
MID-CONTINENT
RAILWAY

Gazette

VOL. 28, NO. 2, MAY 1995



Railroads Boost Early Tourist Travel

AS THE start of a celebration of Wisconsin's tourism heritage, Mid-Continent will honor railroading's contribution to tourist travel and promotion in the late 19th and early 20th centuries.

Although excursion trains to Devil's Lake, announced during the C&NW meet weekend, will not run in 1995, the historic role of rail companies in boosting travel by train is well documented. Many excursion trains once operated to the lake, especially in 1894 (*Gazette*, Sept.-Oct. 1985). Mid-Continent's motor car ran to the lake in 1982.

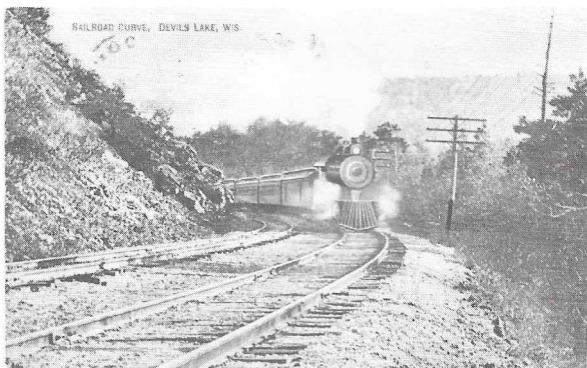
Almost as soon as tracks were in place, railroads inaugurated travel promotions, hiring photographers, artists, and writers to help advertise scenic routes—and taking on many tasks performed by state and federal agencies today.

The Milwaukee, Lake Shore and Western, for example, planted 20,000 brook trout in the Shawano and Langlade rivers along its line in April 1881. The company hired Northern Pacific photographer F. Jay Haynes (1853-1921) to tour its line in 1888.

Many writers, well known for the times, prepared brochures or magazine articles for railroad passenger agents.

John Hyde (1848-1929), editor of *National Geographic* magazine for seven years, wrote *Gems of the Northwest, or What Three Americans Found in Wisconsin, Minnesota, and Iowa* for the Milwaukee Road in 1887. William B. Leffingwell (1850-1909), an Iowa attorney, published booklets about hunting and fishing for the Chicago and North Western in 1895 and *Madison in the Summer Time* for the Illinois Central in 1896. Frank H. Taylor (1846-1927) of Philadelphia prepared *Through to St. Paul and Minneapolis in 1881: Random Notes from the Diary of a Man in Search of the West* for the Milwaukee Road.

Clearly, there is plenty to write about tourist promotion activities. JG



An early 1900 post card promotes rail travel to Devil's Lake. Ralph Pierce collection

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ROUNDHOUSE 1

As the Chicago and North Western Railroad, a Sauk County institution since 1871, becomes a part of the Union Pacific, Mid-Continent's 1995 summer season will be a recognition of the transition in Wisconsin railroading.

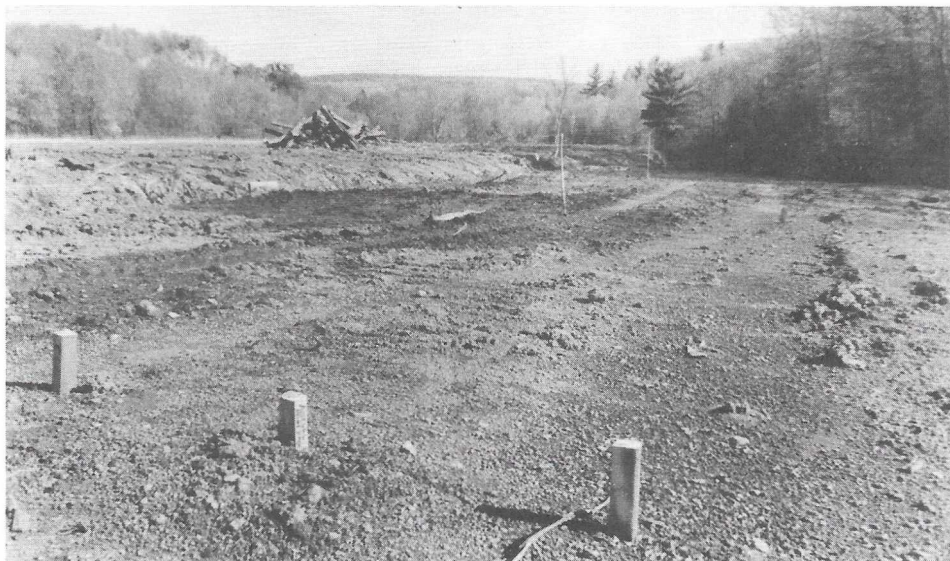
"We are looking forward to working with the Mid-Continent Railway Historical Society," said John Bromley, Union Pacific's director of public affairs. "We have been well aware of the society's accomplishments and share its enthusiasm for the rich heritage of the railroad industry."

The summer is off to a good start, with 3,000 passengers in the first 12 days of operation. For the season, Mid-Continent has carried about 6,000 passengers.

