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MID-CONTINENT  
RAILWAY  
*Gazette*

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**A Milwaukee and St. Paul train and people pose at Middleton about 1873. The post office and two other frame buildings are in the background. Station agent Samuel Barber is fifth from the left. Andreas Dahl photo, State Historical Society of Wisconsin (WHi D31) 642)**

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# Railroads Contribute to Wisconsin's Heritage

**A**s Wisconsin celebrates the 150th anniversary of its statehood, the *Gazette* reviews significant events in railroading through the years.

**1847.** Wisconsin legislature charters Milwaukee and Waukesha, renamed Milwaukee and Mississippi—a predecessor of the Milwaukee Road.

**1850.** Milwaukee and Mississippi operates Wisconsin's first railroad five miles from Milwaukee to Wauwatosa. Line continues to Waukesha in 1851.

**1854.** Madison celebrates arrival of first train from Milwaukee.

**1857.** Rail line reaches Prairie du Chien and Mississippi River.

**1862.** Green Bay celebrates formal opening of C&NW as excursion train arrives from Chicago.

**1866.** Legislature charters Green Bay and Lake Pepin (continues as Green Bay and Western until 1993).

**1866.** Brotherhood of Locomotive Engineers gives first annual festival in Madison.

**1870.** Legislature incorporates Baraboo Air Line, at request of Sauk County people, to build a railroad from Madison to Winona Jct. Air line consolidates with C&NW a year later. Baraboo celebrates opening of railroad in 1871.

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

**1875.** Pontoon railroad bridge across Mississippi River opens at Prairie du Chien.

**1876.** Wisconsin Central completes its line from Stevens Point to Portage, satisfying the criteria for receiving land grants to Ashland.

**1878.** Milwaukee Road purchases 6,000 stereo views from H. H. Bennett, beginning a long association with the

Kilbourn (Wisconsin Dells) photographer. Bennett travels on the Wisconsin Central to Ashland in 1889.

**1879.** Baraboo employees of C&NW hold first annual picnic at Devil's Lake.

**1884.** Fast mail train begins running on Milwaukee Road on Chicago-Twin Cities route. Railway Post Office service continues until 1970. Northern Pacific completes line from Superior to Ashland.

**1880-1916.** Golden age of railroading, when railroads moved 90 percent of the nation's passengers and commerce and their cultural influences are at their peak.

**1886.** Burlington Route builds along Mississippi River from East Dubuque to Prescott.

**1888.** Illinois Central establishes service from Freeport to Madison, its northern-most location. Great Northern opens line into Superior. Duluth, South Shore and Atlantic builds to Iron River and in



**H. H. Bennett, the famous Wisconsin Dells photographer, made the view of Devil's Lake in the 1870s. Photo from H. H. Bennett Studio Foundation.**

Superior (gap between Iron River and Superior is closed in 1892). Milwaukee and C&NW railroads place interlocking signals in operation at Bay View and Washington Street crossings in Milwaukee.

**1889.** C&NW opens impressive station designed by Charles S. Frost on Milwaukee's lakefront (C&NW moves to Union Depot in 1966; station is razed two years later). At a time when stations are gateways to communities, Frost, often with Alfred Granger, is responsible for 30 Wisconsin stations for the C&NW, another nine for the Milwaukee Road.

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

**1892.** *Ann Arbor No. 1* makes first carferry trip with freight from Kewaunee across Lake Michigan.

**1896.** C&NW rebuilds and double tracks main line between Madison and Baraboo, a substantial construction project. Second track taken up in 1956. Double track between Merrimac and Baraboo remains another eight years.

**1898.** Detroit Publishing Co. photo car with William Henry Jackson as photographer tours state for C&NW.

**1902.** Great Northern introduces all-steel ore cars, marking beginning of move from wood to steel freight equipment. As it rebuilds and double tracks its main line, Milwaukee Road hires Annette E. McCrea to design parks surrounding stations.

**1903.** C&NW completes spur from North Freedom to La Rue to serve iron mines.

**1907.** Alco delivers #1385, now preserved at Mid-Continent, to C&NW; it is the only operating C&NW steam locomotive today. (First R-1 class locomotive is delivered in 1901.)

**1908.** Illinois Central introduces internal-combustion power as McKeen motor

car runs between Freeport and Madison. C&NW follows with a McKeen car between Janesville and Beloit.

