.m. Friday as a plow train for photographers and the media leaves North Freedom. Passenger trains run at 12, 2, and 4 p.m. The steel passenger trains Saturday and Sunday are at 10, 11:30, 1, 2:30, and 4. A second train of wood coaches and a caboose runs at 10:10, 11:40, 1:10, and

2:40. Fares in steam heated coaches are \$9 for adults, \$5.50 for children ages 3-12. The caboose ride costs \$10.

First class service with beverages and hors d'oeuvres begins Saturday at 11:30 a.m. for \$18.50; reservations are required. The dinner trains at 6:30 Friday and Saturday nights are sold out; reservations are being taken for 1999.

The night photo session at 6:30 p.m. Friday costs \$25. (The session gets consistent media attention: a 1997 color photo is featured in the centerspread of the February *Railfan and Railroad*. Robert Phillips' "Steam, Stars & Snow" shows #1385 receiving orders at LaRue.)

Volunteers will begin arriving early in the week to get the museum ready for the big event. Car and platform attendants are especially needed for the weekend.

A handicap lift may be in use for Snow Train. Funds have been donated by the Quirk Foundation, Watertown.

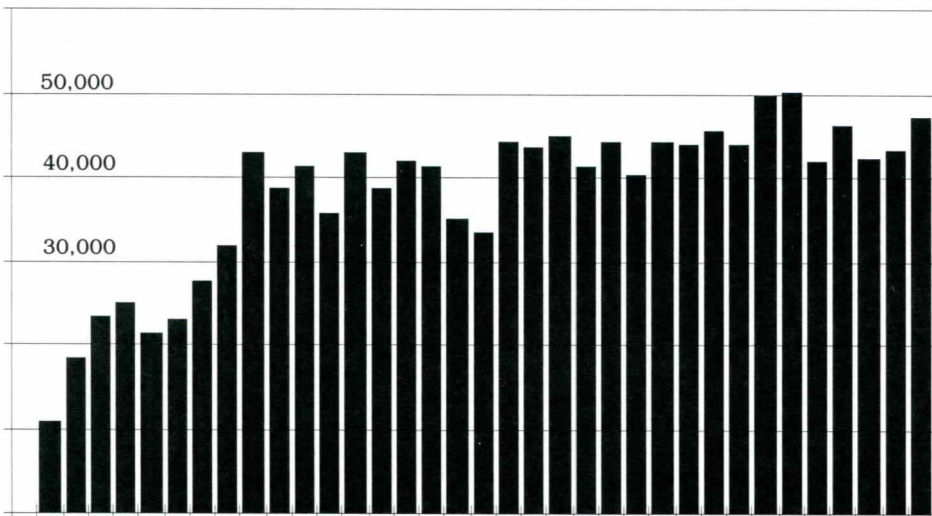
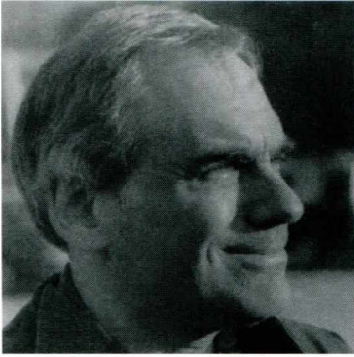


Chart shows annual riders since Mid-Continent started operating in 1963 at North Freedom. For 1997, patronage again is growing.

Louer Presents Preliminary Statement

Albert Louer, director of corporate and foundation relations at Colonial Williamsburg Foundation since 1990, prepared this preliminary statement about his visit to the museum. Mid-Continent directors, at their June meeting, requested the review.



"I was privileged to visit the Mid-Continent Railway Museum Oct. 19-20 to participate in which is known as a "peer" review. Peer reviews are very common in the museum field and are intended to help the leadership, staff, and volunteers and all involved with the museum better understand what they are doing well and what specific areas might be improved. An outsider usually comes equipped with some professional experience and, most important, an objective point of view.

"I am in the process of preparing a formal written report for Mid-Continent but let me make two comments now which really summarize my thinking.

First, Mid-Continent is a very interesting place, doing important work to preserve and interpret a segment of American history and American technology. These are worthy, even vital efforts. The fact that the museum has progressed as far as it has—and for so long—with so many truly dedicated volunteer men and women is impressive. Second, I think Mid-Continent, like many other relatively small museums, is at a turning point: too big to remain the avocation of a few local volunteers and too small to generate the necessary financial and human resources needed to move the institution forward. What I hope to suggest in my longer report are some ideas—some strategies—that Mid-Continent might use to overcome this apparent stalemate. The future of Mid-Continent can be bright indeed, but only if you—ALL of you—are willing to work together toward common, agreed upon goals. This is your challenge. I hope you'll accept it."

The 1997 season ended with good ridership, a total of 47,127 passengers including 9,162 in October (Autumn Color was very successful). The top month was August, with 11,301. The upward trend continued for the Santa trains, with 1,300 riders on Saturday and 572 on Sunday. Baraboo Candy Co. again contributed much of the candy given to the children. Al Engelhardt donated small, stuffed animals included in some of the gift bags.