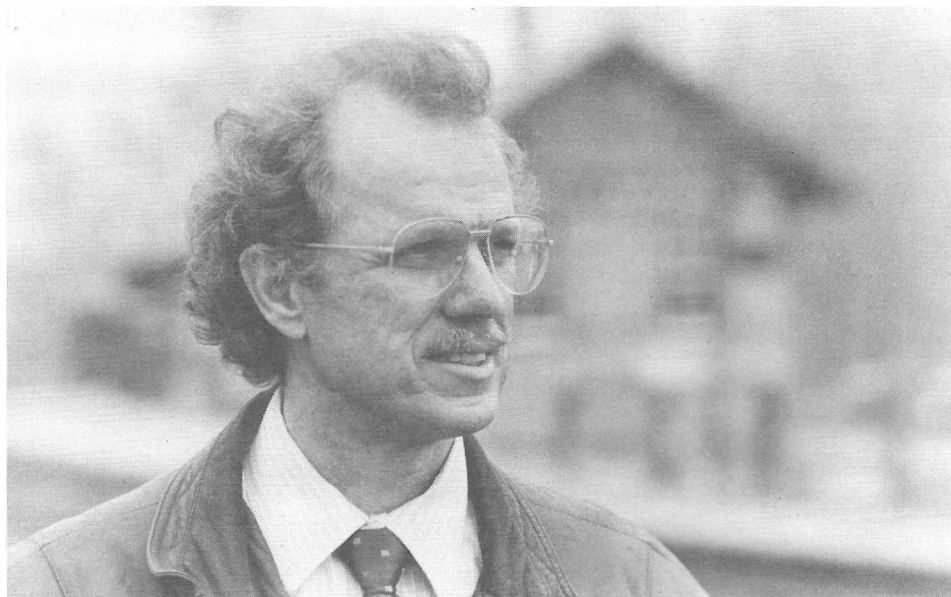
A new brochure has been printed, with an 800 number set aside for reservations and tickets. The next step in the marketing effort is to improve billboards and signs. An Independence Weekend, July 1-4, promotion is planned.

More restoration projects (pages 10-14) were completed for the C&NW Historical Society meet, which will be covered in the next *Gazette*. No. 1385 appeared in a late 1930s style; Jeff Bloohm and Paul Swanson painted the locomotive, while Skip Lichter and Ken Olson assisted with preparation.

Don Meyer, Mid-Continent's new temporary general manager, is anxious to get acquainted. While improving financial operations is a top priority, he also will be



The Quartzite Lake improvement, photographed May 17 before Volkmann Railroad Builders started work, provides for a longer siding and new ties and turn-outs. Part of the mainline is being relaid with 90# and 100# rail. Volunteers removed the track; Riteway Drainage, Janesville, improved ditches. Volkmann finished May 26. More work remains for Mid-Continent volunteers before the trackage returns to service. Estimated cost is \$40,000.



Don Meyer

taking time to get out of the office and talk with volunteers, patrons, and community leaders. As time permits, he expects to phone members, to get their ideas about the museum.

Meyer, a history graduate with 17 years of management and accounting experience, started work May 1. Mostly recently, he spent nearly six years in Madison as internal auditor and convention registrar at the national headquarters of InterVarsity, a student leadership organization of 656 chapters on 580 campuses in the U.S. He received a B.A. degree in history in 1972 from California State University at Long Beach.

"The Mid-Continent job allows me to bring together all my professional interests and training," he said. "The museum has a good reputation for its turn of the century steam railroad experience. With the cooperation of members, we will have a successful 1995 season."

Projects dominated at Spring Fling, April 22-23. As KGB&W #49 was moved from the display position outside the Coach Shed, ties were broken on the west track inside the shed. New ties (27) from the engineering department were placed before the display cars were returned to the shed. Decapod no. 41 also had to be re-railed. Other activity included grounds improvement and engine house work.

Thirty-seven attended the banquet at the American Legion Hall in North Freedom. Jim Neubauer showed slides of a wide range of railroad scenes including Mid-Continent.

D&R #9 is in the engine house for inspection and stabilization. After work is finished and the locomotive is ready for display, KGB&W #49 will be moved inside for a similar inspection and cleanup. Workers include Steve Seibel, Blain Christiansen, Jim Bertrand, Charles Brooks, and Dick Gruber.

For the D&R #9, tubes were removed. The outside of the boiler, smoke box, and firebox have been wire brushed, primed, and painted. The front of #49 has been taken off. Plans for June on #9 include front end re-assembly and putting the smoke box front back on the locomotive. Ultrasonic thickness testing is being done on boilers of both locomotives.

Fund raising continues. Mid-Continent has received gifts from the Mathews Foundation, St. Louis, to assist with restoration of the *Mount Harvard* car for first class service, and from the Wisconsin Power & Light Foundation, for the locomotive restoration fund.

Death. Lanoy G. Prine, 76, Darlington, May 28. "He had a great love for trains," the *Wisconsin State Journal* death notice said.