**1909.** Ringling Brothers circus builds car repair shops in Baraboo. Soo Line takes over Wisconsin Central. C&NW orders 158 all-steel passenger cars, Milwaukee Road, 243 cars. With completion of a branch to Burlington, Milwaukee's electric interurban system reaches a peak of 232 miles, a threefold increase in 10 years. Milwaukee Northern's 57 miles are added in 1922.

**1910.** C&NW begins safety first movement on U.S. railroads.

**1911.** C&NW opens new line from Milwaukee to Wyeville and to Sparta in 1912; most freight traffic shifts to Adams route. U.S. Post Office issues specifications for Railway Post Office cars, requiring all-steel mail cars, accelerating move to all-steel passenger trains. Soo Line builds high bridge over St. Croix River (2,682 feet long, 185 feet high) near Somerset.

**1917.** World War I brings government control through 1920. USRA combines stations such as Plover and Woodman, boosts cross-lake traffic to GB&W.

**1920.** Wisconsin railroads reach a peak, operating 7,546 miles and carrying 20,188,000 passengers.

**1924.** Four Wheel Drive Auto Co., Clintonville, advertises itself as "the largest manufacturers of gasoline railway equipment in the world."

**1927.** Milwaukee Road brings 3,655 passengers in 11 special trains to the Wisconsin-Minnesota football game in Madison.

**1934.** The *Milwaukee Express*, a scheduled train, sets world's record for sustain speed with steam, running from Chicago to Milwaukee in 67 minutes at an average speed of 75 mph.



**1935.** Three railroads inaugurate high speed service on Chicago-Twin Cities route: C&NW, 400, Jan. 2; Burlington, *Zephyr*, April 21; and Milwaukee Road, *Hiawatha*, May 29.

**1936.** North Shore Line hauls loaded motor trucks by rail for the first time.

**1940.** Al Kalmbach establishes *Trains* magazine in Milwaukee.

**1941.** North Shore Line places *Electroliners* in Chicago-Milwaukee service. Robbins Railroad, the last narrow gauge common carrier logging railroad, is abandoned.

**1941-1945.** In the 45 months of World War II, US railroads move 113,891 troop trains and get high praise for handling large increases in freight and passenger traffic. Milwaukee Road and C&NW extend lines to Badger Ordnance Works, a large powder plant in Sauk County. GB&W hires women for track repair work in Trempealeau Valley.

**1944.** Fairbanks-Morse delivers first diesel locomotive built at Beloit to Mil-

waukee Road. Production for domestic market continues until 1958.

**1947.** Burlington's 86.2 mph start-to-stop schedule for *Twin Cities Zephyrs* from East Dubuque to Prairie du Chien, the world's fastest, continues until 1955. Earlier, the Milwaukee Road in 1940-41 set a record for steam power, 81 mph for the *Morning Hiawatha* from Sparta to Portage.

**1947.** Milwaukee Road places *Olympian Hiawatha* in service with styling by Brooks Stevens, a Milwaukee industrial designer. The famous Skytop Lounges join the train beginning late in 1948.

**1948.** President Harry Truman's campaign train barnstorms across Wisconsin.

**1950s.** Railroads complete transition to diesel locomotives. Steam locomotives

**Elephants are loaded into Ringling Brothers cars in April 1898 as the circus prepares to leave Baraboo for the season. R. D. Pierce collection.**



make last runs in regular service in state: GB&W, 1950; DSS&A, 1952; Illinois Central, 1954; Milwaukee, 1955; C&NW, CB&Q, Soo, GN, 1956; NP, 1958; Missabe, 1960. Laona and Northern operates last steam in regular service.

**1950.** Passenger service expands as *Dakota 400* joins C&NW fleet. Calendar for 1951 features *400*, freight train at Devil's Lake. Service continues until 1963.

**1951.** Soo Line establishes *Laker* as Chicago-Superior-Duluth train as pooling agreement with C&NW ends.

**1957.** Quartzite quarry at Rock Springs opens to provide most of the C&NW's ballast; railroad features quarry on cover of annual report. At the turn of the 20th century, C&NW quarried sandstone here.

**1959.** Stations closings accelerate, ending the railroad presence in small towns. C&NW's central agency plan is the first, followed by the Soo Line in 1964. Using a similar plan, Milwaukee Road "dualizes" stations. Burlington in 1967 and Illinois Central in 1968 move to "agents on wheels" working in radio-equipped customer service vans.

**1963.** Mid-Continent purchases La Rue spur and begins museum operations with ex-C&NW #1385, only seven years after C&NW ends steam in regular service.

