
MID-CONTINENT RAILWAY *Gazette*

VOL. 30, NO. 1, JANUARY 1997



Soon after tracks were laid into the new car repair building, several of Mid-Continent's older wooden coaches rolled into place. Most of the cars have well-documented histories. The real story of one car remained a mystery ...

132 Years Old

EJ&S #2 is oldest standard gauge coach in the collection

Dick Gruber

Much of the history of the East Jordan & Southern combine #2 is known. It was rebuilt in 1889 by the Chicago & Grand Trunk as a 45-foot wooden coach. It was later sold to the East Jordan & Southern, and converted to a combination baggage-coach. Its origins, long a mystery, are now known.

Mid-Continent visitors in 1964 and 1965 may remember riding aboard the combine, while others may even remember 1963 when it was used as the Mid-Continent ticket office and gift shop in North Freedom along side the Chicago & North Western main line.

The combine operated in Michigan on the East Jordan & Southern until the end of steam, and the railroad. The EJ&S began operations in 1898 running 18.6 miles of main line from East Jordan to Bellaire, with extensive branches. At Bellaire, the EJ&S had a connection with the Pere Marquette. The combine sometimes operated behind #6, a 1909-Alco/Pittsburgh 2-6-0. As time ran up on the 2-6-0, a series of free trips were offered on the EJ&S. Mid-Continent learned about the railroad closing and acquired the combine. The 2-6-0 has been displayed in East Jordan since its retirement.

The combine moved to North Freedom in 1963, a journey that included transport across Lake Michigan by railroad car ferry.

In looking the car over there were several things that didn't add up. First, how old is the car? The roof is a standard design of the 1880s and 1890s. The lower windows, however, were of a much older design. There is a restroom in the car. The truck pedestals underneath read Chicago & Grand Trunk. Evidenced by the center plate castings, it is known that the car was rebuilt at Gratiot Shops, in Port Huron, Michigan, in 1889. Who originally built the car? For whom? What did the car look like when it was built?

Continued on page 15

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ROUNDHOUSE 1

Heavy advance reservations indicate that Snow Train 1997 will likely be one of the busier weekends in Mid-Continent's history.

Dinner trains Friday and Saturday were sold out in early January and coach reservations have been coming in strong. Trains are scheduled to operate Friday, Saturday, and Sunday, February 14-16. Work will begin on Tuesday to fire up locomotive 1385 and continue through Monday after Snow Train as equipment stored inside the coach display shed is returned.

Trains for Friday include a plow train at 9:30, with passenger trains at noon, 2 and 4 p.m. and a dinner train at 6:30. A night photo session, a long time Snow Train tradition, will be conducted by Bill Raia on Friday night.

Eleven trains are scheduled for Saturday and another ten on Sunday. Operations begin both Saturday and Sunday at 9:30 a.m. At the historic LaRue Tavern, Mid-Continent will benefit Saturday from a flea market, noon to 6 p.m., and a dance with live music, 9 p.m. to midnight.

While locomotive 1385 will be the premier attraction for Snow Train, most of the work going on at the engine house since Santa Express has concentrated on Saginaw Timber #2. The 2-8-2 now appears as a 2-2-0. To allow repairs to the main axle (third driver from the front), the engine was spotted south of the engine house on track 1 and separated from its tender.

Crews carefully raised the locomotive with air jacks and cribbing to allow the trailing truck and drivers to be rolled out. Scoring on the main axle had caused the driver to run hot. The axle, with the wheels still attached, was transported to Milwaukee Jan. 18. There a new surface

on the axle was machined; the driver was return to North Freedom Feb. 1. New bearings have been cast and will be machined to the new measurements on the axle. The locomotive will be reassembled, but it is unlikely that it will be operating for Snow Train. A full crew will be working in the shop during the winter outing weekend, getting #2 ready for the summer season. Both #2 and #1385 are expected to see service in 1997.



Alco S1 #7, donated by the Association of American Railroads, will pull the second train. Jeff Bloohm has been supervising work on the locomotive, including a new diamond plate decking on the porch outside

the cab. The GE diesel will be available for switching cars.

Three were elected to the board of directors in a mail ballot announced at a members meeting Oct. 12. The totals were Bill Buhrmaster, 132; Skip Lichter, 96; Sandra Hamlet, 91; Mike Smul, 71; and Dave Schumacher, 31 (write-in). Of ballots mailed to regular and life members, 149 were returned.

At a directors meeting the same night, officers reelected were Tom O'Brien Jr., president; John Gruber, vice president; and Bill Buhrmaster, treasurer.