Still, moving solidly into the 50,000 rider category is proving elusive—accomplished only once in the museum's history, in 1992.

Summer service returns May 2 with weekend and Monday and Friday school trips. Daily trips begin operating May 16.

The board approved the 1997-98 budget of \$531,230 at its December meeting.

Income sources include operating income from ticket sales, Gift Shop, contributions, and membership dues; funds

from checking (savings accounts in support of designated projects); and funds from restricted accounts (Help Steam Live funds to support the HSL program).

On the expense side, spending will be used to sustain museum operations for the 135-day season. Insurance and wages are the big ticket items. Additional advertising funds are going a new joint Mid-Continent/Circus World Museum TV promotion during the summer. An emphasis will be on getting the ST #2 (early '98) and the WC&C #1 (late '98) operable. Other priorities include the depot platform and bathroom improvements.

At the election Oct. 11, John Sorrel was reelected and Dave Schumacher and Jim Bertrand were elected to the board of directors for three-year terms. Voting was Sorrel, 105; Schumacher, 92; Bertrand, 74; Ken Breher, 73; and Mike Smul, 72. Voting members (197 life, 75 regular) returned 192 ballots.

At its Oct. 19 meeting, the board of directors re-elected Tom O'Brien Jr, president; Bill Buhrmaster, treasurer; and Jim Neubauer, secretary; Don Ginter, curator. Ken Breher was elected vice president; Sandra Hamlet, membership secretary. Schumacher and Bertrand, new board members, were seated.

Four years after the big flood, the pump at Quartzite Lake again is working. Water for #1385's tender was turned on Aug. 10 as passengers on the 3:30 p.m. train were viewing the locomotive.

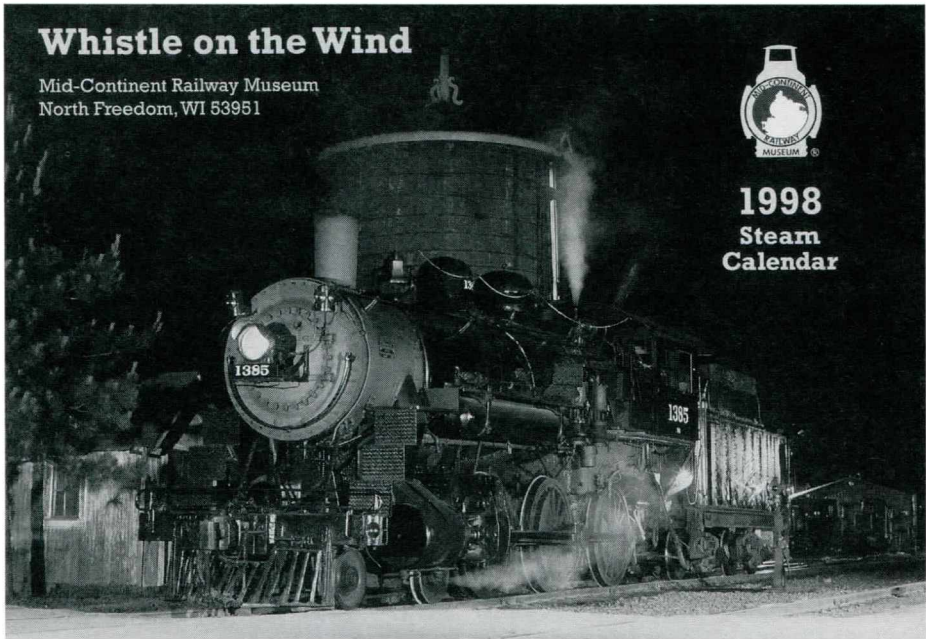
Mid-Continent can legally run up to 200 raffles per year, using tickets printed with specified information on them to be sold in advance of each drawing date. Sandra Hamlet is raffle coordinator, which means that she is responsible for making a yearly report to the state about raffle activity. Mid-Continent's class A raffle license was renewed in October 1996 and again in 1997.

During 1997 the museum ran eight class A raffles, which brought in just over \$1,000 for the Help Steam Live fund. Other members and some nonmembers helped to sell tickets: Marjorie Slack, Ken

Ristow, and Lynn Katzenberg plus Jim and Mabel Grooms, Deb Almerli, and Ethel ('Butch') Dobson from North Freedom. We raffled off all sorts of small prizes including gift certificates for gasoline from CENEX, fish dinners from Carol's Railroad Inn in North Freedom, gift certificates from Lands' End, a subscription to *Vintage Rails*, a Freight Train Willie teddy bear, and numerous steam train pot holders.

"There was a definite learning curve. Some of the first raffles brought little profit, because we paid too much for prizes and figured that people would buy tickets without direct person-to-person selling. A lot of people are 'raffled out' from all the fundraising activity of organizations, so you need that personal touch," according to Hamlet. Other members have talked about running raffles for Help Steam Live and other projects. If you are interested, please ask her to send you the information on regulations from the Wisconsin Gaming Commission.