IN honor of the Chicago and North Western Historical Society Meet May 19-21 at North Freedom and Baraboo, this *Gazette* focuses on the C&NW in the Baraboo Valley. C&NW equipment at Mid-Continent includes:

Locomotive

C&NW 1385, 4-6-0: 1907, Alco-Schenectady

Passenger Cars

C&NW 613, X300328: wood coach, 1908, Pullman (privately owned)

C&NW 469, X300390: wood coach, 1888, Barney & Smith as MLS&W 63 (*Gazette*, Aug. 1993)

C&NW 1099: baggage, narrow gauge, probably Des Moines & Minneapolis

C&NW 440, previously 404: Pullman, 1929, for Burlington's Black Hawk; NYNH&H 775, 1948, to 100, 1955; Genesee & Wyoming Edward I, 1968; C&NW, 1980; Mid-Continent, 1983.

C&NW 8903, 9302: baggage, 1949, ACF

C&NW 7409: combine, Pullman, 1915 (*Gazette*, Nov. 1994), pages 12-13

Freight Cars

C&NW 10: box car, narrow gauge

M&StL 4570, box car, 1901, Pressed Steel Car Co., page 14

C&NW 96925, MT&W X-101: Hart Convertible Gondola, 1914

M&StL 23655: flat car, 1948

C&NW: box car, 1914, Fowler patent (privately owned)

Cabooses

C&NW 10802: drovers', 1909-10, ACF, rebuilt 1923, 1937, pages 10-11

C&NW 12476: 1910, ACF?, rebuilt 1937 (privately owned)

CStPM&O 6110: 1892, became C&NW 6110 (privately owned)

Baraboo: An Early Railroad Town

THE coming of the Chicago & North Western in 1871 brought "new vigor" as Baraboo soon took on all of the physical, economic, and social characteristics of a railroad town.

Writers boasted about the economic advantages of the division offices, roundhouse, and machine shop. "There is no denying the fact that the permanent location of the division headquarters at this point, combined with the ordinary advantages of the road, has placed Baraboo in the front rank of interior cities in Wisconsin," said the 1880 *History of Sauk County*.

In an illustrated edition in 1892, the *Baraboo Republic* continued: "About 500 railroad men and officers live here and the payroll amounts to fully \$30,000 per month, which is of direct benefit to the city." The 1903-04 city directory estimated the monthly payroll at more than \$50,000.

The state census of 1905 provided more statistics. Of 2,673 employed in Baraboo's three wards, 362 or 13 percent were railway, telegraph, and telephone

agents or clerical workers. A careful look at the census shows far more information. For example, in ward 3, next to the shops, the printed summary lists 132 workers. A closer look the 348 households shows 194 people in railroad occupations; a C&NW employee lived in more than half of the households.

The impact on the community was far reaching. When Baraboo incorporated as a city in 1882, citizens elected division superintendent C. A. Swineford as the first mayor. Employees celebrated summer at picnics at Devil's Lake. A Railroad YMCA, with a \$1,000 contribution from the C&NW, opened in 1890 near the square. R. A. Cowan, then superintendent, was instrumental in getting the mortgage paid off in 1899. Although the "railroad" was dropped, the YMCA continued in Baraboo until after World War II.

The capital city of Madison had a larger population, but Baraboo dominated the Madison Division for many years. Baraboo had 28-stall roundhouse (*Gazette*, May-June 1984), compared with 9 stalls at Madison. The shops served the



On its last day at Baraboo, April 13, 1956, steam locomotive #894 switches a string of North Western Refrigerator Co. cars. Photos by Ernest Mueller.

division. When narrow gauge locomotive #278 needed repairs in 1894, it was brought from Fennimore to Baraboo on a flat car.

The C&NW rebuilt and doubled tracked the Baraboo/Madison main line in 1896, an expensive project completed earlier than double tracking on the competing Milwaukee Road or Burlington routes. It built new architect-designed brick stations, befitting a main line, at Baraboo in 1902 and Reedsburg in 1906.

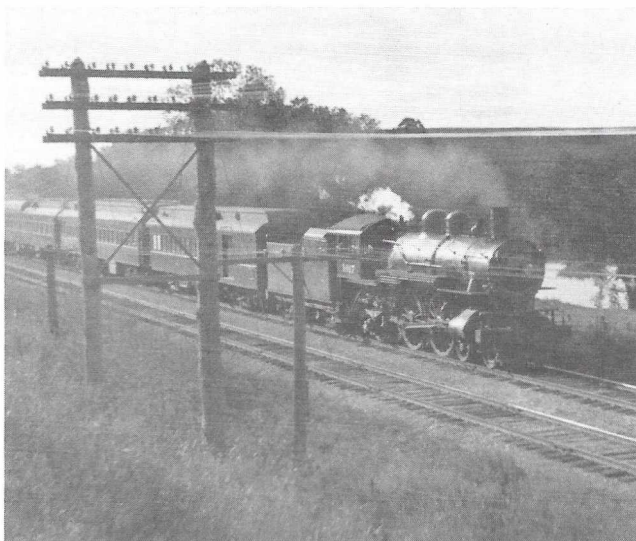
But even with double track, the C&NW decided the Baraboo valley line could not accommodate the growing traffic. The decline started as the new line through Adams drained much of the freight traffic after 1911, although supervision of the new trackage rested at division headquarters at Baraboo.

It accelerated with closing of shops in 1924 as Monona Yard expanded in Madison, and was complete when division headquarters moved to Madison in 1933.