**1965.** State establishes first trail on a railroad grade after C&NW earlier abandons Elroy-Sparta line. Schlitz Circus Train travels from Baraboo to Milwaukee, pulled by steam locomotive 4960.

**1971.** Amtrak takes over intercity passenger trains, ending service to Madison, Green Bay, and Superior.

**1975.** Wisconsin Rail Plan shows Milwaukee is state's largest rail center, with 172,048 carloads (16 percent); Allouez Ore Dock in Superior is second with 133,133 carloads (12 percent).

**1980.** State begins buying branch lines from bankrupt Milwaukee Road, paying \$10,978,500 for 378 miles of railroad property.

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

**1987:** Wisconsin Central Ltd. purchases Soo Line trackage, starts service as regional carrier.

**1988.** Fox River Valley Railroad breaks ribbon at Green Bay, marking its first day. Last year cabooses are used on most trains.

**1989:** Wisconsin Dells dedicates new station, celebrates *Empire Builder's* 60th anniversary.

**1993.** Rain storm damages C&NW and Mid-Continent track. C&NW damage is spread over almost 14 miles on both sides of Baraboo; Mid-Continent loans diesel locomotive to C&NW.

**1995.** Union Pacific takes over C&NW.

**1998.** Wisconsin and Southern and Wisconsin Central paint locomotives in honor of state's 150<sup>th</sup> anniversary.



**Wisconsin and Southern's #1848, painted for the state's anniversary, stops for a photograph with the capitol in the background.**



# Mid-Continent Preserves Copper Country's Past

The acquisition and ultimate restoration of Copper Range Railroad coach #60 will enable Mid-Continent to expand its interpretative displays as #60 joins CRRR combination car #25 (formerly coach #59). Combine #25, presently on display in the Coach Shed, has been in MC's collection since 1962. Within the next couple of years coach #60, acquired in 1982, will join the #25 as restored museum pieces. The history and use of the 95 year old coach #60 is varied and interesting. It is under restoration in the MCRM's Car Shop.

**CRRR engine #29 with combine #26 and coach #60 in the McKeever yard, one month before the end of passenger service. E. A. Batchelder photo, 8/16/46**



## A New Coach in 1903

Coach #60 was built as a first-class coach in 1903 by the American Car & Foundry Co. (ACF) in the Jeffersonville, Indiana, works. The #60 was typical of open-platform wood coaches built around the turn of the 20th century. The #60 was one of six identical cars, purchased for \$5,000 each, by the five year old Copper Range, under ACF lot No. 2504. This series of passenger cars represented the first ACF passenger on the CRRR. These coaches joined a fleet of Copper Range coaches and baggage cars that had been purchased from Pullman in 1899.

The coach was delivered in a color described as a green, brighter than Pullman green, and striped in gold. The interior was stained and varnished with a Golden Oak finish. In addition to solid oak woodwork, the car had oak veneer headlining and ceiling panels. The seats (62 passenger capacity) were upholstered with cane (rattan). Heat to the car was provided by steam, while lighting was provided by four double-burner kerosene lamps mounted on the ceiling. The car had 4-wheel trucks (8'-0" wheel base) constructed of wood and steel.

The American Car & Foundry Co. of Jeffersonville had its beginnings as the Ohio Falls Car Co., being established during the Civil War. Ohio Falls endured several bankruptcies and the Panic of 1873 to become a major Midwestern car builder. Early on the firm promoted use of Southern Yellow pine for car construction due to its superior strength. By the 1890s Ohio Falls' volume had reached \$3 million worth of cars annually. In 1899 Ohio Falls was consolidated into industry giant American Car & Foundry Co..

## CRRR Passenger Service

The Copper Range Railroad, the last major railroad built into the Copper Country of Upper Michigan, enjoyed a brisk, although short-lived, passenger business that required some 30 passenger car over the years. Trackage never exceeded 150 miles but passenger trains ran the gamut from the vestibuled *Northern Michigan Special* with the CR's own cafe-observation car to the lowly locals serving the various mining communities on the "Range." Considerable equipment

was needed to handle the special weekend excursion trains from Calumet and Houghton to the Copper Range's own Freda Park, a beautiful natural park along Lake Superior.

Starting in 1911 the Copper Range passenger equipment was gradually repainted in the standard "St. Paul" (Milwaukee Road) scheme of orange and maroon. This change took place after the *Northern Michigan Special's* inauguration as a premier Milwaukee Road passenger run from Chicago to Calumet. The *Special's* route included Copper Range trackage from McKeever to Calumet. In 1916 electric side lights were added to twelve of the Copper Range passenger cars, including coach #60. Passenger service on the Copper Range dwindled to but a few mixed trains by 1930. The Copper Range Motor Bus Co., formed in 1928, plus the new family automobile both contributed to a dramatic decline in passenger business.