Mid-Continent members of the 757th Transportation Battalion (Railway) are serving in the Balkans, supporting trans-



Mid-Continent's 1998 calendar is a salute to C&NW #1385, which will need extensive repairs in the spring. The calendar crew included Jeff and Cindy Haertlein, Tom O'Brien, and Paul Swanson.



Glen Kwarciany



Jerry Lapidakis

portation movement and planning for Operation Joint Endeavor. John Sorrel, who went on active duty March 27, returned Nov. 14; from April 17 to Nov. 11 he was in Hungary, Croatia, and Bosnia. Doug Crary now is doing a similar job in Hungary.

The unit, organized in 1933, is the only organized rail battalion in the U.S. Army. It frequently helps with projects at Mid-Continent as a part of its training.

Jeff Haertlein, gift shop manager, thanks Chuck Millot, who donated a VCR for the shop, and Skip and Diane Pierce, for funds for a TV set in the shop. Diane Pierce helped staff the shop and with inventory.

Brian Solomon has included Mid-Continent in articles about his photography in *CTC Board* ("Time Machine," Nov. 1997) and *Trains* ("Time Warp," Jan. 1998). Solomon visited the museum while he was associate editor and editor of *Pacific RailNews* in Waukesha from June 1994 to Sept. 1996.

"The setting goes well beyond the steam locomotives. Mid-Continent maintains an impressive collection of vintage wooden equipment from a variety of Midwestern railroads," he said in *CTC Board*. "In the evening twilight glow, as the lanterns flicker, and 1385 is bedded down after its daily duties, it's difficult to believe it is not 1915. Maybe, just maybe, it is."

In *Trains*, Solomon described three Mid-Continent photos and wrote: "While all the details are not perfect, the overall impression is as good as it gets."

Tourist Railway Association (TRAIN) appointed Dick Gruber as interim editor of *TrainLine* at TRAIN '97, the 25th anniversary meeting in Strasburg, Penn. Gruber will edit the next two issues of the quarterly publication. Tom O'Brien Jr. was elected to serve as TRAIN's vice president for the next year. O'Brien had been secretary for TRAIN for several years.

Married. Kathy Tumm and Don Pingel, Aug. 2, Augusta.

Deaths. Edward G. Kromrey, 95, Sept. 25, Madison. He retired in 1967 as district superintendent at Middleton. He was at Mid-Continent as recently as 1996.

Gene Haertlein, 80, Nov. 1, Milwaukee. A son, Jeff, with Cindy, his wife, manages the gift shop.

Depot Impresses Amtrak Official

James Larson, assistant vice president of operations at Amtrak, visited Mid-Continent on July 31 when he was in back in Madison for the National Model Railroad Association Annual Convention as the Saturday evening banquet speaker. After riding the WSOR from Middleton to Prairie du Chien and return on July 30, he visited North Freedom with Mary, his wife. He rode the cab of #1385 with W. Van McCullough and Ken Ristow on the 12:30 train. What were his impressions of the museum?

"I was really impressed with the depot. It captured the flavor, smells, and sounds of the small town depots across America. The depots were something that we never thought about and then suddenly they were gone. They were the center of each community.

"The highlight was listening to the telegraph. The message was from Merrimac. I had worked there as a telegrapher for a month. It was January 1954. The only heat was from the potbelly stove. The only lights were Aladin kerosene lamps and the only communication with the outside world was by telegraph." The C&NW had electricity and telephones by then, "but not at Merrimac."

The C&NW was changing from double track to single track working "south to north." The first year work included Evansville to Madison, the second year Madison to Merrimac. Except for the double track left in around Devil's Lake, by 1956 it was single track to Elroy.

"I was impressed with the Mid-Continent collection and to be able to smell, feel, and hear the steam train. I remember the 1385 in regular service. The R1s were common out of Madison working west to Dodgeville, Fennimore, and Cuba City and they operated the local freight to Beloit and the Baraboo switch run. Their primary use was in local freight and work train service. The 1385 was in Green Bay, because it was its primary shop. It ultimately was saved by steaming ore at Escanaba.

"I started in 1953, actually in the summer of 1952 on the Milwaukee Road, so this is my 45th year on the railroad."



Mark Jones, an Amtrak engineer from California, volunteered as a trainman and fireman late in the summer.

On the C&NW, "I did many things: agent, operator and telegrapher, and train dispatcher at Chicago, South Pekin, and Milwaukee." On January 1, 1959, Larson became Chicago Terminal Trainmaster. After two years there he served as Trainmaster at Fond du Lac for four years and then two years as Trainmaster in Minneapolis. "It was the toughest eight years of my life."