Baraboo's status as "the greatest show center in the world" at the turn of the century contributed to the rail activity. Ringling Brothers built a car shop in 1909, used until the circus moved its winter quarters to Bridgeport, Conn. As C&NW closed its machine shops, the North Western Refrigerator Car Co. took over the Ringling shop, providing railroad-related employment from 1926 to 1963. J. Kibben Ingalls of Chicago, NWX president, also was president of the Western Refrigerator Line at Green Bay. The Baraboo shop remains today as a part of the industrial landscape as storage for Circus World Museum cars.

The Rock Springs quarry, opened in 1957, provides major traffic. In 1994, through October, the C&NW carried 9,772 carloads of ballast.

Even as the C&NW removed double track, it did not abandon all hope of building freight traffic. Enlarging a tunnel between Elroy and Camp Douglas in



A C&NW passenger train, with a class D locomotive, passes under the Highway 12 bridge in West Baraboo.

1966 allowed wider loads; auto racks were handled from 1967 to 1983.

Service continues to Sauk County, although a shadow of its former volume. In the first 10 months of 1994, Baraboo and Reedsburg were responsible for 591 carloads, 542 inbound and 49 outbound.

Baraboo emerged as a railroad town because of the economic role of the C&NW and its employees. Unlike many mining or lumber towns, the community did not have company-built housing.

Earlier than most, Baraboo's importance as a railroad center ended. Later, other C&NW Wisconsin communities such as Kaukauna, Adams, Altoona, Antigo, Spooner, Elroy, and Fond du Lac experienced a similar decline in activity and employment.

Long after the busy railroad era, retired railroad people continue to live in Baraboo. The names include Ralph Marquardt, Russell Janssen, conductors; Doug Hanson, Bob King, agents; Art Bloss, Carl Lehman, Bill Lehman, section hands; and Ed Krueger, signal maintainer.

A tradition isn't easily forgotten, and today, the grass covered yard, brick passenger station/office, Ringling/NWX/CWM car shops, Mid-Continent's nearby museum, and railroad families serve as a reminder of that earlier heritage. JG

Mueller Shows Off 1930s Railroading

"I like them all, but the North Western is my favorite railroad, because that was railroading back in 1937," said photographer Ernest Mueller of West Baraboo.

Mueller was working at Sorge's creamery across the street from the depot in Reedsburg when he got his first camera in 1936. "I could look out of my window in the testing lab and see the trains as they came in. So, with my new camera I would take pictures of the different engines and trains."

He taught himself about photography by developing film in his mother's kitchen, covering the windows at night. A roll of film cost 35 cents, the developer and fixer, 15 cents or 18 cents a tube. "I missed a lot of pictures in learning," he said. But he has many creative views of late 1930s railroading. "I had a car, and started going to Elroy, and also to Madison, Milwaukee, and, of course, the Dells because the *Hiawatha* came through there every day." A photo of the coal tower in Madison won a prize (best black and white) at the North Western Historical Society meet in 1978 in Milwaukee.

He married in 1938, and left Reedsburg in 1940. Since 1954, he and Marian, his wife, have lived on Rosemary Lane near the Ritz Corners.

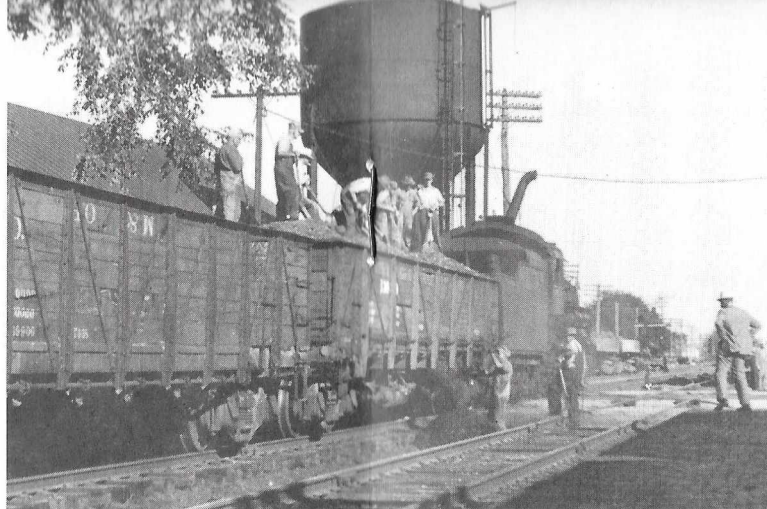
During World War II, he got a draft notice in 1942. The Navy granted his request for photo training, and sent him to its photography school in Pensacola, Fla. After getting out of the Navy in 1945, he set up a portrait studio in Portage. Five years later, he purchased a photo finishing and studio business in Baraboo, which he operated until about 1965. For about 7 years, he worked for Oliver Reese, who was operating a miniature railroad at the Dells. He spent 2 years as a medical photographer for the UW Hospital in Madison, then worked for building companies at Baraboo and Reedsburg until retiring in 1977.

Mueller, who has been using a 4" by 5" inch camera since 1939, saved cameras and an enlarger from his photo business and built a darkroom in his basement. "I got back to printing these old negatives I took in 1936 and 1937, a lot of them I had never even printed. There is a lot of the things I can't pinpoint exactly where it was taken, because I didn't keep that kind of records," he said.