A small roster of coaches endured the Great Depression and served the Copper Country on the well-remembered school trains. The Copper Range, starting in 1908, carried school children to various





area schools such as Painesdale from remote mining settlements of Redridge, Beacon Hill, Freda, Atlantic, and South Range. Most of the school train service was replaced by busses in 1941. Surplus coaches such as sister cars #55, #57, and two others went to Mexico in 1944.

The last hurrah for Copper Range passenger service came on June 1, 1944, when a first-class passenger train was re-instituted from Houghton to McKeever for a connection with the Milwaukee's *Chippewa* to Chicago. World War II gas rationing made such service necessary. The train consisted of Copper Range 2-6-0 #58 with wooden combination car #26 and coach #60. Both cars were completely refurbished for the new train. During the 1944 rebuild of #60, the oak veneer ceiling panels were replaced with painted panels and the rattan seats were changed to red plush (from coach #51).

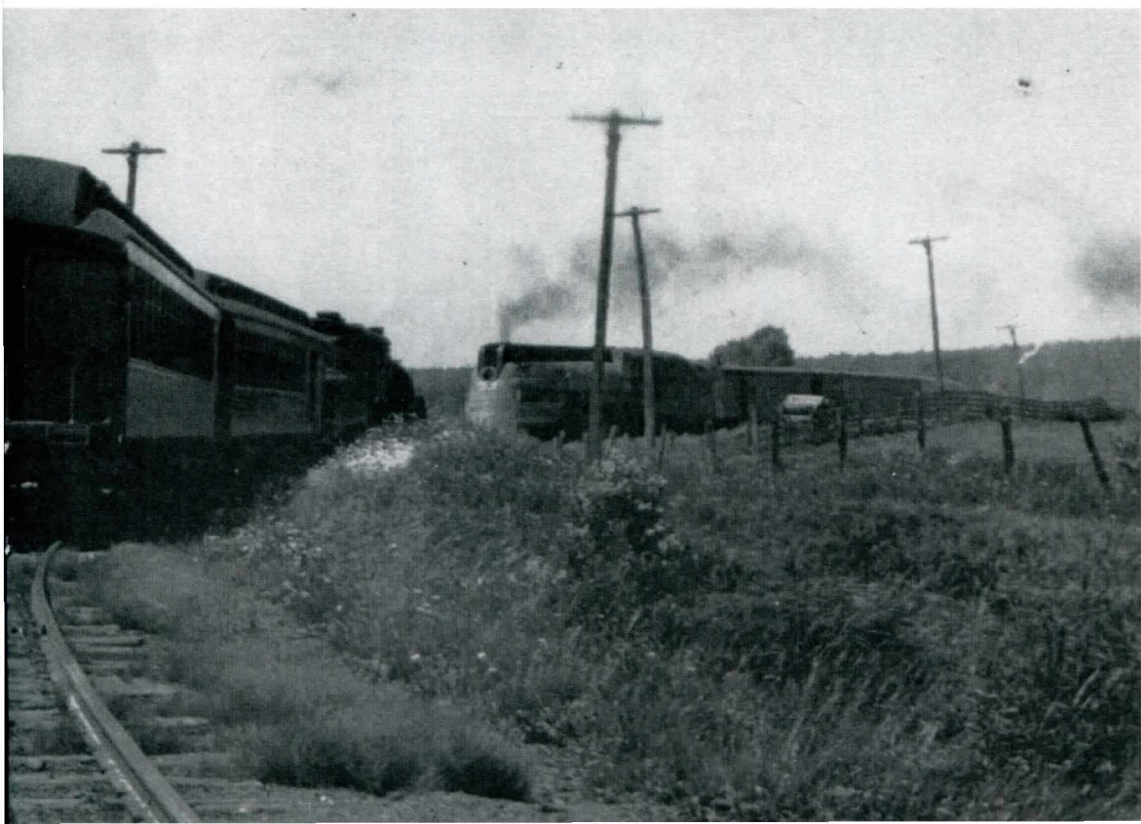
Unfortunately, the last vestige of Copper Range passenger service ended abruptly on September 15, 1946. Coach #60 went into storage in the Houghton roundhouse. In 1964 coach #60 literally got a new lease on life and spent two seasons on the newly formed tourist line,

the Marquette and Huron Mountain. Following use on the M&HM, the coach was returned to the Copper Range and once again stored in the Houghton roundhouse. The startup of a tourist railroad at Calumet, Michigan, in 1967 resulted in Copper Range 2-8-0 #29 and coach #60 being sold to the Keweenaw Central Railroad. The total abandonment of the Copper Range Railroad became a reality in 1973 which in turn forced the Keweenaw Central to discontinue operation rather than face the loss of its rail connection. Coach #60 left the Copper Country for all time in December 1972 and was stored at the Wells, Michigan, yard of the Escanaba & Lake Superior.