At the Nov. 10 meeting, the board approved a \$440,000 budget for the 1996-97 fiscal year. Jim Neubauer was reelected treasurer.

Several applications have been received for paid jobs on the summer train crew. The deadline is early March.

The 5th annual Midwestern Railway Preservation Gathering in St. Paul on April 18-20 is being hosted by the Minnesota Transportation Museum. The event

will be at the Holiday Inn Express located at the former Northern Pacific Como Shops. Persons interested in registering may contact Richard Gruber at P.O. Box 665, Waukesha, Wis. 53187. Tentative topics include Oral History, Fundraising, The FRA, and Marketing. There will be a chance to learn about other rail preservation efforts in the Midwest. The registration fee will include a dinner Saturday evening.

Gruber, Mid-Continent's crew caller, is no longer at Pentrex Publishing; the final issue of *Locomotive & Railway Preservation* magazine was published in December. He may be reached at 414-820-0218 or e-mail, mcrewcall@aol.com.

Deaths. *Rosella Lieder Horstman*, 91, Jan. 14, Milwaukee. Born in North Freedom, she had warm memories of the museum. Lieder St. in North Freedom is named for her family. She is survived by three children, Sandra Hamlet, Detroit, a member of Mid-Continent's board of directors; William Horstman, Milwaukee; and Nancy Lieder, California; and many grandchildren. At William's suggestion, memorials were sent to Mid-Continent.

Ron Jones, 87, Nov. 5, Madison. Jones worked for the Conservation Department, accounting department at Oscar Mayer for 25 years, and later as a Madison Realtor until his retirement. A tribute is on page 14.

Chester J. Machulak, October, Milwaukee, honorary life member.

Thomas O'Brien Sr., see column two.

Chauncy Steltzner, Sept. 20, Forest Junction.

Scheduled operations can add to thoroughgoing historic authenticity, by bringing history to life. Witness the wonderful Mid-Continent Railway Museum. Bill Withuhn, curator of transportation at the Smithsonian Institution, rephrasing in 1996 an earlier statement.



Tom O'Brien Sr., 1925-1996

Thomas J. O'Brien Sr., who died October 3 in Iowa City, will be remembered for his years of service to Mid-Continent as treasurer, 1982-86; first class coordinator, 1980-88; and life member. His son, Tom O'Brien Jr., is president of the museum.

Tom Sr. and Betty, his wife, devoted many hours to Mid-Continent, showing special dedication to excellence in the first class service. Gifts to the museum in his memory are being used to fund improvements to Soo Line diner-lounge #2017.

O'Brien, born in 1925, began a 40-year career with the First National Bank of Iowa City in September 1947, retiring in December 1987 as executive vice president. He was active in many civic organizations, including the Irish Mafia. Beginning at the age of 17, he served three years in the United States Marine Corps, 2nd Marine Division, in the South Pacific during World War II.

He is survived by his wife, Betty; a son, Thomas Jr. and his wife, Nancy McGillin O'Brien, North Liberty, Iowa; a daughter, Peggy O'Brien, Iowa City; a son, Michael and his wife, Kimberly Kilpatrick O'Brien, Iowa City; and six grandsons, Brett, Chad, Colin, Macklin, Jamin, and Spencer.



ANNUAL REPORT 1996

I would like to extend my thanks to the volunteers who have made the 1996 season possible with their generous contributions of time, cash, and other donations. Our paid staff continues to complement the volunteers, resulting in a unique team effort that helps to move Mid-Continent in a positive direction.

1996 saw Mid-Continent advance in many areas. The Mid-Continent Museum Foundation was created. The Foundation will be establishing an endowment which will help to fund future improvements at the museum. Our web page on the Internet was implemented, offering people with a personal computer a chance to view our collection, receive directions on how to find us, fill-out a membership application, make a donation, and, coming soon, purchase items such as our calendar and the new *Whistle on the Wind* booklet. Statistics suggest that more people are planning their vacations by using computers and the Internet; Mid-Continent is now in a position to take advantage of that trend.

The board of directors will be meeting in March along with the department heads to look at some short-term planning needs. It has become increasingly obvious that our special events are hampered by recurring problems such as a lack of parking, inadequate toilet facilities, insufficient coach seating, and the lack of a proper depot platform that can serve the complete length of a train. Our computer systems need to be upgraded to allow for reservations and ticketing to be handled in a more efficient manner. Special events are a major component of our revenue, so we need to maximize the contribution of special events by addressing these issues.

