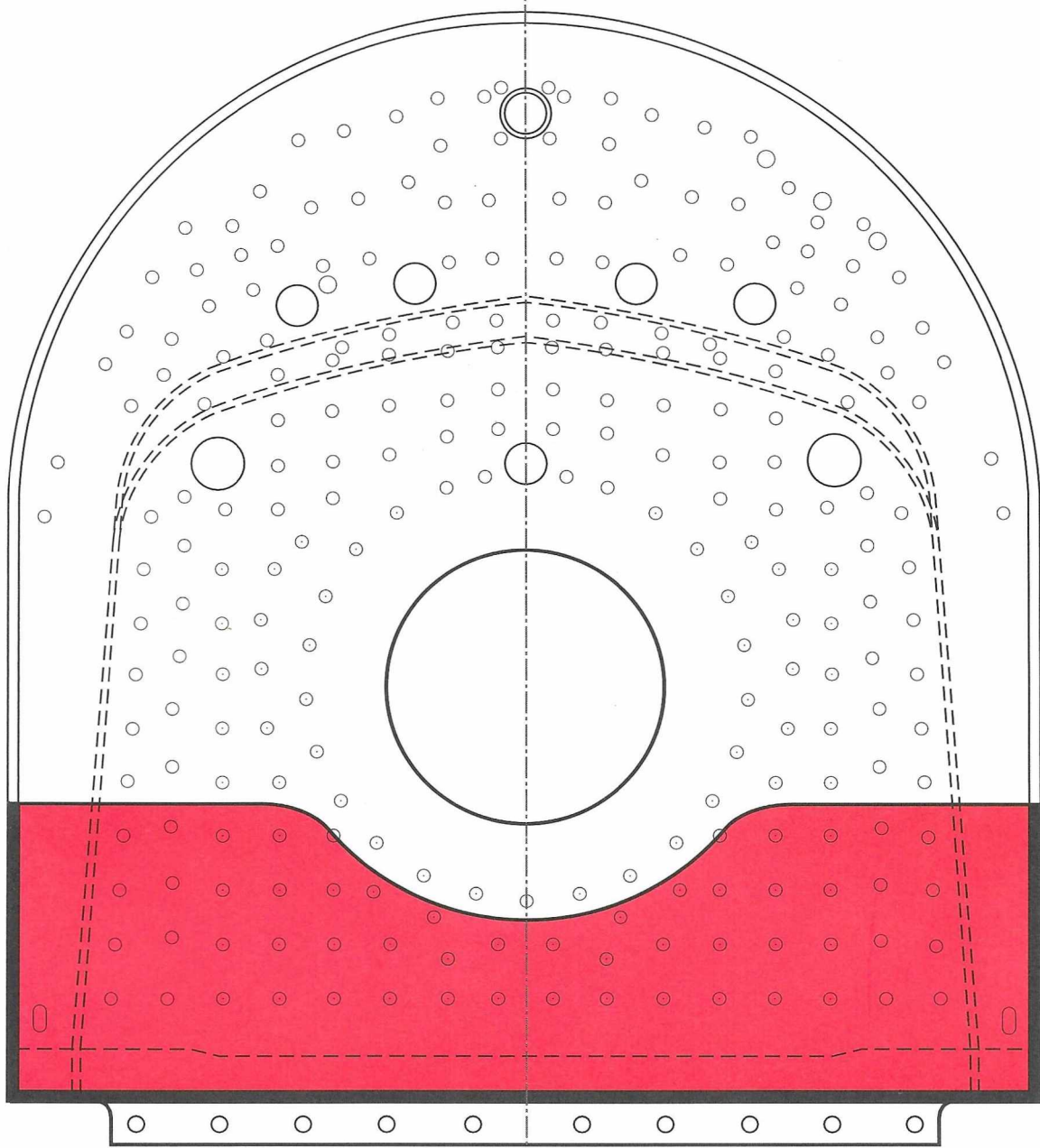

MID-CONTINENT RAILWAY *Gazette*

VOL. 30, NO. 2, JUNE 1997



Wisconsin Central Donates Lathe

A wheel lathe, an integral part of the railroad repair shop, will be coming to Mid-Continent. The gift from Wisconsin Central Ltd. is a part of the "Help Steam Live" campaign to assure that steam locomotives and technology are available for the public to enjoy well into the 21st century.

"Wheel work, both car and locomotive, became a symbol of the repair shop. This fact makes the wheel lathe a valuable artifact that would enrich the roundhouse setting. With sufficient forethought, the lathe could be set up as an unusual, operating exhibit," said Rick Peters, chief mechanical officer.