## Preservation and Restoration

Mid-Continent purchased coach #60 in 1982. In September 1982, the car trav-

**Copper Range 2-6-0 #58, with combination car #26 and coach #60, meets the Milwaukee Road *Chippewa* with streamlined Pacific #151 at McKeever. C. S. Sincok photo, July 1944.**





**Interior restoration photo by William Buhrmaster, 8/10/96.**

eled on its own wheels from Wells to North Freedom. Upon initial inspection, the car was noted to have deteriorated significantly, due to being stored outdoors for the last 15 years. The roof was leaking badly causing water damage to much of the oak woodwork. The deterioration was aggravated by vandals that had broken virtually every window in the car. Despite the damage to the interior, the car body was found to be very structurally sound.

While awaiting a complete restoration, a new roof was installed in 1984. Following the roof work, the car was stored in the Coach Shed, where some restoration work continued to take place. After the construction of the Car Shop in 1990 the #60 was moved into the new building.

Starting in 1995, museum volunteers from the Curator Department focused their efforts on performing a complete car restoration. Although relatively few modifications were made to the car over the years, the Curator determined that the car's restoration could most accurately be performed for the appearance that it had during the passenger service period of 1944 to 1946. Plans called for not only a cosmetic restoration, but to also make the car operational for special occasions.

The restoration process on the exterior of the car involved stripping the old paint off of the entire car body. Under the yellow paint, initially applied in 1964 by the M&HM, orange and maroon paint (post

1911) as well as green paint (original color) was uncovered. Over 70 percent of the window frames and all of the deck (clearstory) screens had to be replaced. The car siding and trim was in relatively good condition and only a small amount had to be repaired or replaced. All filling, sanding, and priming has been completed. Two coats of paint remain to be applied to restore the car to the orange and maroon paint scheme. Much work has been required to rebuild the end platforms. The buffers and the original style end beams were removed from the car while it was on the Keweenaw Central. Period photographs have been used to assist in the re-creating oak end beams. To date, new steps and oak end beams have been made, although they haven't been installed on the car. Replacement buffers are in the process of being fabricated. The trucks were needle scaled and primed and the car was jacked up to allow the trucks and draft gear to be worked on. All of the bolts have been tightened on the trucks and draft gear. The truck bolsters and side bearings were shimmed and lubricated. The trucks now rest under the car, ready to roll.

The interior of the car was relatively intact, but in need of a lot of work. The red plush seats and a good deal of the hardware was still in the car. Work on the interior has begun to take place at the same time work is being done on the exterior of the car. All the seat cushions and frames were removed from the car to gain better access to interior wood work and to enable the seat frame to be stripped. All of the ceiling and clearstory panels were removed from the car due to their deteriorated condition. The old varnish was removed from all of the oak wood work. The varnish stripping process took volunteers several years to complete. In June 1997, the last of the old varnish was finally removed.

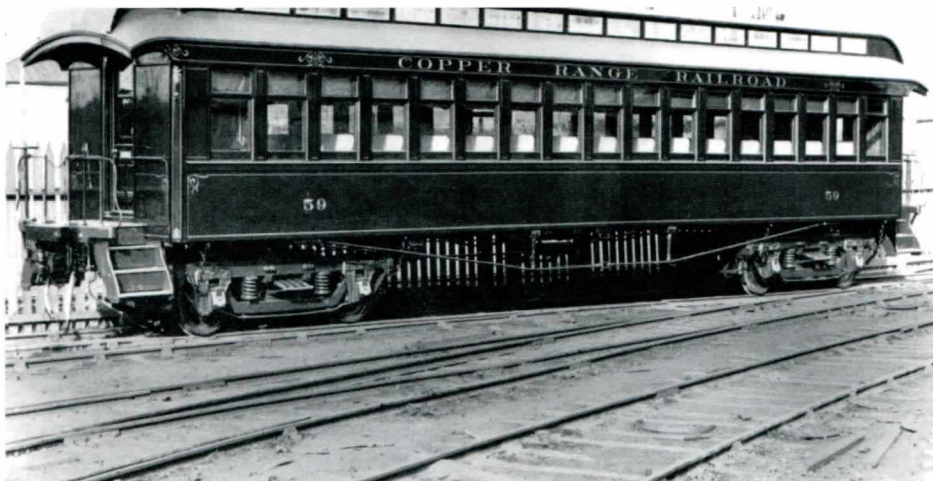
Volunteers will soon be bleaching the oak wood work in an effort to remove the water stains. Filling, sanding, staining, and varnishing steps will follow. Painted ceiling and head lining panels also have to be made and installed in the car. The (32) seat frames and arm rests have been restored, while window hardware, baggage racks, and lamps are on hand, waiting to be polished and lacquered. Funding for the seat cushion and locating