A major fund-raising effort was launched this year with the "Help Steam Live" campaign. While the primary thrust of the campaign is to raise funds to make repairs on #1385's firebox, upgrading of the enginehouse and car shop electrical service is part of this effort as well. The new electrical service will power a new shop air compressor, also funded by the campaign, which will insure that air-operated boiler tools can be operated without running out of air. Please take the time to send a gift or pledge for the "Help Steam Live" campaign.

Long-term planning for the development of our physical plant will be continuing; structures such as the roundhouse, Coach Shed #2, and steam engine service facilities will be discussed. The Planning Committee will be looking at building the roundhouse in phases, including a working backshop with drop pit and wheel lathe, while providing a visitor viewing area so that work in progress can be observed. The need to protect our collections and property from fire will also be addressed, and fire hydrants and fire detection systems will be investigated.

As we prepare to exit this decade in three years, I think we can take pride in our accomplishments at North Freedom since 1963. The future holds much promise and work for us. There are many pieces of rolling stock and locomotives to repair and stabilize. Continued development of our physical plant will bring additional interpretive display opportunities that will bolster our position as a museum. We have made a long journey at Mid-Continent from the days of a single track with no sidings or structures. I'm excited about the work that lies ahead.

Thomas J. O'Brien Jr., President

Manager's Report

The one thing everyone wants to know about our season is the number of riders. Most of you know that we started slowly like the other tourist businesses in our area. But we finished strong and saw a 2% increase over last year's attendance. Total number of riders was 43,145. Last year 42,364.

Low attendance affected our gift shop sales. Due to space limitations, the gift shop does not benefit as greatly as ticket sales during big event weekends. So, even though ticket revenue rebounded significantly in October, the improvement in gift shop sales was not enough to recover totally from the disappointing start.

Our season began with the Santa Express, during the Thanksgiving weekend, and ended the third weekend in October. In between we hosted some 3,000 school kids and their teachers, a hobo gathering, a Civil War camp, various adult tour groups, the Baraboo Manufacturers Association, state legislative aides from around the country, and a fund-raiser for UW-Baraboo. We did not miss a single operating day, but we did annul a few trips, due to mechanical problems.

The single biggest challenge of the season was filling out the weekday train crews. Seven members volunteered their services as engineer this summer. Andy Ebbers went from summer conductor to fireman and diesel engineer. And it took the help of eight other members, who generously volunteered their time, to insure we had a brakeman on each trip.

Work on the locomotives was another major concern. Early in the year Steve Seibel and his crew did some excellent work on the C&NW #1385. But a troublesome journal box on the tender kept the R-1 out of service until the first of July. We knew going into the season that the Saginaw Timber Company #2 would be out of service until Autumn Color. What we did not know is that it would take

three different diesels to get us through May and June. The Milwaukee Road #988 and the GE #4 went down early with mechanical problems. That left the Blue Goose, Nekoosa Paper #21, to handle the work load until the #1385 came on line.

Late in the season the Chief Mechanical Officer's position changed hands from Seibel to Rick Peters. Rick and other members worked hard to get the Saginaw functional for Autumn Color. It pulled the second train both weekends and Mid-Continent set a single day attendance record of 2,545 riders on October 12.

Dave Lee was back for another season as track foreman. He and Scott Wostal installed 800 new railroad ties, compared to 610 last year and 594 in 1994. Dave and Scott's performance is truly remarkable. Cold, wet weather in May and June, and the use of the heavy Nekoosa Paper #21 diesel, kept them busy trying to keep the existing line in shape. Most of their work focused on leveling track in the soft muddy curves near Coal Spur and La Rue, replacing broken joint bars and rail, and following the train in the hi-railer when dry conditions caused various fires along the road bed. Dave and Scott both plan to be back and hope to install 1,000 new ties next season.

Car shop improvements continued under the direction of Jerry Mennenga. Besides the new concrete floor installed last year, new lighting was added, contributing to the shop's efficiency and safety. In Coach Shed #1 new ties were installed on the center track and an extension to the concrete walkway added. Restoration work focused on the Copper Range #60 and the Soo Line stock car #29667. Dick Goddard began as project manager for work on the Mt. Harvard. The business car and the DM&IR C-74 caboose were repainted by Skip Lichter.

Interior work of a unique kind took place in Ray Buhrmaster's DSS&A #213 coach. It now has three passengers, courtesy of Board member Sandra Hamlet. The passengers are mannequins dressed in period clothing made by Sandra. Three more mannequins are on the way. And when the project is done the #213 will carry two families, reminiscent of its work in the late 1880s.