The lathe, used to turn wheels as recently as three years ago, is one of about a dozen lathes left in the U.S. and Canada, and one of three to six that are operational. It is from the Chicago & North Western's North Green Bay shops. A Wisconsin Central subsidiary acquired the shops in 1993 when it purchased the Fox River Valley Railroad.

When accepting the gift, Mid-Continent directors recognized Edward A. Burkhardt, president of Wisconsin Central, and Chris Burger, president of Central Railroads of Indiana, for their efforts in helping preserve the lathe. Mid-Continent has agreed to remove the lathe at no cost to Wisconsin Central, and, when the lathe is re-installed, to turn wheels for other museums.

Specifications for the lathe are: manufactured by Niles Machine Tool in 1944, 90-inch swing, built-in quartering heads, handles inboard and outboard bearings, largest motor 20 hp, 440 volt power, assembled weight 60,000 pounds.

"This lathe was designed to handle all types of wheel work in the smaller shop where the need for a wheel lathe was intermittent. The machine is in excellent condition. It is the ideal machine for Mid-Continent," Peters continued.

"Economically, the wheel lathe is a huge plus for Mid-Continent. The lathe will reduce the cost of one of our most expensive maintenance operations by 95 percent. If Mid-Continent wants to continue to operate equipment, the need for wheel work will always be there. Either we do it ourselves or we pay someone to do it for us.

"The ideal situation would be to determine the final location of the lathe and put the foundation there. Once the wheel lathe is installed on the foundation, it should be covered. A building just big enough to walk around the machine would be sufficient until the shop building is erected."

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ROUNDHOUSE 1

With the Mid-Continent's four trains a day summer service well underway and locomotive #1385 back pulling trains for another year, Van McCullough took a few minutes to talk about steam and railroading.

Being a locomotive engineer is an achievement he never thought would be possible. "As a young adult, I was on the path toward a career on the Wabash Railroad," he said. From 1950 to 1954, he hosted, cleaned fires, and fired Moguls (*Gazette*, April 1990). But, in the early 1950s, railroad jobs went to people with seniority.

McCullough decided to study for the ministry. After more than three decades as a Lutheran pastor, he retired in September at Jacksonville, Ill. With encouragement from the late Phil Hastings, he started volunteering at Mid-Continent as a student fireman July 11, 1983, qualified as a fireman in 1984, and was promoted to engineer in 1991. When a job at the museum opened up for this summer, McCullough was pleased to accept it. "I'm extremely happy about that; I never thought it would ever be possible for me to return to railroading, the way history had taken turns in my life and in the

world of transportation," he said.

"I like running steam locomotives because, to me, they represent the ultimate design of propulsion engineering by mankind. The machine is related to man in a certain way. The only automatic things on a steam locomotive are the emergency brake and the pop-off (safety) valve. Everything else directly depends on the skill and knowledge of the person operating it or firing it. This is what makes it such an interesting machine. It cannot be programmed to run by itself, as modern machinery is made to do. So I see a great connection between the steam locomotive's ability to perform work and the human person's ability to make the machine function in its best form," he said.

Others working on the summer crew are Ken Ristow, fireman; Al Hill, conductor; and Don Damour, brakeman. Ristow held a well-attended class May 31 on firing coal-burning locomotives. #1385 started hauling passengers May 28.

Riders through May 31 total 9,151, including 4,731 in May, compared with 1996 totals of 8,246 and 4,489. Although in May 1997 the museum operated three fewer days on the school schedule, net ticket sales increased slightly.

What Is The Money For?

The overriding problem is the renovation of steam locomotive #1385: this is a prize asset of the museum, the draw for up to 50,000 visitors, and the pride of the members. No. 1385 celebrates its 90th birthday in 1997 (page 6).

In 1996, the "Help Steam Live" campaign with a goal of \$250,000 was established not only to repair #1385 but to provide Mid-Continent with the facilities and equipment to keep #1385 and other steam locomotives running well into the next century. Funds will be used to expand the shop area, enhance machining and welding capabilities, move a wheel lathe, and upgrade electrical and compressed air systems. The campaign will help the museum provide training for volunteer operating and maintenance crews, and create educational materials about the museum's locomotives.

"Help Steam Live" has raised about \$22,500. The museum is grateful for every gift it receives no matter the size.



Mid-Continent's "golden age of rail-roading" atmosphere is enhanced by mannequins, placed in three locations at the museum by Sandra Hamlet. In the Copper Range car, a family of three is dressed in rural style from the early 1900s. Mother and son (above) are standing in the car; the "work weary" father is outside the photo. Others include a family of four in 1890s clothing in the DSS&A coach, and a fundraising mannequin in the depot.