When Larson began at Chicago (1959), "we had not yet started the conversion to head end power. The 48 gallery cars were still steam, and we ran various old types of equipment. The 7409 and one partner were still in commuter service until 1959 or 1960 on the Wisconsin Division. I remember it was painted Pullman green and it still had the gas light brackets but the gas lights were not in use. These combines actually had steel frames and steel sheathing over wooden sides. These two cars were among the last open vestibule coaches used on any Class I carrier in the United States." *Dick Gruber*

Wisconsin Sesquicentennial

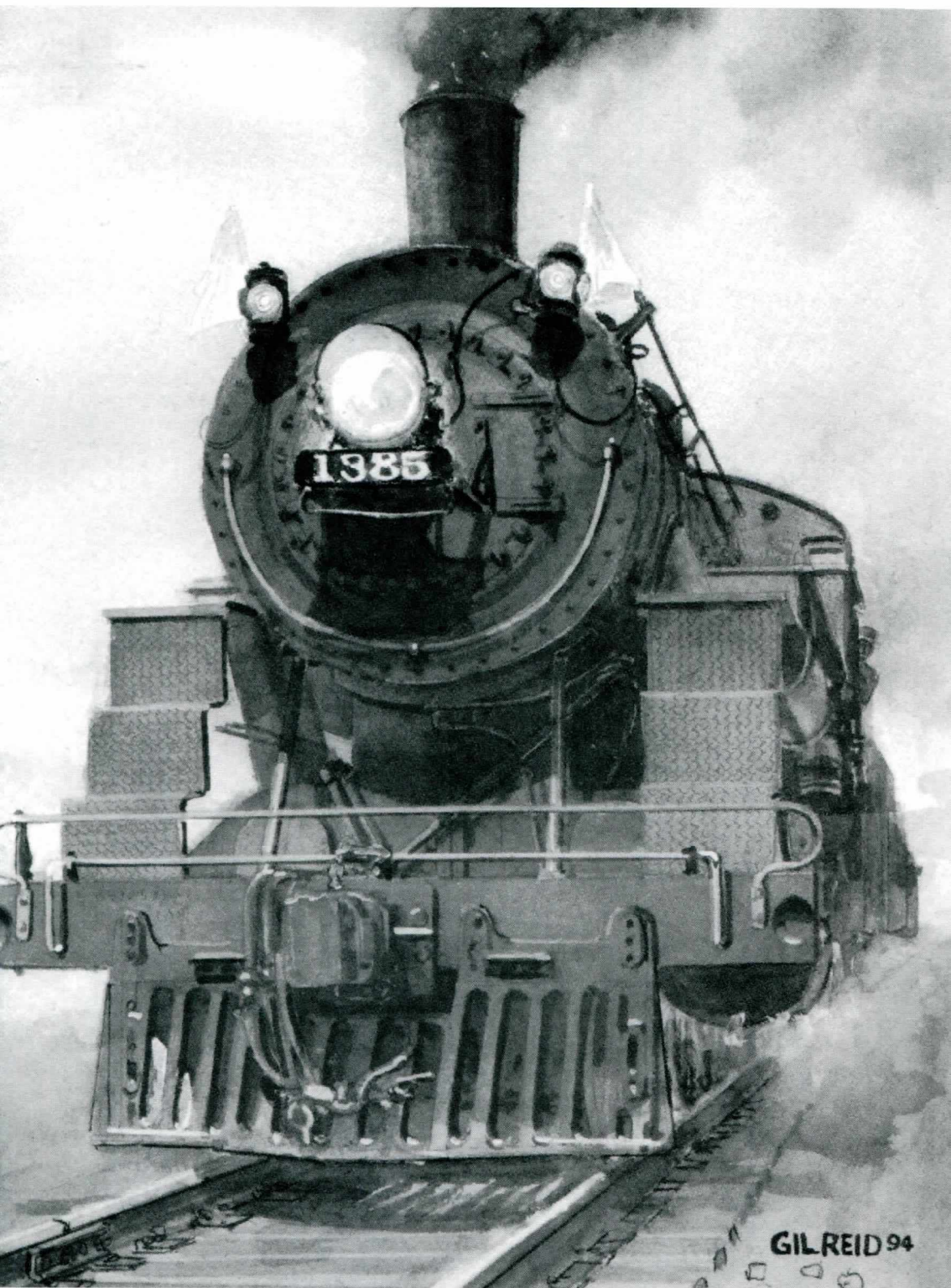
Statehood Days, May 29-30

Circus Train: July 27-28

Circus Parade: Aug. 2

Folklife Festival: Aug. 20-23

Wisconsin Central GP40 3026, decorated for the 150th anniversary, will be touring. A train across the state has been proposed for September and October.



"I had never done a picture of the 1385 at just this angle," explained Gil Reid as he talked about the full-color painting Mid-Continent is using as a premium in the "Help Steam Live" campaign.