Although owning a different 4" by 5" camera today, he uses the same stainless steel holders in the developing tank. Film which once cost \$9.95 for 100 sheets now runs about \$54.

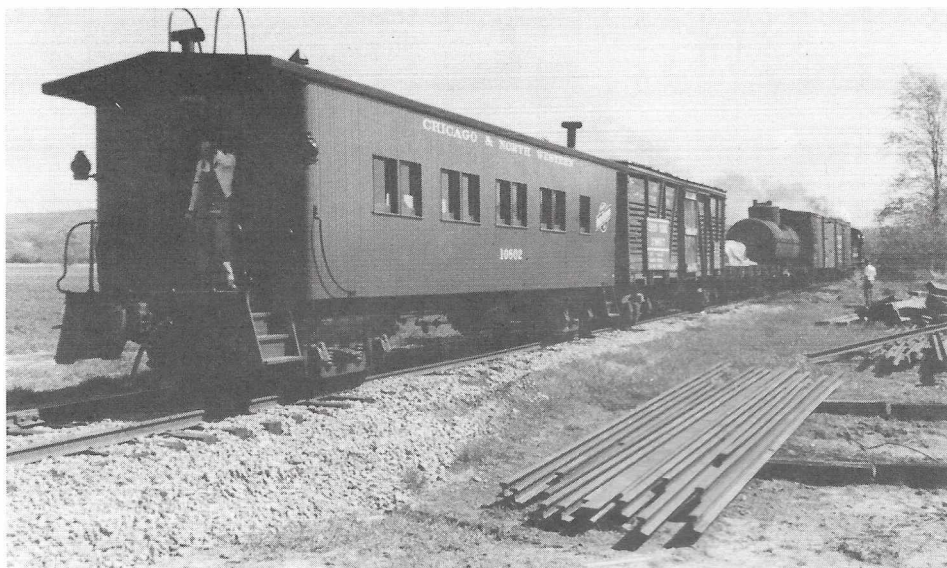
"Photography is really a wonderful hobby. You can't exhaust it. I'm learning every day. Right now, I am doing tests on a new batch of black and white film. With my 4 by 5 view camera doesn't have a built in exposure meter. With my way, I have to do it all, so I have control of everything that goes on, in developing and enlarging," Mueller said.

"When I got into photography, I couldn't leave it alone. That's still true today."



Mueller's creative camera recorded workers (above) and winter activity (below) in Reedsburg, plus the *Hiawatha* at Milwaukee.





Drovers' caboose makes its first appearance after restoration for C&NW meet.

Drovers' Caboose Provide Accommodations on Stock Trains

C&NW 10802, better known as the "drovers" at Mid-Continent, has an elusive history. Sometimes known as drovers' cabooses or coaches, these cars were used on the rear of longer stock trains to accommodate stockmen. Cattle trains were operated on an expedited schedule as government law required unloading, feeding, and resting of cattle every 36 hours.

Drovers' cars first appeared on the North Western about 1900. In the June 21, 1901, *Railroad Gazette*, a brief news item claimed "the Chicago & North Western is reported to be in the market for 200 drover cars." It is doubtful that the C&NW followed up on this report, but the railroad was actively building on its fleet of these unique cars.

An ICC Valuation Inventory from June 30, 1917, listed these groups:

33 cars, 1516-2181, American Car and Foundry Co., 1909-1910 (The *Railway Gazette* reported the AC&F orders as 10 cars in 1909 and 25 cars in 1910 for a total of 35 cars.)

31 cars, 1570-2083, C&NW Ry.,
Peninsular Car Co., 1899-1900

19 cars, 2087-2106, C&NW Ry. Co.,
1902

All these cars had wooden bodies and underframes.

The Peninsular Car Co. was formed in 1879 with a plant in Detroit, Mich. Peninsular merged in 1892 with the Michigan Car Co. (also in Detroit) to become the Michigan-Peninsular Car Co. In 1899, this company became the Detroit Works of the newly formed American Car & Foundry Co.

The drovers' cars documented in photos appear to be similar or identical. When originally built, the AC&F and Peninsular drovers' cars appear to have been equipped with cupolas, a unique twin sash to accommodate the upper berths, and standard wooden waycar-style trucks of C&NW design.

North Western's numbering policy for waycars at the time lumped them all into one group. As cars were disposed or acquired, their numbers were randomly dropped or added. By January 1917, the

year of the ICC Valuation, C&NW waycars had been split into four series in the *Official Railway Equipment Register*.

1501-2223: 657 cars

4800-4998 (even numbers only):

92 cars

10400-10578 (steel frame): 90 cars

12800-12816 ("Box Trans. Way."):

9 cars

At some point, the drovers' cars were renumbered 12600-12798 (even numbers only). The earliest *ORER* showing this number series dates from January 1930. In 1937, the remaining cars were renumbered to 10800-10878 (even).

The drovers' cars were originally built with cupolas so that they could be assigned as regular waycars. Livestock movements were so numerous that it was much simpler to have the cars assigned to crews that would be handling them.

A reference in Mid-Continent's records indicates that the drovers' cars were "rebuilt" in 1923. It appears the upper window sash were removed at this time, but the cupola remained. The cars' original two-tread steps were replaced with three-tread steps.