a source for the window shades remain as significant challenges to completing the project. The material and labor costs to reupholster the seats, with red plush mohair, will approach \$20,000. The current plans are to finish restoration within in the next couple of years. Upon comple-

tion, museum visitors will be able to see and experience what it was like to ride in a Copper Range coach. Anyone for a trip back in time to experience a school train or to meet the *Chippewa*?

*William C. Buhrmaster, based on information from Ray W. Buhrmaster*



ACF builder's photo of CRRR coach #59, sister to coach #60. Coach #59 was converted in 1913 into combination car #25, on display in MC's Coach Shed.



Coach #60 is in the Houghton yards in April 1962. Photo by Herman Page.

# Unique Trains on the Copper Range Railroad

## School Trains

In 1908, Adams Township high school students were moved by Copper Range train to Painesdale from Atlantic Mine under the supervision of superintendent Fred A. Jeffers and his wife, Cora Jeffers. In 1909, the Copper Range Railroad, at the request of Stanton Township, began a schedule of trains to carry Stanton Township high school students to Painesdale. This special school train was the first and only one in the nation and carried about three hundred children, sixty to ninety to Stanton Township.

The train left Houghton at six o'clock in the morning, dropped an empty coach off at Atlantic Mine, and then at Mill Mine Junction it turned west and traveled twenty miles to Freda for the first pickup of students from Beacon Hill, Edgemere, Stanwood (Redridge), Salmon Trout, and Obenhoff, and then went back to Mill Mine Junction. There the locomotive would back track to Atlantic Mine and hook up with the coach that had been left there, now filled up with Atlantic Mine students. Then the train would head south with some four or five coaches and pick up students in South Range and Tri-Mountain, and it would arrive at Painesdale at 8:30 in the morning with about three hundred children. The high school at that time had an enrollment of over four hundred children.

In the evening, the trip would be reversed. This train, according to the Associated Press, was the only one of its kind in America and ran through the severest winter weather. The last school train to Stanton Township was in June 1941. The last school train for Adams Township was in June 1944. Since then, Stanton Township high school students are bused to Houghton, and Adams Township students are bused to Painesdale.

## Freda Park Trains

Among the many duties of the Copper Range one was very unique. It was called the Freda Park train. It started in 1905 and ran Sunday and holidays, carrying as many as 15 coaches and almost three hundred passengers from various parts of the Copper Country to Freda Park, which was located west of the Freda town site. The town of Freda was the stamp mill location for the Champion Copper Company mine, located in Painesdale. Freda contained 850 people at one time. There were 14 homes along the shore, a 40 room boarding house with as many as 60 boarders. The town had 2 bars, churches, a post office, and a fire department.

The Freda Park train was operated by the Copper Range Railroad for its exclusive use to boost revenue on the railroad. The train started out from Hancock, crossed the bridge, then turned west in Houghton and ran through the Range towns, picking up passengers as it went. By around 1908 the train was extended all the way to Calumet. The railroad added 25 cents to the cost of a regular passenger ticket, making a round-trip ticket cost from Calumet a dollar, 75 cents from Hancock.

Traffic was heavy and revenue was good. It was a sight to see the special train whizzing by at high speed with banners and flags flying from each coach. The picnic fever was evident everywhere. Freda Park hosted dancing on Sunday afternoon, with a live band, and on Saturday's the beer wagon came complete with a team of horses. The beer was kept cool in root houses in the hills. Freda Park was located about one-half mile from the Freda depot and was open from 9 a.m. to 9 p.m. On arrival at the Freda Park, the coaches would unload, and people would remain for the rest of the





**CRRR mogul #55 with a ten car train unloads passengers at Freda Park about 1905. Tyler photo.**

day on the park grounds. There were huge swings, horseshoe courts, tennis courts, barbecue pits, and a beautiful pavilion concessionaire on the Lake Superior shoreline. The concessionaire was operated by Mr. and Mrs. Harry Jolie. The bathing beach adjacent to the park was a little difficult to walk on because of the millions of beautiful, small, pebbly, smooth, colorful stones that dominated the beach. Things went well for over a decade, but on Labor Day, 1917, the Freda Park closed its doors forever. Why?