"The looming makes the locomotive look larger than life, and this is what I like about the angle. It's a standard locomotive configuration from the viewpoint of an artist or a railfan. It's got the headlight centered on the boiler in front, it's got a spoked pilot which in this case is a casting but it looks like the old-fashioned cowcatchers people are familiar with. It's got steps to get up to the running board and the fireman is leaning out the window watching ahead very carefully," said Reid, who has 21 Amtrak calendars to his credit.

Reid made the painting of the former C&NW locomotive in 1994. He decided to give it to the museum because "they have been good to me. After all, it was through the affiliation with the mu-

seum and Chris Burger that I got to know the 1385." The painting now hangs on the wall in the conference room in the office building.

"In this case, I wanted the locomotive to be the factor. It looks old enough to be a generic locomotive, too, and when you really figure it out, I guess the American Locomotive Works built a lot of these for a lot of railroads and they probably are about the same, a Ten-Wheeler with piston valves and inside Stephenson valve gear. It's hard to think that engine is almost 100 years old," Reid continued.

"Naturally, the 1385 always ran as an extra when it was off North Freedom's grounds, so I wanted to put on white flags and have the classification lights lit. I wanted to make it look like it was an engine that had been out on the road. I figured that maybe a brownish rust color would be good, especially since in the old days locomotives picked up the color of the country they ran through."

"The 'never washed' feeling is not a complaint about the 1385; it just made it look like a real friendly locomotive. There

is a little bit of tenseness and thrill in looking at this locomotive—it's still capable of high speed. Even if it is going 10-15 mph if you are in the way they'll never be able to stop in time for you. I don't think people would like to see this in real life but they don't mind the element of suspense and danger in a picture," the artist said.

"Everybody took good care of this engine. But I wanted to show it in working condition, so I got away from the polished look."

Art has been a lifelong interest for Reid, who estimates he has produced 400 paintings since 1965.

"The first locomotive that I ever really saw was an Erie Pacific. My family was taking a drive near Ligonier, Pennsylvania. I was probably in the fifth or sixth grade, making sketches of trains in books. Nothing really fantastic, I just liked trains.

"I didn't get started into really good railroad sketching until just before World War II. As a junior or freshman in high school in Indiana, somehow I got a trip to Chicago and went on to Milwaukee to meet Al Kalmbach. Then I went to school at the Chicago Academy of Fine Arts, where I met Howard Fogg," he said.

With the second issue of *Trains* in December 1940, Reid did 11 pen and ink sketches of locomotives, starting out with a favorite, the Pennsylvania K-4. Before he was drafted, he made a painting and sent it to Al Kalmbach; "Noonday Water Stop," published in June 1943, was the first color reproduction of his work. Reid was thrilled. "I still have the original. It is faded quite badly; the blue sky is now sort of brownish," he said.

Reid worked in the Kalmbach Publishing Co. art department for 21 years beginning in 1956, then set up a second floor studio in Elm Grove, where he paints today. The studio—near the busy Canadian Pacific (ex-Milwaukee Road) main line—is an appropriate location for the creative artist who has contributed so much to the railroad art scene. JG

Reid's 1385 View Helps Steam Live

Pullman Porter Goes on Display

As a part of the 1385 birthday celebration Labor Day weekend, Sandra Hamlet placed a full sized antique mannequin of a Pullman porter on display in the *Oak Park* in the Coach Shed.

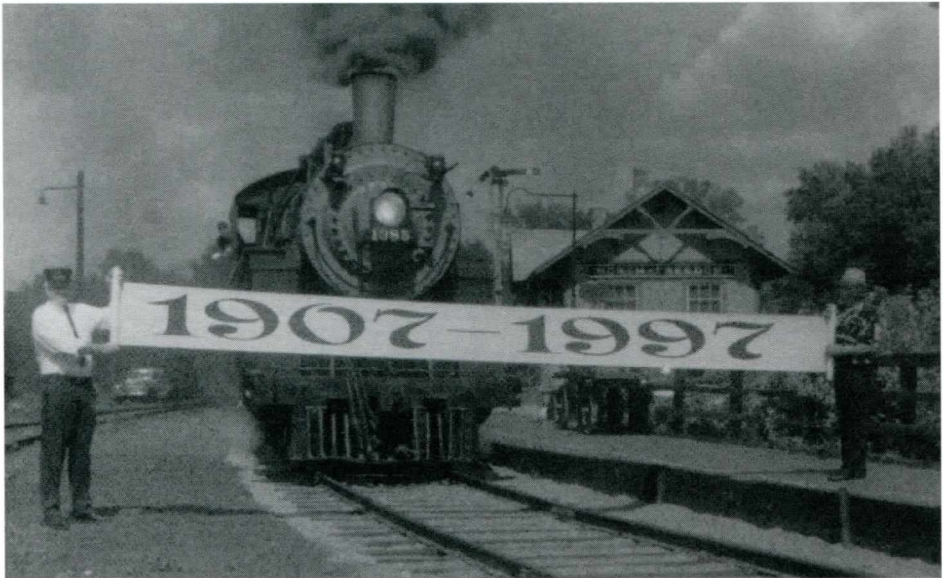
The mannequin has an antique wax head with African features, and head and hands painted in medium dark skin tones. The dark blue wool suit has six silver Pullman suit buttons and four sleeve buttons, and three five-year stripes on the left sleeve. A photo appeared in the *Wisconsin State Journal* Aug. 30.