One significant acquisition we made was the purchase of the Soo Line diner/lounge #2017. This followed a lot of negotiations by the board with its previous owner, to get it back into service. Several members have contributed towards its

purchase and restoration. And it has already seen service for both Autumn Color and the Santa Express. Its use greatly increased our capacity for first class and dinner train service.

Another promising opportunity that took shape this year was the formation of the Mid-Continent Railway Museum Foundation. Its goal is to increase both awareness of the museum and support for its operations through contributions. Headed by Roth Schleck, John Gruber, and Tom O'Brien Jr., the Foundation is an important step towards insuring the future of Mid-Continent.

Don Meyer, Manager



The Hobo group gathers on the platform with Mid-Continent members in June.



A civil war group camped and rode the trains in July.

Contributions

\$1,000 or more

Chris Burger
Ron Jones
Richard Levis
David Mattoon
Jon Nienow
Elizabeth O'Connell
Soo Line Historical Society
Wisconsin Power & Light

\$500 or more

Jeff Bloohm
Ed Burkhardt
F. A. Duval
Great Northern
Historical Society
Eliot Keller
Wayne Lager
Robert McKay
Betty Meyer
Mark Rosemont

\$100 or more

William Armstrong
Dennis Arnold
Frank Bartusek, Jr.

Donald Becker
William Behling
John Berman
Fred Biederman
Craig Bluschke
Scott Bocklund
Ron Bodnar
Bill Buhrmaster
Ray Buhrmaster
Harry Burt, Jr.
James Busse
William Campion
Alan Christofferson
Bruce Cohen
Culligan-Horican
Edwin Ferguson, Jr.
Julie Fleming
Ralph Garman
Edward Gruber
John Gruber
Mike Harrington
Marian Hastings
W. L. Herzog
Tom Hughes
Richard John
Dale Johnson

Fred Klyver
H. G. Knapp
James Kussy
Littfin Lumber
Fred Mackie
Vincent Mathews
Donald McCartney
Jim Neubauer
Tom O'Brien, Jr.
Tom O'Brien, Sr.
Olin Corporation
Herman Page
William Parker
Skip Pierce
John Reeves
William Reid
Ted Rose
Calvin Schmahl
Daniel Schmidt
Rolf Schoelkopf
Warren Scholl
Jerry Severson
Richard Travis
Arthur Walsh
Joe Wastart
Donald Wildman

Mid-Continent set a single day attendance record at Autumn Color.



Paul Young
Daniel Zedan
Ray Zilvitis

Up to \$100

Joe Arena
Henry Auchstetter
Barbara Bachman
Robert Baldwin
Sylvia Ballard
Donald Bayer
Peter Becker
Joan Bellman
David Berndt
Harris Billigmeier
John Bissell
Brian Blakeley
Fred Bliese
Freida Block
John Broeker
Peter Bunde
Alvin Burfeind
Kimberle Byrd
Robert Caliban
James Caskey
Dennis Chasser
William Chernich

Robert Chisholm
William Choronzak
Charles Clark
Donald Clasen
Art Clauter
John Cline
Consolidated Papers
Michael Conway
Anthony Crimi
Veronica Dannecker
Richard Driver
John Dulong
James Dunlop
Thomas Eckstein
Ehlert Welding Co.
Harold Emmons
Edwin Feehley
Charles Fetterman
Susan Fleming
Ralph Florio
Edward Fuller
Ray Gildemeister
John Golnick
Robert Griffin
Verne Gruenewald
Greg Gutsell, Jr.
Jeff Haertlein
Robert Hanft
David Hankinson
John Harvey
W. L. Hasheider
Royden Heimdal
George Hellman
Ogden Hillison
Conrad Hilpert
Alvin Hintz
Ken Hojnacki
Roger Hollands
Chris Hornocker
Frank Hulen
John Hunter
IBM Foundation
Luell Jackson
Bob Jackson
Mike Jacques
JDV Electronics
Donald Johanning

Doug Johnson
Wm Donald Jones
Robert Junkrowski
John Kachel
David Kahler
Lynn Katzenberg
Ashley Kennedy
William Kertz
Cecilia Ketter
Ronald Kloss
Roger Kopanski
James Krauser
Harold Kreitz
Doug Krymkowski
Jerry Lapidakis
John Laue
Alfred Leisering
Richard Lenzer
Nicholas Linden
Link Associates
Daniel Marx
William Marschall
Dieter Matti
Don Mayo
William McClung
Dave McConnell
John McCourt
Bruce McCoy
Van McCullough
Kelly McKay
Richard McLeod
Rosanne Meer
Jerry Mennenga
Paul Meyer
Ralph Middlecamp
Anthony Miele
Albert Mitchell
Pattie Morrison
Morse Telegraph Club
Deborah Mostowski
William Mostowski
Robert Mundstock
Doug Nehs
Edwin Norman
Lowell Odekirk
Keith Olson
Byron Ostby