The boom of stock movements began to decline as early as 1926. The cars then became "tramps" (unassigned cars), used only when required to transport the stockmen. Without a train crew, the cupola was no longer needed. By the mid-1930s, disused drovers' cars accumulated at North Western's 40th Street car shops in Chicago.

After some 30 years of service, the wooden cars were showing their age.

Wood siding was deteriorating and the wooden frames of the cars were becoming too weak for the increasingly rigorous demands of main line service. In the summer of 1937, the C&NW undertook a program to apply steel underframes to 50 waycars. Sixteen of these were drovers' cars. The cupolas were removed, and truss rods underneath disappeared with the application of the steel underframes.

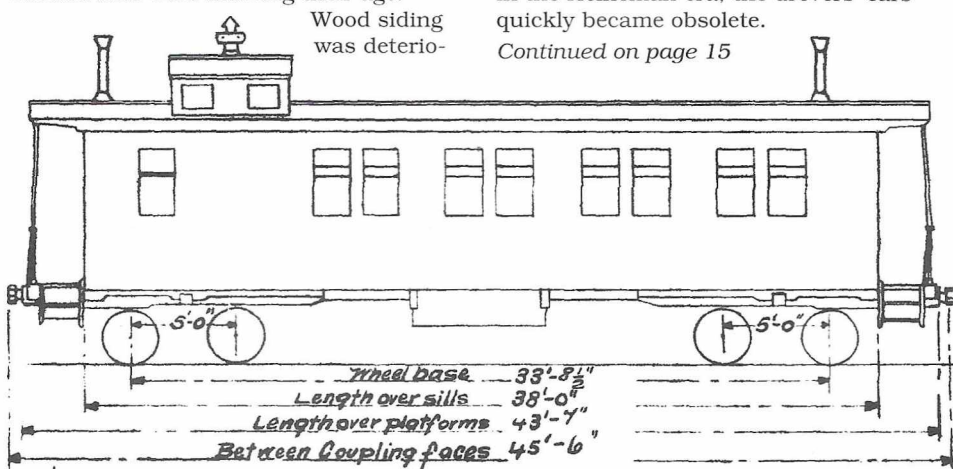
The old 5-foot wheelbase wooden passenger/waycar trucks were retained, but were strengthened with steel sheathing over the truck side frames and the truck bolsters. The original wooden brake beams had been replaced earlier. Over the years, side pedestals were replaced as wear dictated. The wooden spring planks remained to the end of the cars' service lives, however.

The cars were painted in a boxcar red oxide paint and lettered with white stenciling. The interiors were also painted red. At the time of the 1937 rebuilding, the cars were still equipped with K-type air brakes.

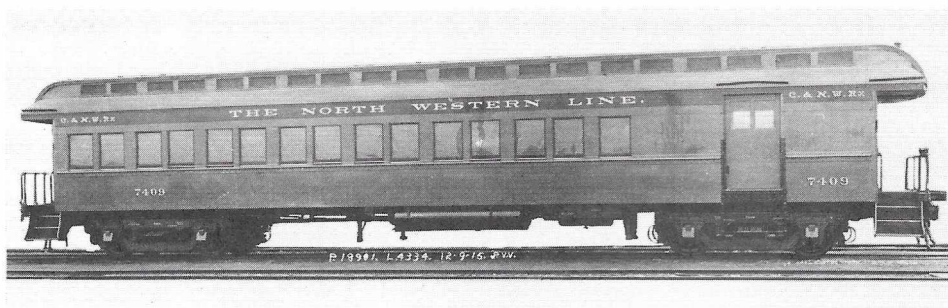
During the 1940s, AB brakes were applied to the drovers' as required by ICC rules. The cars eventually received the familiar bright vermilion caboose red paint scheme adopted by C&NW in April of 1941 for "outside finish surface of caboose cars, transfer waycars, front end of motor coaches, gas tanks and shields on motor cars, signal targets...." The interior paint scheme remained the same as in 1937.

With the further decline of stock trains in the Heineman era, the drovers' cars quickly became obsolete.

Continued on page 15



C&NW diagram, about 1916, shows drovers' waycar. Bob Janz collection



Pullman Company builder's photo of no. 7409, from Smithsonian Institution

No. 7409: One of C&NW's Last Open Platform Passenger Cars

Twenty-five years after full-width vestibules were introduced in wooden passenger cars on American railroads, the C&NW in 1915 ordered five new steel combines without vestibules. Only a few other standard gauge railroads built open platform passenger cars later (such as the Milwaukee Road's home-built combines, 1935-38; and DL&W's large Pullman orders for open-platform commuter coaches, 1915-17).

Such a radical decision must have been warranted as there were many almost universally accepted reasons for vestibules. The C&NW itself purchased full-width vestibule coaches for the same commuter service at the same time these combines were ordered.

The open-platform passenger-baggage cars built by the Pullman Co. in 1915 for the C&NW, originally full-length "smokers," were used extensively in commuter service. Commuters, especially smoking commuters, were not usually considered first class passengers, so there may have been little justification for the added expense of vestibules. The free flow of air in summer was probably C&NW's primary reason for open platform cars.