In the early 1900s, more than 20,000 African Americans worked as Pullman and train porters—the largest category of black labor on U.S. railroads. Duties required a knowledge of Pullman car types and their heating systems, bed-making skills, and the ability to handle the public. To ensure a uniform high standard of service, regulations were spelled out in a 127-page manual. Porters were trained to provide a warm, inviting atmosphere for passengers. The work was done with dignity and pride, and sons followed fathers into railroad employ-



ment. The Brotherhood of Sleeping Car Porters, formed in 1925, was the first group of Negro workers to organize into an AFL labor union.

The weekend also included music and the traditional picnic—turned into a reunion of members and 1385 workers.



As part of the 1385 celebration, the locomotive broke banners—twice. For the second time through, Rick Bliese and Oscar Baumgarten, North Freedom village president, held the paper.



Dark of the Moon Contra-Band performs on the station platform at the 1385 party.

At Mid-Continent's birthday party for locomotive 1385 August 31, Dark of the Moon Contra-Band entertained museum visitors with a sample of the many folk, blues, and popular songs about the people who built the railroads and run and ride trains.

For hundreds of years, workers have used music to express the rhythm of repetitive motion and hopes and frustrations. As railroads were being built across America, track laborers made up new words to old songs and wrote new songs in the styles of their ethnic backgrounds.

There are many versions to the story and song about John Henry, steel-driving man. He may have been black, he may have been white; he may have been of average size, he may have been a giant. But in any version, the song has the strong rhythm influenced by African-American tradition.

"Drill, Ye Tarriers, Drill," apparently written in the 1880s by Thomas F. Casey, a New York entertainer who had worked on a blasting gang, draws on the Irish-American tradition. Tarriers were workers who dynamited through mountains as the railroads were built. The heavy "And blast! And fire!" often was followed by a light, whistled dance tune (played by fiddlers at the 1385 party). "Pat Works on the Rail-

way" is another Irish tune, in jig rhythm.

Some songs were written to celebrate and promote particular railroads. Delia Ward wrote "The North Western Railway Polka" in 1859, soon after the C&NW was founded.

Disasters were the stuff of song as well as legend. "Casey Jones" and "The Wreck of the Old 97" are well-known examples from a long list of train wreck songs.

Hobos who rode freight trains had plenty of time to make up songs, often songs of fantasy, such as "Big Rock Candy Mountain," about a land "Where the boxcars are all empty and the sun shines every day." "The Wabash Cannonball" originated as a hobo song.

Passed around and down by oral tradition, many folk songs have many different versions. A tune known variously as "The Gambler," "Danville Girl," and other titles has been used for various stories in which the singer asks "Mister Railroad man, What time do your trains roll by."

Railroads were celebrated in music of homecoming, as in the folk song "900 Miles" and the early 20th century popular song, "They'll All be Waiting for You at the Train," and escape—from jail, as in "The Midnight Special," or to heaven, as in the spiritual "This Train is Bound for Glory." *Bonnie Gruber*



C&NW Train No. 504, pulled by a class E2 Pacific, approaches Monona Tower in November 1954. Photo by William D. Middleton.

Railroaders Recall Operations at Tower in Madison Lake

Railroaders fondly remember Monona Tower, symbol for last summer's National Model Railroad Association convention in Madison.

The tower operator controlled signals for the Milwaukee Road and Chicago and North Western crossing in the middle of a bay in Lake Monona, the capital city's third lake. As towers go, Monona was never especially busy, but its services were vital when the two railroads operated passenger trains on fast, competitive schedules. Without its interlocking plant, trains would have been required to stop at the crossing—an unacceptable delay at a time when every second counted.

It's surprising how many railroaders today tell about experiences at a building taken down in 1955.

David Valentine, who was at the tower from 1946 to 1951 while attending the University of Wisconsin, described its operations.

"The train that hit the circuit first got the priority. When the bell rang and the light went off, we lined the signal for the train. If we knew ahead of time that it might have been a freight train, and the other railroad had a passenger train coming, we would hold off as long as possible for that passenger train to show up," he said.

"At first, some of the levers were hooked up to electrical switches. Later, when they put in a little board on the desk, the signals and switches were all electric. At that time, the C&NW had double track and the Milwaukee had single track. C&NW really went by the tower a lot faster than the Milwaukee, and there was a speed restriction over the diamond (40 or 50 mph). C&NW trains had a better run at it; by the time they got to the tower they were going faster than the Milwaukee would. Coming westbound they both were going pretty fast," Valentine said.



A friend—a C&NW fireman, John O'Malley—would hang out the window, waive a broom as his train went by the tower.