Contributions

David Ostby
 Steve Pahl
 Dick Parkin
 Francis Parker
 Myrtle Pawlisch
 Fred Perry
 Fr. Peterka
 Gerald Pitzen
 Robert Polaske
 Charles Porter
 Mark Quam
 Donald Redmond
 Gil Reid
 William Reining
 Tammy/Mark Resenbach
 Stuart Rich
 Bernard Rossbach
 Ken Royer
 Richard Ruth
 Robert Ruth
 Charles Sargent
 Roy Sauer
 Tom Schmitt
 Rusty Schramm
 Stan Searing
 Ed Selinsky
 Mark Simonson
 John Smith
 Mike Smul
 John Sorrel
 Earl Spangler
 Ed Steinhauser
 L. E. Stevenson
 Paul Swanson
 Norman Taylor
 Scott Thompson
 Tower Fuel Co.
 Arthur Towson
 Hugo Traub
 Wesley Traub
 Edith Troia
 Mrs. A. W. Turner
 UPS Foundation
 Gregory Varner
 Vincent Vorndran
 William Wanninger
 David Wantz



Pete and Betty Gorman stand with a wooden train for children, dedicated June 22. It was given in honor of the Gormans by their daughter and son-in-law, Janet and Jerry Foust. Photo by Bill Buhrmaster

Neal Wegner
 Emil Weichand
 J. A. Welton
 John Witt
 Russell Wolfram
 Wrigley Foundation
 Steve Youngberg

In-kind Gifts

Baraboo Candy Co.
 Bender's Feed Mill
 Jim Bertrand
 Dave Bierman
 Erik Bloohm
 Jeff Bloohm
 Alton Chermak
 Culligan-Horicon
 D. J. Dietz
 Ed Doench
 Brian Downes
 Empire Bucket
 Jerry Foust

Glenville Timberwrights
 Dan Griffith
 Dick Gruber
 Jeff & Cindy Haertlein
 Sandra Hamlet
 Mike Harrington
 Harold Johnson
 KRNA, Inc.
 Edward Knopp
 Dave McConnell
 Michael Mulcahy
 J. W. Nienhaus
 Stan Nordeng
 Tom O'Brien, Jr.
 Dale Prill
 Ted Rose
 Berbard Rossbach
 Robert Ryan
 Brad Schumacher
 Bryon Schumacher
 Dave Schumacher
 John Sorrel

Financial Analysis

Paul Swanson
Wal-Mart, Baraboo
Dave Wantz
Pat Weeden

Volunteers

Brain Bachman
Rad Becker
Doug Bemrich
Kathi Bernards
Jim Bertrand
Fred Biederman
Dave Bierman
Fred Bliese
Phil Blinderman
Jeff Bloohm
Philip Bloohm
Ken Breher
Dave Brink
Marshall Buehler
Tom Buehler
Bill Buhrmaster
Jim Busse
Blaine Christensen
Doug Crary
Sharon Crary
Pete Deets
Ed Doench
Al Du Val
Jim Eng
Jim Fritz
Dick Goddard
Dick Gruber
Cindy Haertlein
Jeff Haertlein
Mike Harrington
Ken Hojnacki
Chris Hornocker
Bob Jackson
Mike Jacques
Ed Johnson
J. M. Johnson
Al Joyce
Lynn Katzenberg
Eliot Keller
Glen Kwarcianny
Wayne Lager

Dave Mattoon
Dave McConnell
Van McCullough
Kelly McKay
Randy Merzdorf
B. G. Miller
Chuck Millot
Jeff Nelson
Jim Neubauer
Stan Nordeng
Tom O'Brien, Jr.
Dean Odekirk
Lowell Odekirk
Ken Olson
Art Oseland
Rick Peters
Kevin Pickar
Diane Pierce
Skip Pierce
Kathy Pilon
Bill Raia
Ed Ripp
Bob Ristow
Ken Ristow
Bill Rose
Mark Rosemont
Roy Sauer
Dean Sauvola
Marie Scherkenbach
Rusty Schramm
Gary Schultz
Stan Searing
Steve Seibel
Mike Smul
Nina Snell
John Sorrel
Trish Stankemuth
Paul Swanson
Mark Toomey
Sid Vaughn
Fred Vergenz
Greg Vertein
Dave Wantz
Darcy Welke
Steve Youngberg
Ray Zilvitis

Financial performance during the 1996 fiscal year resulted in income and expenses above the budget target of \$425,000. Income levels exceeded the plan by \$26,000 or 6 percent, while expenses exceeded the plan by \$13,000 or 3 percent. During the year, \$10,000 went toward retiring the long-term note of \$117,000.