The railroad company carefully segregated smoking passengers from all other passengers. Train crews divided all passenger carrying cars according to upholstery and intended customers—all of the Rattan seat cars were "smokers" and the cars with plush upholstery were desig-

nated "chewing gum" cars. In the days before air conditioning, vestibules on smoking cars would have been a much bigger concern than it would be today.

Another advantage of the open platforms is alleged to have been the greater ease with which passengers could board or alight from the car.

The five passenger-baggage cars numbered 7407-7411 were identical when they were built. The length of each was 59'4" over the sills and 68'8" over all, with a 42'2" long passenger section and a 14'11" long baggage room. The total wheel base of these cars was 52'0". The width over the sills was 9'10 1/2" and the overall width was 10'2". There were thirty 24" x 29" windows in each car and forty 7 1/2" x 24" deck sash. The side door openings were 3'6" x 6'2 3/4". These cars had steel underframes with pressed steel body bolsters and needle beams, and the bodies of the cars were framed with steel angle side sills, side and end plates, and wooden studs reinforced with steel angles. The steel sheathing was secured with rivets. Although these cars were steel, the roofs featured a substructure of wood covered with steel sheathing. The original color scheme for the exterior of the cars was yellow and green.

The trucks had cast steel frames and 36" solid steel wheels on an 8'0" wheel base. Original equipment included Waugh Forsythe draft gear and buffer rigs, Creco brake beams, 16" air cylinders and LN

high speed brakes. As built, each car weighed 101,350 lbs.

The interiors were finished in oak, ceilings were painted cream white, and the aisle strips were black and gray linoleum. The cars were illuminated by gas, including two reservoirs, and they were heated by a Vapor heating system. In 1915 each car cost \$7,530.07.

In general, all five cars received most of the same improvements and at about the same time. In 1922-23, used cup receptacles, emergency brake cords the full length of each car, and safety chains for the side doors were installed on each car. In 1928 or 1929, safety step treads and "U" hangers were applied and the cars were painted Pullman green. Sometime in the 1920s, one seat was removed from each car reducing the seating capacity to 58, and the arms of the seats at the partition were lowered. Three cars—7407, 7408, and 7410—were equipped with electric lighting supplied by head end power at the same time as the other 1928 or 1929 improvements.

Between 1930 and 1933, each car received C&NW's typical upgrading of that time: new style water coolers, Judd hopper seats, new-style C&NW paper holders in the toilets, Diamondette or four-way iron on the platforms, first aid kits, 2" steam trainline end valves, deflector shields on the air reservoirs, stretchers and boxes for them, Z iron door stops, hose racks, and new-style weather stripping in the window sashes.

The history of each car gradually assumed a distinct dimension. 7410 became the most unique. In 1939 it was remodeled to Railway Mail Service specifications, and the baggage room was lengthened to 29'7," reducing the passenger seating capacity to 36. The advertising molding was removed. The gas lighting fixtures and reservoirs were removed and the car was equipped with oil lamps. Heating stoves were added to the passenger and baggage sections. The purpose of these changes most likely was for branch line service.

A somewhat similar modification was made to the 7409 in 1928. The passenger section of this car was divided with a partition into a 12-seat smoking section and a 46-seat passenger section. The advertising molding was removed from this car also.

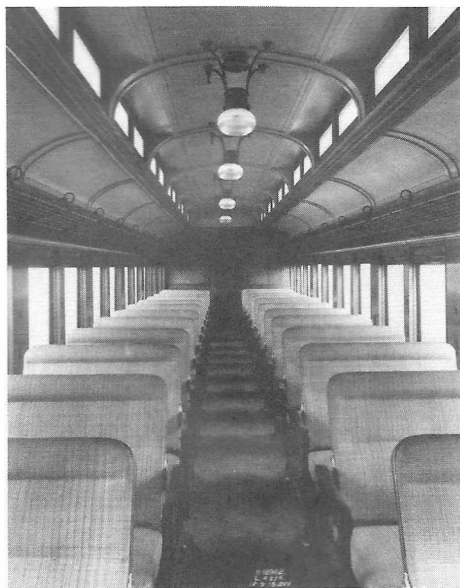
The deck sash in car 7407 were replaced with iron panels in 1925, and eventually about half of the deck sash were made stationary in the other cars. In 1931, the baggage rooms in cars 7409 and 7410 were painted yellow and white, and in 1939 the baggage room in 7407 was painted gray. The 7408 received ten card tables in 1923--the only one to have that distinction.

The 7408 and 7410 were scrapped in 1953 followed by the 7407 in 1956. Both 7409 and 7411 survived and have been restored in museums; the 7409 at North Freedom and the 7411 at Green Bay.

One final consideration: why a baggage section in commuter passenger cars? The commuter service in question was in Chicago, of course, and there the distribution of newspapers from the baggage room was regularly observed. Delivering newspapers to the suburbs was consistent with the purpose of these cars—to provide service for Chicago's commuters, a service in which the C&NW excelled.

Joe Follmar

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Interior view looks toward baggage section. Pullman builder's photo, from Smithsonian Institution.



The M&StL box car operates at the front of the freight train at the C&NW meet.

Freight Car Returns to M&StL Colors

A box car with rare Fox trucks, built in 1901, has been restored as it appeared in freight service for the Minneapolis & St. Louis in the 1920s and 1930s.

