
MID-CONTINENT
RAILWAY
Gazette
VOL. 29, NO. 2, OCTOBER 1996



"Help Steam Live" Campaign

From Tom O'Brien Jr., President

Tell Me Again What the Slogan "Help Steam Live" Means?

The Board of Directors has adopted "Help Steam Live" to indicate the importance of steam locomotives to a museum portraying life as it was at the end of the 19th and the beginning of the 20th centuries.

The "Help Steam Live" Goal Is To Raise \$250,000; Will the Entire Amount Be Required for the Renovation of #1385?

The board does not know the exact cost of rebuilding 1385 but fully expects to have funds available to purchase equipment to assist in the repair of 1385 and other MC locomotives. The first priority is to get 1385 in excellent shape; if funds are available, other priorities will be established.

Why Now?

No. 1385 needs major repairs and as of now will not be able to operate after Snow Train 1998. No. 1385 is a major attraction of the museum, and its loss would undoubtedly result in a reduction of operating income and cause loss of status of the museum.

Who Will the Campaign Be Directed at?

Everyone who has contact with the museum, and all others that we can interest in the museum. Our first effort has been to encourage passengers to contribute and become members. Posters designed to excite their interest have been posted around the property; train crews and station personnel are informing the passengers as to the purpose of the campaign. Each passenger receives a one-page brochure explaining the campaign and requesting a contribution.

Are Members To Be Contacted?

Obviously members are the mainstay of the museum. It is planned that in the fall of 1996 members will be asked to contribute to the best of their ability. In the past members have responded to special needs, and it is expected that they will contribute a significant amount towards the goal. Members should remember they can do many things to strengthen the museum such as encouraging friends and relatives to contribute, signing up new members, and volunteering to help with the many jobs around the museum and enlisting new volunteers.

What Other Sources of Contributions Are Being Contacted?

Our plans are to contact local, state, and national corporations, governments, wealthy individuals, and foundations. The results of such contacts are in direct proportion to the sophistication and professionalism we can develop in our approach. It is conceived that such contacts must be pursued for many years; to have an immediate response would be extremely fortunate.

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ROUNDHOUSE 1

Mid-Continent needs strong Autumn Color weekends in October to match 1995 patronage. Ridership of 32,018 through the end August represents a 4 percent decline in the number of tickets sold and revenue.

Totals by month for the 1996 season, with 1995 totals for comparison, are: August, 9,165 (9,904); July, 8,987 (9,372); June, 5,620 (5,990); May, 4,849 (4,863); Snow Train, 2,324 (1,735); and Santa Express, 1,073 (1,211). Overall, revenues are in line with the budget.

The museum expects to have two steam locomotives for the autumn weekends, Oct. 5-6 and Oct. 12-13. No. 1385 will pull the steel and first class cars; ST #2 will have the wood cars and caboose. The state inspector approved #2's boiler test Sept. 20. Nine trains are scheduled each day, plus the dinner trains. A special postal cancellation, advertised to stamp collectors, will be available from 9 a.m. to noon Oct. 5.

In addition to Autumn Color, brochures are being distributed for Santa Express, Nov. 30-Dec. 1; and Snow Train '97, Feb. 14-16.

Mid-Continent on the World Wide Web (<http://www-mcrwy.com>) also brings attention. The site had 329 visits in July and 767 in August. The museum received its first membership as a result of the web, from Illinois.

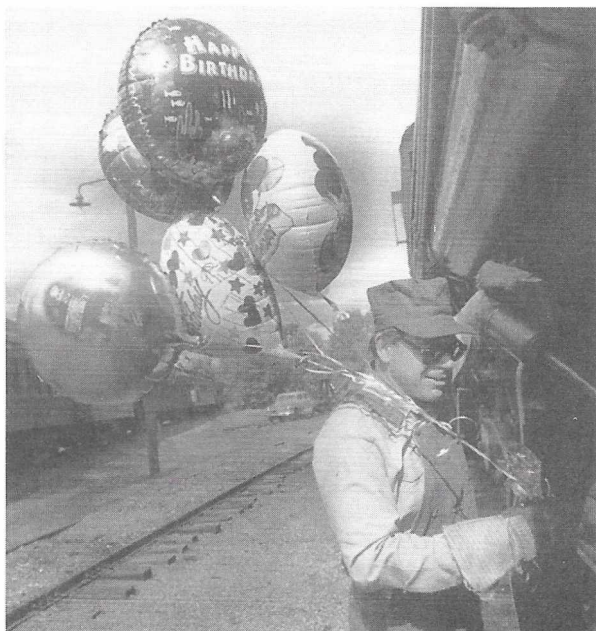
Four members are running for three seats on the board of directors: Bill Buhrmaster (incumbent), Sandra Hamlet, Skip Lichter, and Mike Smul. Write-in candidates are permitted. Bob Welke and Bill