The increase in income was due to higher than projected contributions, excellent Autumn Color weekends, and additional first-class service income from the use of Soo Line #2017. Expenses remained on track as department heads closely followed the financial plan. Monthly meetings between the manager and department heads were established to discuss financial status and make adjustments during the year. Timely and accurate reporting were generated as a result of a new accounting software package installed early in the year.

Looking ahead, department plans and budgets have been pulled together for the 1997 fiscal year. The board of directors has approved a \$440,000 operating budget.

*William C. Buhrmaster,
Treasurer*

Financial Statement

Year Ended Oct. 31, 1996
Modified Cash Basis*
Unaudited

Revenue

Train fares	\$267,030
Gift shop	122,805
Contributions	31,455
Membership dues	12,640
Pop sales	6,115
Miscellaneous	5,970
Sale of equipment	3,500
Interest income ...	1,655
Total	451,170

Expenses

Administration ..	110,470
Gift shop	85,880
Operations	77,935
Marketing	47,970
Engineering	46,845
Mechanical	25,585
Building, grounds	14,250
Curator	11,265
Car department...	7,055
First class, dinner	6,935
Communications..	1,870
Membership	1,620
Development	470
Total	438,150

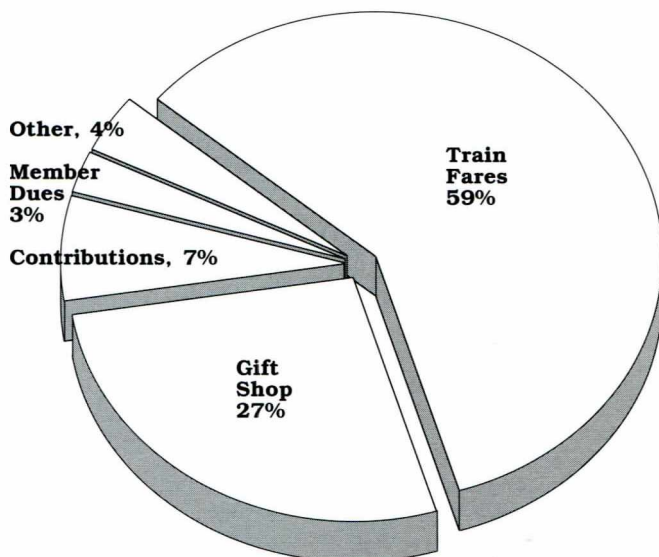
Net income 13,020

Debt retirement . 10,600

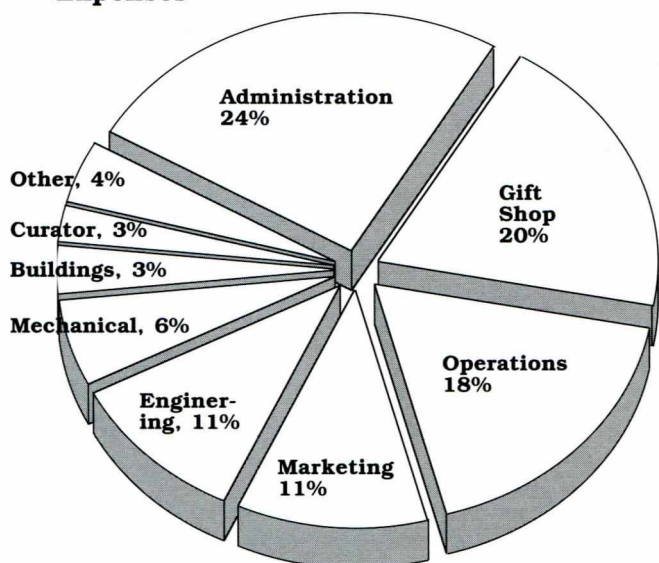
Excess of revenue over
expense \$ 2,420

*These numbers were modified from a strictly cash basis to include accruals for expenses incurred at the end of the fiscal year but not yet paid. The accruals include \$4,000 for excavation and ditching, \$4,065 for a dehumidification system in the office basement, \$3,500 for printing the *Whistle on the Wind* booklet, and \$1,265 for printing the 1997 calendar.

Revenues



Expenses



Museum Recognizes 1996 Service

Mid-Continent recognized volunteer and paid employees Nov. 9 at the annual banquet. About 70 members and friends attended the event in Baraboo.