One afternoon, as Valentine was working on the second floor, he saw three kids with cameras standing next to the diamond. "They were 11 and 12 years old. So I went out on the platform and hollered at them, asked them what they were doing. They were very shy, and embarrassed and afraid, and they said they were taking pictures. So I said come on up here. They introduced themselves to me, and I told them who I was. They told me they liked to take pictures of railroads. I said, why don't you let me teach you how to telegraph?"

"So I taught them how to telegraph and run the tower. The reason I did this was, first of all, I didn't mind teaching them, but the other thing was I could study or sleep while they ran the tower and did my telegraphing. One was Jim Larson, one was Neil Owen, the other was Stu Kirth."

Kirth didn't spend much time there, but Larson and Owen did. "Their mothers would call, ask, 'Is Neil there,?' or 'Is Jim there?' and I would say, 'He just left.' I'd

hang up. I'd kick them out, they would go home."

After graduation, Valentine moved through the ranks of Milwaukee Road management until 1965, when he went to work for Santa Fe and later, RailTex.

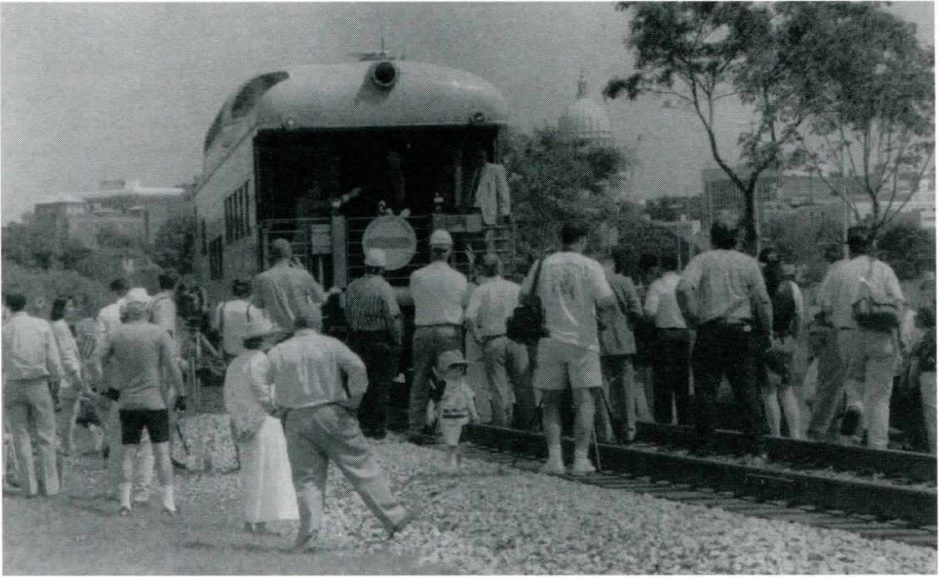
Larson and Owen became train dispatchers, telegraphers, trainmasters, and assistant superintendents, Larson on the C&NW, Owen on the Milwaukee. Larson, assistant vice president of operations at Amtrak, visited Mid-Continent this summer (page 7). Owen was a transportation consultant in Walnut Creek, California, until his death recently; he was buried in Madison.

Valentine's first cousin, Roland Frank of Cross Plains, also worked at the tower. While a senior at Edgewood high school in Madison, Frank learned telegraphy in 1946 from his uncle, Matt Valentine, depot agent at Cross Plains. Two days after graduation, he passed the Morse code examination given by A. M. Killian, chief dispatcher; the third day, he went over the operating rules with Killian, and was hired as agent-operator. He filled in for agents on vacations all over the Madison Division.

"I moved around 30 some times the first year, but it was good experience. Then I wanted to go to college, so I really wanted to get back to the tower. Not too many wanted that darned second shift, so I got that job in spring 1948, and started college about the same time."

Frank was at the tower when Harry Truman came to town in 1948. "About 1 o'clock in the afternoon, these two Secret Service guys came up the steps. I knew they were coming. We had maybe three electric switches; all were spiked. You couldn't touch the board. They stayed with me in the tower. About 15 minutes ahead of the presidential train, the C&NW ran a one-unit diesel. Then I could see Truman's train coming across the lake. The signals were all set. I said, 'can I go down on the platform?' 'Oh, sure,' they said. We had a little platform down below the steps. Harry Truman was real close to me with his Stetson in hand, had a nice big wave."

Frank received a commendation Sept. 2, 1949, from F. R. Doud, superintendent, for preventing an accident. No. 11, the westbound *Sioux* passenger train, had left Janesville. The board lit up as a stray



A ceremony July 1 celebrated the connection in Lake Monona, site of the tower.

baggage car, loose, came out of the yard and rolled east in the face of no. 11. Frank ran ahead, faster than the baggage car, flagged down no. 11, and stopped the train before it hit the baggage car.

Soon after, he went from the tower to the office, breaking in as dispatcher. "I worked on and off at the tower between dispatching, and also worked the side wire. We did a lot of message work out at the tower for the ticket office, freight house, and some of the roundhouse messages. There was no Teletype then."