Raia, also incumbents, are not candidates for reelection.

Tom O'Brien Jr., president, and chairman of the nominating committee, expected to have ballots mailed by the week of Sept. 16. Ballots must be returned by the annual meeting Oct. 12.

Jim Neubauer has been elected corporate secretary. Neubauer retired from C&NW Sept. 30, 1995, after working for the railroad 19 years, 3 months. He and Bill Warrick have produced C&NW, *Left-Handed Railroad*, being sold by Herron Rail Video.

At the annual banquet Nov. 9 in Baraboo, President Tom O'Brien Jr. plans to present a short slide tour of other museums and tourist railroads, to pro-



Rick Peters, #1385's engineer, holds a string of balloons Sept. 21, a birthday gift from Pam, his wife, and Kenzie, their daughter. Peters was named chief mechanical officer earlier in the month.

Thank you, from the general manager

There are many people to thank for the positive aspects of a difficult season. Times were hard for everyone in the tourism industry. And we had our own peculiar problems to contend with: a shortage of train personnel, delays in getting the 1385 operational, and excessive track work due to using the C-415 diesel. But we did not miss a single day of operations.

Therefore, at the top of my thank you list are those who gave a lot of time to the museum this season to serve as engineer. Words cannot express the gratitude I feel for Van McCullough, Jim Bertrand, Skip Lichter, John Winter, Mark Rosemont, and Tom O'Brien Jr. Kenny Ristow earned his qualification as a steam engineer and gave us two days working in that position.

No doubt the most flexible person on staff was Andy Ebbers. He signed on as conductor, but was soon pressed into service as our diesel engineer, while we awaited the arrival of the 1385. And when it rolled into service, Andy qualified as fireman. No doubt he will have the best essay on "What I Did for My Summer Vacation" when he starts his final semester of college this fall.

Several others gave their time and skills working on the train crew so that the general manager could stay in the office and be general manager. These include Marshall Buehler, Pete Deets, Chuck Millot, Bill Rose, Stan Searing, Mike Smul, Heidi Hill, and Jim Neubauer. Thank you all.

Of course I cannot let this opportunity go by without thanking the two who work in the office making me look good, Wava Verstein and Nancy Miller. Wava knows everything and Nancy does everything, so I couldn't ask for better when it comes to staff support.

And finally, I would like to give special recognition to someone who basically functioned as an assistant manager, Al Hill. Al was our weekday conductor, and in that role he did an exceptional job. But he also volunteered his spare time to do track work, help with engine repairs, and maintain the grounds. Living in North Freedom, he got to know many of the residents and became a good liaison with the local community. Best of all, he represented Mid-Continent well in his role as the conductor. It was good to hear the compliments from our riders about him. The best, however, came from one of our long time conductors who said, "I think I'm pretty damn good at this job, but Al is better." Enough said. *Don Meyer*

vide information to help members measure progress at Mid-Continent. "I really don't think that a good share of the members realize how far we have come since 1963 and how good a job we actually do at North Freedom," he said.

Passengers have received information about "Help Steam Live" (page 2) since early July. As a result of brochures distributed with tickets and posters on the train, the locomotive restoration fund has received about \$600 and some 30 people have taken advantage of the special membership offer. Passengers also will receive information in 1997 about the campaign.