Award plaques were presented to Art Oseland for his service as president; Darcy Welke for her service as treasurer; Bill Raia for his service as a director; and Bob Welke for his service as a director and operating superintendent.

Don Meyer presented two General Manager's Awards to (1995) Jerry Mennenga for his efforts at recruiting volunteers for Car Shop projects; and (1996) to Jim Bertrand for his donated service as summer engineer.

Meyer also presented certificates to volunteers who had donated more than 100 hours in the year: Dave Bierman (193), Jeff Bloohm (867), Bill Buhrmaster (454), Doug Cray (169), Sharon Cray (116), Dick Gruber (393), Al Joyce (351), Jeff Haertlein (486), Mike Harrington (130), Lynn Katzenberg (102), Dave McConnell (398), Chuck Millot (133), Jim Neubauer (272), Tom O'Brien Jr. (345), Cathy Pilon (241), Rick Peters (209), Ken Ristow (356), John Sorrel (594), and Fred Vergenz (403).

The operating department recognized John Winter and Bob Welke for teaching a class for new trainman last spring and then recognized eight new trainman: Phil Blinderman, Gary Gylund, Bob Jackson, Mike Jacques, Lynn Katzenberg, Jerry Lapidakis, Chuck Millot, and Bill Rose. An award for Student Trainman of the Year was presented to Chuck Millot, who recorded 78 trips as trainman.

Another award was presented to Andy Ebbers as the Weekday On-Board Employee of the Year. He made 281 trips over the railroad in 1996.

In addition, Andy Ebbers was promoted to both fireman and to diesel engineer. Al Hill and Fred Vergenz were promoted to conductor, Ken Hojnacki and Ken Ristow to engineer.

There were 135 operating days in the regular season. 579 trains operated over the railroad and more than 5,843 hours of service were recorded. At the throttle for 66 trips was Van McCullough; Ken Ristow made 75 trips as engineer. A certificate for the Engineer of the Year was awarded to Jim Bertrand who made 104 trips as engineer and recorded 256 hours.

As fireman, Bob Dischler made 20 trips; Al Joyce made 24. A certificate for the Fireman of the Year was awarded to both Stan Searing and Ed Doench. Each made 29 trips over the railroad. Searing did it in 66 hours; Doench in 67.

At the position of conductor, Fred Vergenz made 29 trips; Ray Zilvitis made 34. An award was presented for Conductor of the Year to Jim Neubauer who made 61 trips and recorded 127 hours.

As trainman, Al Joyce made 36 trips and Fred Vergenz made 46 trips. A certificate for the Trainman of the Year was awarded to Chuck Millot who made 78 trips as trainman and recorded 164 hours.

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



Andy Ebbers, weekday on-board employee of the year. More award winners will be pictured in the next issue.

A Tribute to Ron Jones

John Jenswald

Many, probably most, of the members at Mid-Continent didn't know Ron Jones but, as one very close to him, I can say that when the existence of MC was in great jeopardy, it was Ron who pulled it through.

After six years on the board and three years as vice president, I was elected president of MC in 1967. At that time our existence was in great danger; our rolling stock was at a point where we were unable to regularly use a steam locomotive, we were in trouble with our insurer because of an inexcusable accident, and our finances were a mess.

We assembled a force of Ray Zilvitas, replaced by Tom O'Brien Jr., to see that the Consolidated Rules were enforced, Don Ginter to handle the museum function, Bill Armstrong for engineering, Chuck Wiesner to boss the mechanical department, and Ron to straighten out our finances. We all realized that we would not win popularity prizes but the program did work. Trained and qualified operators took over, the rolling stock was restored on an efficient program, construction went forward, the museum operational program progressed, and Ron, with his determination, enacted a firm but sensible financial program that, in three years, transferred a serious and huge debt into a plus account of some \$40,000, about a \$60,000 turn about. Ron's guidance, knowledge, and firmness made the difference in our financial picture.

When this organization started running at Hillsboro, Ron was a founding father. Through all the years, his dedication to Mid-Continent and his service as officer, board member, restorer of equipment, and in the operations department, has been unmatched.

During the years I worked closely with him at North Freedom and in short line operations, his dedication, knowledge, and labors have not been matched, in my opinion.

During the last few years I have grieved observing Ron's fight, and ultimate losing battle, with Alzheimer's. And yet, to the end, Mid-Continent was high on his list. In fact, but a few month before he died, he directed a sizeable gift from him be sent here.

And so, if we are to recognize some of the "old guard" who kept MC going when things were really tough, I think we should start with a statement of deep appreciation to one of the greatest friends—and one when we needed him disparately—to Ron Jones. Those of us who care owe him and his memory that.