This was a railroad park, but automobiles were coming and horning in on its business, taking away many passengers from the train. Instead of coming by train, they came by car, and since the railroad was maintaining the cost of upkeep, the cost was prohibitive and not

worth continuing. For those who attended, it will be a happy memory.

A complete structure list for Freda Park was as follows:

- Passenger Shelter 10 ft. by 416 ft.
- Caretakers house 18x20
- Lunch counter 16x16
- Baggage house 16x16
- Dancing Pavilion 40x98
- Kitchen at Dance Pavilion 24x34
- Ice House
- Five stall outhouse

*(Information Related by William Brinkman, from Kevin Musser)*

For on-line historical information on the Copper Range Railroad visit Kevin Musser's Copper Range homepage at: [www.portup.com/copperrange/](http://www.portup.com/copperrange/)

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# MUSEUM HIGHLIGHTS

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With the announcement that Inter-modal Surface Transportation Efficiency Act funds are on the way, Mid-Continent has successfully concluded the "Help Steam Live" campaign.

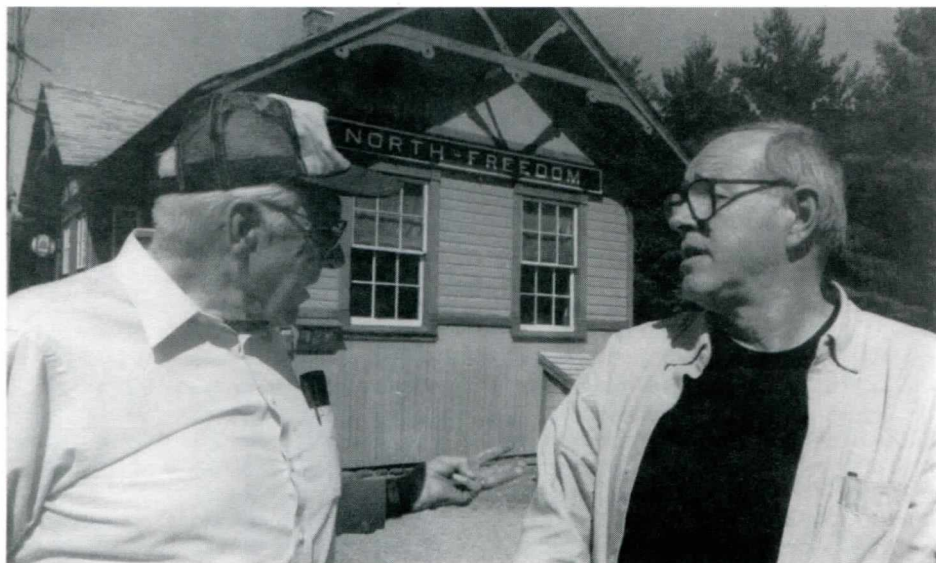
State Sen. Dale Schultz, R-Richland Center, said late in August that the special state transportation money awaits final approval from the governor.

The village of North Freedom sponsored the application on behalf of the museum to make repairs to its "trademark" steam locomotive, ex-Chicago & North Western #1385, built in 1907. The total ISTEA project is estimated at \$200,000; the award would reimburse 80 percent of the eligible cost.

"Even though this is technically not official yet, let me say congratulations on a successful HSL campaign," said Don Meyer, manager

**Daily service** ended Aug. 30 with ridership totaling 34,661, a slight decrease from the 35,241 people carried a year earlier. The summer's special events included Reedsburg Sesquicentennial Celebration, May 1-3; Summer Begins, May 9-10; World War I living history group, June 12-14; Hobo Gathering, June 13-14; Civil War Camp, July 17-19; Ted Rose reception, Aug. 1; and Antique Car Rally, Aug. 15; plus four art shows.