The Mid-Continent Museum Foundation continues its organizational activities. Tommy Thompson, governor, and Lee Sherman Dreyfus, Tony Earl, Patrick Lucey, and Martin Schreiber, former governors, have given their approval to be

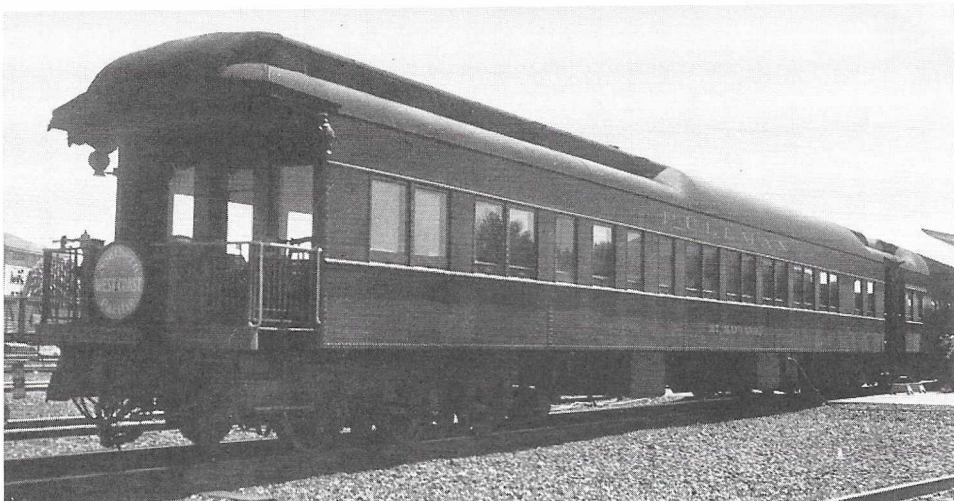
listed on the letterhead as Honorary Railroaders. A primary purpose of the Foundation is to build an endowment to help support long-term renovation and capital improvements. Members can support the Foundation through planning giving, such as bequests in wills.

Equipment from Chicago donated by the Association of American Railroads arrived July 16: Alco S-1, 600-hp diesel; flatcar; and ex-GT transfer caboose.

The engineering department expects 40 tons of 100# rail, tie plates and joint bars from Volkmann Railroad Builders this month. The department traded material from the AAR which Mid-Continent could not use for the rail, valued at \$10,000.

Through the end of September, the department installed more than 700 new

Continued on page 7



Mt. Harvard, now being restored at Mid-Continent, is on the SP's West Coast at Sacramento, Calif., about 1938. W. C. Whittaker photo, Arthur Dubin Collection

Three MC Cars Appear on Pullman List

By Jim Neubauer

Mid-Continent member Fr. Herman Page, who is editor of *Sparks*, newsletter of the Topeka, Kansas, R&LHS Chapter, has prepared a list of existing heavy-weight Pullman cars. It's an attempt to locate and identify as many Pullman sleeping, lounge, parlor, and pool service private cars as can be found. Mid-Continent's entries in the list are:

1. **Mt. Harvard**, a 10-section buffet lounge observation car, plan 3521, lot 4742, built Nov. 1923, sold Aug. 1961; to Mid-Continent 1973.
2. **Minnekahda Club**, 4 single rooms, 2 compartments, 1 drawing room salon-lounge, plan 3995, lot 5301. Built Dec. 1929 for CB&Q midtrain lounge service on the *Blackhawk*; to plan 3995D, 2 double bedrooms from 2 single rooms Minnekahda Club in May 1935; to New York, New Haven & Hartford Railroad #775, Dec. 1948, Business Car; to #100, crew car; to Genesee & Wyoming Business Car; to C&NW Business Car #404, in 1980, to #440; to MC January 1984, renamed Philip R. Hastings. Other cars in the series were Minneapolis Club and Lancaster Club. See pages 270, 271, 272 of *Some Classic Trains* by Arthur Detmers Dubin for exterior and interior pictures of the series in *Blackhawk* service.

Not shown on Page's list is CN #5375, a Montreal suburban service commuter coach. Mid-Continent bought this car

from Lake Superior Museum of Transportation in 1993. Researching its history produced some surprises.