The restoration illustrates a dilemma faced by the curator's staff. In this case, alterations to the car dictated the time period. Because of additions, especially the metal ends, the car could not be shown as delivered new to the Iowa Central (#04492) by Pressed Steel Car Co.

A significant example of unsuccessful early attempts to replace the wood underframe with lightweight steel underframe, the car has its original Fox Patented Pressed Steel trucks, another unsuccessful evolution.

The 40-ton, 36-foot car was one of 300 built by the McKees Rocks, Pa., company for the Iowa Central. *American Engineer and Railroad Journal* (April 1901) described a similar order for Union Pacific as "an important development in the use of steel in car construction."

After Iowa Central was merged into the M&StL in 1913, the car was renumbered 4492 and then 4570. M&StL converted it

into an office and tool car (X-709) in March 1937 at Mason City, Iowa. It's a familiar story here—the change to work train service kept the car on the railroad until preservation became feasible.

Mid-Continent purchased X-709 from the C&NW in August 1976 (*Gazette*, Nov. 1976). It was lettered Pennsylvania Railroad for the film, *Mrs. Stoffel*, in 1984. For the M&StL restoration, a stenciling sheet dated 10/30/33 guided painting.

People who helped with the car, beginning in November, included Randy Merzdorf, Don Ginter, Ed Johnson, Tom Hughes, Jerry and Carol Mennenga, Mike Harrington, Jeff Haertlein, Dick Goddard, Ken Breher, Paul Swanson, Ron Gibson, Ray Buhrmaster, Bill Buhrmaster, John Sorrel, Steve Seibel, and Rad and Sue Becker.

"This is a very unique car and a valuable addition to our museum," said Don Ginter, curator, when the car was purchased. It sees its first service as M&StL 4570 for the C&NW Society. It is a fitting time for the debut, since M&StL has been a part of C&NW since 1960.

Drovers' Cabooses

Continued from page 11

Often they could be found in work train service, providing accommodations for work crews. The 16 surviving drovers' were retired one by one until by the early 1960s, only two survived. No. 10800 ended up at the Black Hills Central, a tourist railroad at Hill City, S.Dak.

(Two drovers' cars from the Santa Fe are on display in California. Orange Empire at Perris has D-918, built in 1929 with a steel frame; and a museum in Barstow has an all-steel car.)

Mid-Continent's 10802 was placed for disposition by the C&NW at Chadron in 1964. Bill Armstrong learned of 10802's impending fate and talked two friends into chipping in for the \$400 to purchase the car for Mid-Continent.

Car 10802 was renumbered 210802 by the C&NW before it was shipped to North Freedom on its own wheels. It has spent nearly a third of its life at Mid-Continent. In 1968, it briefly enjoyed some limelight. Painted up in a dull green to resemble a New York Central passenger car of the 1860s, it was used in the filming of the Swedish film *The Immigrants*. Shortly thereafter, it was painted back to red and kept on display. Over the years, the car sat disused until 1984 when some framing was replaced and new siding installed.

Sidetracked by more pressing projects, most Mid-Continent members remember the car in recent years as it sat in the North Freedom yards with only one side re-sided and painted in primer. Finally in 1994, with C&NW Historical Society's 1995 meet at Baraboo approaching, the car again received attention. The rest of the siding has been applied, a new roof

installed, a truck side pedestal welded, and the interior refinished. 10802 will now be available for special event weekends, allowing the public to experience a ride in a real drovers' caboose. *Paul Swanson*

This article originally appeared in the Spring 1995 issue of NWL, and is abridged and reproduced here with permission. Copyright 1995, C&NWHS. Thanks to John Gruber, Larry Easton, Bill Armstrong, Ray Buhrmaster, Thomas Conley, and Bob Janz for their assistance.

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 Copper Range coach, no. 60. Don Ginter, 608/362-3257, or Bill Buhrmaster, 708/246-9736.

Engineering, track work: install 225 ties between Baraboo River bridge and C&NW interchange. Jeff Nelson, 715/693-2970.

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

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

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

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

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

Gifts to Mid-Continent

Your continued support of Mid-Continent's annual fund is vital as we begin the 1995 summer 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

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

July

- 1-2 Caboose rides.
- 1-4 Independence weekend trains.
- 10- Circus Train, Baraboo to Portage,
- 11 Portage to Milwaukee.
- 16 Circus Parade, Milwaukee.
- 16 Board meeting, 9 a.m.

August

- 5-6 Caboose rides.
- 13 Board meeting, 9 a.m.

September

- 3 Members picnic, after last train.

- 10 Board meeting, 9 a.m.
- 20- Association of Railway Museums
- 24 convention, St. Paul.

October

- 14 Election of directors, 8 p.m.
- 22 Board meeting, 9 a.m.

November

- 1-6 TRAIN convention, Louisville, Ky.
- 11 Annual banquet.
- 12 Board meeting, 9 a.m.

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

Cover. Ernest Mueller photographs the C&NW in Reedsburg in 1937. See pages 8-9 for more photos.

**MID-CONTINENT
RAILWAY**

HISTORICAL SOCIETY / NORTH FREEDOM

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