Frank quit the railroad in 1958. "My father had a heart attack. I came to Cross Plains to help out in the family business, never went back. I suppose I had a more stable life than moving around on the railroad, but I don't think you would find anything more fascinating than the railroad."

Other who worked there include Duwayne Buchwald, Stoughton, and Roland Coates, Janesville.

The tower operated at the lake site from 1904 to 1955, when the interlocking moved to the Milwaukee Road's West Washington offices until taken out of service in 1983. The tracks at the crossing, both operated today by Wisconsin and Southern, have been connected since

March 5, 1997, when a new switch was first used in revenue service. A special WSOR train and ceremony July 1, 1997, commemorated the connection at the historic site. *JG*

Volunteers Needed

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

Curator. Primary projects are the Copper Range #60 restoration and the Coach Shed improvements. Meet in the Car Shop or contact Don Ginter, 608/362-3257; Bill Buhrmaster, 708/246-9736; or Jerry Mennenga, 319/351-1886. Work sessions are scheduled the second week-end of the month.

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

Mechanical, maintenance on #1385, refit driving boxes and replace hub liners on ST #2. Rick Peters, 414/461-7024.

Operations. Crew caller, Dick Gruber, 608/643-8364, or trainlin@bankpds.com.

Steamer. Send news to Jim Neubauer, 3320 N. Sacramento Ave., Chicago, Ill. 60618, 773/478-8747.

For other activities, Lynn Katzenberg, volunteer coordinator, 414/545-2954

Officers

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

Vice President: Ken Breher, 111 Rock Valley Ln. NW, Cedar Rapids, Iowa 52405, 319/396-0507

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Director: Sandra Hamlet, 14180 W. Outer Dr., Detroit, Mich. 48239, 313/255-2193

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

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

Director: Dave Schumacher, 101 N. Clear Lake Ave., Milton, Wis. 53563, 608/868-2234

Director: Jay Slinde, 207 Kings Row, Monona, Wis. 53716, 414-820-0218

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

Manager: Don Meyer, Office Building, E8948 Diamond Hill Rd., North Freedom, Wis. 53951-0358, 608-522-4261, fax 608-522-4520, midcon@baraboo.com

HO Kit for Sale

The 40-foot Athearn boxcar, white with red and black lettering, advertises the "Route of the Scenic Quartzite Lake Line." Its number matches the ZIP code for North Freedom. The kit is \$9.95 at the museum's gift shop, or by mail for \$5 more per order for shipping to Dept. G, Mid-Continent, P.O. Box 358, North Freedom, WI 53951.

FOUNDATION

A new 16-page brochure published by the Mid-Continent Museum Foundation explains that gifts are crucially needed to:

- Continue the acquisition, painstaking restoration, and operation of the steam locomotives, freight and passenger cars;
- Construct adequate buildings and related facilities to house, care for and repair the collection; display artifacts; and provide a safe, interesting, and educational experience for visitors; and
- Improve the buildings and the grounds for the general public.

Members and friends who are considering a gift may request a copy of the brochure from the Foundation.

A primary purpose of the Foundation is to build an endowment to help support long-term renovation and capital improvements. This is an important step in assuring the museum's vitality in the 21st century. With your support, the Foundation will be able to make many contributions to the growth of the museum and its services.

You may mail questions to the Foundation at Firststar Bank Wisconsin, P.O. Box 7731, Madison, Wis. 53707-7900. A volunteer will call you; the Foundation does not have an office or staff.

Taking License



The *Gazette* continues a series on railroad-related license plates and stickers seen at Mid-Continent. A locomotive engineer arrives at North Freedom with this plate, Fe (Iron) Horse.



SCHEDULED

Schedules on the Internet

<http://www.mcrwy.com>

February

- 7 Superintendents' meeting, 4 p.m.
- 8 Board meeting, 9 a.m.
- 13- Snow Train, the 23rd winter outing
- 15 with 24 trains and extra services.
- 28 TRAIN spring board meeting, Brookfield, Wis.

March

- 14 Superintendents' meeting, 4 p.m.
- 15 Board meeting, 9 a.m.
- 20- National Railway Preservation
- 22 Symposium, Sacramento, Calif.

April

- 4 Superintendents' meeting, 4 p.m.
- 5 Board meeting, 9 a.m.

- 4-6 Midwest Regional Railway Preservation Gathering, Union, Ill.
- 25 Spring Fling banquet.

May

- 2 Weekend service begins; Monday and Friday school trips.
- 2 Superintendents' meeting, 4 p.m.
- 3 Board meeting, 9 a.m.

Meetings are at the office building unless announced otherwise. Call 608/522-4261 for information.
E-mail: midcon@baraboo.com

Cover. On his way to go skiing, Luke Johnson stopped to photograph C&NW 445 pulling a train through Blue Mounds in February 1948. The R-1 was built in 1906, sold for scrap in August 1956.



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

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