Museum oral tradition had CN #5375 as a Pullman parlor car. It wasn't. Art Dubin says I can quote him on this fact. Beginning in April 1942 when Pullman sold it to Canadian National, it was configured as a first class coach. Someone took "first class" to mean fare level rather than a description of a high grade mainline coach class chair car, and thought it to be a parlor car. Four cars, the 5372, 3, 4, and 5, went from Pullman to CN. The cars bore southern place names. The 5375 was named *Sumter*, perhaps after Fort Sumter. Originally it was a 7-compartment, 2-drawing room car built for the Atlantic Coast Line trains *Florida Special* and *Florida Limited*.

Pullman shop records on file in the Newberry Library, Chicago, give the history of changes in the car's configuration.

3. **Sumter**, 7 compartments, 2 drawing rooms, plan 2522, lot 4222, built Nov. 17, 1913. Service records 1933 to 1942 are missing. Other cars in series were *Ruskin*, *Kissimmee*, *Sanford*, *Yemassee*, *Waycross*, *Skyland*, *Dixiana*, *Everett*.

NOT A PULLMAN is the CN 24-duplex-roomette sleeping car *Ingram* sport. First in the "I" series of 20 similar cars, the car was built by ACF, and is popular with soldiers of the 1151st Transportation Battalion when they stay overnight. The *Ingram* sport is for sale.

Autumn Color: A Railroad Tradition

Autumn Color, a Mid-Continent tradition since 1978, gives the public a glimpse of how railroads encouraged passenger travel by train. The museum's steam locomotives add to the historic flavor of the North Freedom event, which has its origins in fall excursions operated throughout the 20th century and earlier.

Autumn leaf trips sponsored by eastern railroads were by far the most popular of the outings. But railroads also promoted Harvest Excursions to Iowa, Minnesota, and Dakota in the early years of the century on the Burlington, Cedar Rapids, and Northern; rail rambles on the Reading beginning in 1936; and harvest trips on the New Haven beginning in 1937.

The Baltimore and Ohio inaugurated a long-running series of "Autumn Glory Time" trips in October 1937 to Oakland, Md., atop the Allegheny Mountains at 2,000 feet altitude. The dining car menu complemented the event, listing such items as "Prime Rib Roast of Beef, a la Oakland" for 85 cents in 1941.

The trips, interrupted during World War II, resumed in 1952. "Enjoy a visit to nature's wonderland," the railroad advertised. The "glorious fall outings" continued as annual B&O events through 1968. Beginning in 1969, the Baltimore Chapter of the NRHS sponsored the trips and provided some of the equipment.

A 1937 harvest excursion from New York to Kent, Conn., offered "an opportunity to re-live the enjoyment of farm life," reported *Railway Age*. The event "showed 470 patrons that the New Haven is a hospitable, human organization

rather than an impersonal and 'soulless' corporation, and turned them all into enthusiastic boosters for the railroad," the trade journal said. The New Haven continued the trips through the 1930s and after World War II. The railroad advertised the "Husking Bee Train" on two Saturdays in 1959.

In the Midwest, autumn color trips were not as frequent. The Burlington Route's energetic passenger department in 1963 sponsored one-day Indian Summer trips from the Twin Cities to Prairie du Chien and McGregor, Iowa; and fall foliage trips from Chicago to White Pines and Starved Rock state parks.

As rail enthusiasts moved to take over responsibility for the events, Wisconsin groups sponsored fall color excursions on the Milwaukee Road to Fox Lake and Beaver Dam in October 1958, and on the North Western to Devils Lake and Baraboo, October 1960.

Since 1966, the C. P. Huntington Railroad Historical Society has been running all-day treks from Huntington through West Virginia's New River Gorge to Hinton and other locations. And there are more, including since 1986 East Broad Top's Fall Spectacular in Pennsylvania.

The foliage trips go back nearly to the beginning of railroading. They are described in such books at *Nine Grand Autumn Trips*, published in Boston in 1884. The Mid-Continent event, with its roots in all these diverse activities, continues to grow as a distinctive attraction for Midwestern travelers. JG



Milwaukee Road excursion train at Fox Lake in 1958.