**The Illinois Iron Mine Site** has potential for interpretive tour development, having "a number of extant features which can definitely be associated with the operation of the mine between 1904 and 1908 and the removal of ore stockpiles in 1916," according to an archaeological investigation and plan coordinated by the curator's department. A grant from the State Historical Society of Wis-



At a reception Aug. 1, Gil Reid and Ted Rose stand outside the depot, discussing their artwork. Reid's paintings, on display in July, were not for sale; 20 works by Rose were sold in August. The depot gallery displays continue through October.





**The last weekend crew (June 28) before #1385 went out of service for repairs included Ken Hojnacki, engineer; Pete Deets, fireman; Fred Vergenz, brakeman; Art Oseland, conductor; Chuck Millot, brakeman; and Robin Phillips, student brakeman.**

consin provided funds for a report, submitted Aug. 1.

The site is along county highway PF, about 600 feet east of the railroad crossing at LaRue. "All elements of the site development should focus on the historical importance of the Illinois Mine to the Baraboo Range iron mining industry, its effect on the development of the villages of North Freedom and LaRue and the rail line connecting them," the report said. Mid-Continent today operates the trackage, built in 1903.

**Three boxes** of records from the Mineral Point & Northern have been added to Mid-Continent's archives. Clint Jones rescued the records about 35 years ago from the Mineral Point depot attic; he donated them to the museum in February. The curator has a catalog, compiled by Ray Buhrmaster.

The MP&N operated from 1904 to 1930. A three trains a day passenger schedule, introduced June 1, 1914, was maintained for 6-7 years. The railroad rented offices on the second floor of the depot from the Milwaukee Road.

The preserved materials from 1904-25 include correspondence of the chief of engineering; payrolls of Empire Construc-

tion Co., builder of the railroad; bonds issued to on-line communities; general manager's correspondence, 1909-12; accounting records; profit sharing records, 1913-24; accident reports; and building and equipment records.

**Two significant** early 20th century freight cars have been added to Mid-Continent's collection.

An ex-Duluth, Missabe and Iron Range wood refrigerator car, #7122, is the new addition. The museum purchased the car from Lake Superior Railroad Museum. The car was built in 1912 as D&IR 8022 by Peteler Car Co., Minneapolis.

The Soo Line ore car built in February 1916 arrived last October. Soo Line Historical and Technical Society donated the car (#80944) to Mid-Continent, with a \$500 gift to assist with the transportation expenses. Fraser Paper Co., Park Falls, donated the car to the SLH&TS. No. 80944 was built by American Car and Foundry Co. of St. Louis, Mo.

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## **FOUNDATION**

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Requests to tax-exempt charities are free of estate tax. Every dollar you leave to Mid-Continent Museum Foundation, for example, is one less dollar the government can tax. There are no limits on the amount of an estate that can be given to charity.

A bequest to a charity can be a gift of specific dollar amount, a specific piece of property, or percentage of an estate, or all or part of the residue of an estate. You can also name a charity as a contingent beneficiary if someone named in your will is no longer living. A bequest to **Mid-Continent Museum Foundation** is very easy to arrange and can be made by including these words in the will: "I give, devise, and bequeath to Mid-Continent Museum Foundation, c/o Firstar Bank Wisconsin, P.O. Box 7731, Madison, WI 53707-7900 (insert amount of money, percentage of estate, or describe property) to be used for its museum purposes."

Any type of cash, securities, personal property, or real estate can be given through a bequest. Your bequest will be a tangible gift to keep Mid-Continent strong and growing.

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# SCHEDULED

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**Schedules on the Internet**, <http://www.mcrwy.com>. Call 608/522-4261 for information, or send e-mail to [midcon@baraboo.com](mailto:midcon@baraboo.com)

**Trains**, weekends only: Sept. 5-7, 12-13, 19-20, 26-27; and Oct. 3-4, 10-11, 17-18. The times (except for the first two weekends in October) will be 10:30, 12:30, 2:00 and 3:30.

**School groups**: The train will run at 10:00 and 11:30 a.m., 1:00 and 2:30 p.m. Oct. 2 and 9 to encourage school groups to visit the museum. However, anyone may ride.

**Depot Gallery**: September and October, Passing Fancy by Margaret Maily  
**Annual members meeting** and announcement of election results: Oct. 10  
**Autumn Color Train**, Oct. 2-4, 9-11

**Members Banquet**: Nov. 14

**Santa Express**, Nov. 28-29

**Snow Train**, Feb. 12-14, 1999

**Cover**. C&NW's *Viking* crosses Lake Wisconsin at Merrimac on April 2, 1955. For more about Wisconsin's railroad heritage, see pages 2-6.  
Photo by William D. Middleton.

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