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, qualified crews for week-end service and others for special events. Crew caller, Dick Gruber, 414/820-0218, or mccrewcall@aol.com.

Steamer. Send news to Jim Neubauer, 3320 N. Sacramento Ave., Chicago, Ill. 60618, 778/478-8747.

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.

132 Years Old

Continued from page 2

In researching these inconsistencies, Ray Buhrmaster went looking for answers. During a visit to North Freedom, John Hankey, formerly the curator of the B&O Railroad Museum, helped. Upon inspection of the restroom, it was discovered that the woodworking was of a different design and of lesser quality. This suggested that the car was originally built before the use of restrooms on passenger cars became standard practice, and the restroom was added at a later date. Trains of an earlier era would make frequent stops for passengers to use restrooms and for meals.

The windows—rounded on the top—were yet further evidence that this was indeed a much older car. The interior ceiling showed signs of its original design as well. The EJ&S combine had perhaps been constructed with a monitor or duck-bill roof.

More information has been uncovered and verified. The car adds significance and importance to the Mid-Continent collection. The combine is definitely the oldest standard gauge car at Mid-Continent. (It beats the Wisconsin Central *Oak Park* by 20 years!) It is the first Osgood Bradley built car in the Mid-Continent collection. Depending on the construction date of the Chicago & North Western narrow gauge combine #1099, the EJ&S combine may even be the oldest car at Mid-Continent.

Some ten years ago, Ray identified the car as Grand Trunk coach number 585. What was the history of the GTR 585? There are strong indications that the 585 was sold by F. M. Hicks to the EJ&S.

In May of 1995, the Bytown Railway Society, Inc., published an annotated historical roster of passenger equipment 1867-1992 of the Canadian National Railways. Ray noticed a listing on page 313 for:

GTR 112(i) blt.11/1864 OB; re GTR 585 Michigan Div. 11/1885; D/U

This roster showed the 585, and gave an original car number to verify. With the help of son Bill, Ray soon found the number 112 stamped throughout the car.

What's in the future for the car?

The museum would like to gain additional historical information on the car, especially during its midlife and then determine an appropriate era to restore the car to. While it was delivered as a full coach, it may be most feasible to restore and interpret it as an EJ&S combine.

What is now known about East Jordan & Southern #2:

Built

November 1864, Osgood Bradley Co., Worcester, Mass.

History

Built as Grand Trunk Railway #112 (1st)

Renumbered in November 1885, and rebuilt at the Chicago & Grand Trunk Railway, Gratiot Shops (Port Huron, Mich.) in 1889 for the Grand Trunk Railway, Michigan Division.

There are strong indications that the car was sold by F. M. Hicks (Chicago Heights, Ill.) in May 1902 to East Jordan & Southern Railroad. Sold as full coach, length 45 feet, wood body and underframe, wood plated 4-wheel trucks.

Rebuilt to combination car by EJ&S, date unknown.

Acquired by the Mid-Continent Railway Museum in 1963.

Stored indoors, awaiting restoration.



FOUNDATION

A primary purpose of the Mid-Continent Museum 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.

For members, the Foundation offers a convenient way to establish a planned giving program. Usually, the gift is a bequest in the donor's will; however, other options are available, and your attorney would have suggestions.

If you have questions, mail them 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.



SCHEDULED

February

- 8 Superintendent's meeting, 4 p.m.
- 9 Board meeting, 9 a.m.
- 14- Snow Train, with passenger.
- 16 first class, and dinner trains.

March

- 8 Planning retreat
- 9 Board meeting, 9 a.m.

April

- 12 Superintendent's meeting, 4 p.m.
- 13 Board meeting, 9 a.m.
- 18- Midwest Preservation Gathering.
- 20 St. Paul. Info: 414-820-0218.
- 26- Spring Fling
- 27 and Spring Banquet.

May

- 2-3 Summer Begins in Baraboo.
- 10 Safety training class, also May 11.

- 11 Board meeting, 9 a.m.
- 12 School trips,
also May 16, 20-23
- 24 Daily operation begins.
- 25 Members picnic, after last train.
- 26 Memorial Day.
- 31 Civil War Camp, also June 1.

June

- 14 Superintendent's meeting, 4 p.m.
- 15 Board meeting, 9 a.m.
- 21 Hobo gathering, also June 22.

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

Cover. Phil Hastings' photo shows Snow Train, 1976, at Mid-Continent. Cabooses have been gone from most main lines since about 1989.


**Mid-Continent
Railway**

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

Address Correction Requested

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