WSOR to Lease Baraboo Line

Union Pacific Railroad announced June 19 it plans to lease about 74 miles of track in southern Wisconsin to the Wisconsin & Southern Railroad Company, a shortline headquartered in Milwaukee.

The route between Madison and Reedsburg includes Baraboo and North Freedom. Two spur tracks, one running east from Madison and the other extending westerly from Madison, are also a part of the lease. Traffic on the line includes lumber, particleboard, food products, fertilizer, plastics, printing paper, scrap paper, soybean oil, clay products, and railroad rock ballast which is quarried at Rock Springs.

The lease is expected to be signed soon, with approval by the Federal Surface Transportation Board expected to follow shortly thereafter.

Volunteers Needed

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

Curator, restoration of the Soo Line stock car and Copper Range coach no. 60. 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 for Oct. 12-13; Nov. 9-10; Dec. 14-15.

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

Mechanical, routine maintenance on #1385. Between Autumn Color and Snow Train, brass bearings on the main driver of ST #2 must be repaired. Rick Peters, 414/461-7024.

Operations, qualified crews for week-end service and others for special events. Crew caller, Dick Gruber, 414/820-0218.

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.

Roundhouse 1

Continued from page 4

ties. Work will continue in October and November until the ground freezes.

Ringling Bros. and Barnam & Bailey's 52-car, 4,608-foot red train ran on the WSOR/WICT from Crawford (BN interchange near Prairie du Chien) to Madison Sept. 2, with Paul Swanson as locomotive engineer and Don Pingel as conductor. The train started out at Moline, Ill., that morning.

Circus trains visited the route in 1890, 1894, 1896, 1900, and 1911, especially for performances in Richland Center. In its 1944 tour, Dailey Bros. traveled from Postville, Ia., to Prairie du Chien and Richland Center, then on to Portage. Robbins Bros. went from Baraboo to Richland Center to Prairie du Chien and Cresco, Ia., in 1930; the circus visited Postville, Richland Center, and Portage in 1929.

John Smith of Pecos River Brass, Lewisville, Tex., is accepting reservations for a brass model of a C&NW R-1 in O scale, to be available in straight and slant-cylindere versions, painted and unpainted. A minimum of 75 models need to be reserved before it will be considered for production. Currently, 25 models are reserved. If interested, send a letter to Pecos River Brass, 560 E. Church, Lewisville, Tex. 75057.

More than 1,200 have preregistered for the national convention of the National Model Railroad Association, July 28-Aug. 2 in Madison. Advance publicity features Monona Tower, which stood at the mid-lake crossing of the Milwaukee Road and C&NW from 1901 to 1955. If all goes as expected, attendance may be higher than the 4,500 recorded at the Milwaukee convention in 1985. The program includes a trip to Mid-Continent each day, as well as a Mid-Continent booth at the convention hotel. The National Train Show is Aug. 1-3 at the Dane County Expo Center.

For registration information and prevailing rates, contact Ross E. Pollock, Registrar, Lake Junction '97, 3539 Mill Creek Road, Mineral Point, Wis. 53565.



SCHEDULED

September

- 25- ARM convention, Concord, Calif.,
- 29 sponsored by the Western Railroad Museum, Rio Vista Jct., Calif.

October

- 5-6 Autumn Color weekends
- 12- with extra trains and
- 13 first class service
- 12 Annual members meeting, 8 p.m.
- 12 Board meeting, 9 p.m.
- 20 Last day of weekend operations.
- 30 TRAIN convention, Seattle, Wash., through Nov. 3. Chehalis-Centralia Railroad Assoc. is host.

November

- 9 Annual banquet, Papa's, Baraboo. Social hour, 6 p.m.; dinner, 7 p.m.

- 10 Board meeting, 9 a.m.
- 30 Santa Express, at 10, 11:30, 1, 2:30, 4. First class starts at 1 p.m.

December

- 1 Santa Express continues.
- 15 Board meeting, 9 a.m.

February

- 14- Snow Train, with passenger,
- 16 first class, and dinner trains.

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

Cover. Autumn leaves brought attention to B&O's 1952 fall outings. See page 6. Bill Howes collection


**Mid-Continent
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