Whistle on the Wind, the new publication about the museum's history and equipment, will be printed by July 1, advises Paul Swanson, coordinator of the project. Swanson has edited and designed the 32 page (plus cover) booklet, which has about 100 photos. The front and back covers are in color. Jeff Haertlein, Don Ginter, Ray Buhrmaster, Mike Harrington, and Swanson contributed to the text. Copies will be mailed to members.

Mid-Continent has received a Historical Preservation Grant from the State Historical Society to perform a professional archeological survey of the International Harvester mine site at La Rue. The survey will be used to determine the interpretive potential of the site and its possible use as an additional location for the museum's heritage tourist educational experience. A nomination of the site to the State and National Register of Historical Places will also be appraised

and completed with the assistance of this archeological survey, according to Don Ginter, curator.

For more information about the mines in the North Freedom area, see *Gazette* articles, "La Rue's Legacy," Sept. 1989, and "Iron Paint," Sept. 1991.

An HO scale model box car of "The Scenic Quartzite Lake Line" is selling well in the gift shop at \$9.95. The car is lettered MCRM 53951, ZIP code for North Freedom. Call the office for mail order information.

Volunteer coordinator Lynn Katzenberg is putting together a special New Volunteers Orientation Day at the museum on Saturday, July 12. New members that would like to learn more about volunteering at the museum are invited to attend. Call Katzenberg at 414/545-2954 to find out more about the day's activities and to RSVP.

The national convention of the National Model Railroad Association includes seven tours to Mid-Continent, beginning with an early bird trip July 27, 5-10 p.m. Tours continue every convention day: July 28, 8:30 a.m.-12:30 p.m.; July 29, 12:35-4:30 p.m.; July 30, 12:30-4:30 p.m.; July 31, 8:30 a.m.-12:30 p.m.; Aug. 1, 12:35-4:35 p.m.; and Aug. 2, 8:30-12:30 p.m. Times are from the convention hotel, the Holiday Inn, Middleton. Information is available from Ross Pollock, Registrar, 3539 Mill Creek Rd., Mineral Point, Wis. 53565, 1-888-LAKEJCT (1-888-525-3528).

The National Train Show is at the Dane County Expo Center, Aug. 1-3.

Norwood Shops, last used by the Green Bay & Western in 1993, is on the Wisconsin Trust for Historic Preservation's list of the ten most endangered properties for 1997. "A majority of the buildings were constructed in the 1890s, and some are excellent examples of industrial architectural design," according to the Trust. Jeff Bloohm and John Gruber and looking into ways Mid-Continent might promote preservation of the shops. For information, see *Gazette*, Aug. 1993, and *Locomotive & Railway Preservation*, Jan.-Feb. 1994.

The State Historical Society presented certificates of commendation to the Historic Preservation Association of Marshfield for restoration of Soo Line locomotive #2442, and Cudahy Historical Society for its depot museum restoration.

Spring Fling Weekend:

a large turnout of new and old volunteers

Spring Fling weekend, April 26 and 27, was a busy one at the museum. With a large turnout of new and old volunteers, several major projects were undertaken.

Work began on Thursday, April 24, to remove the rails from the east track of the coach shed number 1. Mike Harrington seemed a bit nervous that neither the bobcat nor the ties had arrived yet, but by Friday evening, what remained of the old ties had been removed and enough new treated Aspen ties were on hand for the following two days of work. Don Ginter and volunteers laid new track on Saturday and Sunday. If you've ever volunteered building track at the museum, you probably know the amount of hard work that is involved. Ken Breher helped make the work more enjoyable by leading the large gang in song. By Sunday evening the track was ready to have cars placed back on indoor display. This was the second of the three tracks in the coach shed to be replaced.

Rick Peters and a large group of volunteers in the mechanical department went through an inspection with the Federal Railroad Administration in preparation for operating the 1385. A large color photo of the state inspector looking inside the front of #1385 ran on the front page of Madison's *Capital Times* on Friday, April 25. Several small pits on the steam delivery piping were filled with a difficult welding procedure by Jim Bertrand in the smokebox. Steve Siebel oversaw installing new boiler tubes that replaced the ones that had been pulled for inspection. Siebel also completed a ultrasound test of the team delivery piping. A hydro test for the FRA was completed a few weeks later.

Near the freight house, David Schumacher and volunteers dug trenches and laid drain tile around the building leading down into the small lake behind the office building. The work was assisted

by a backhoe and small endloader and the results will give this area of the museum a much drier surface.

Outside the enginehouse doors, Jeff Nelson and volunteers of the engineering department were busy constructing track between the enginehouse and the car repair building. Mark Rosemont helped out and commented that he hadn't had the opportunity to work on track building in many years. The backhoe used in the freight house drain tile project was also used south of the engine house. New drain tile was laid and tied in with existing drain tile system under the track.

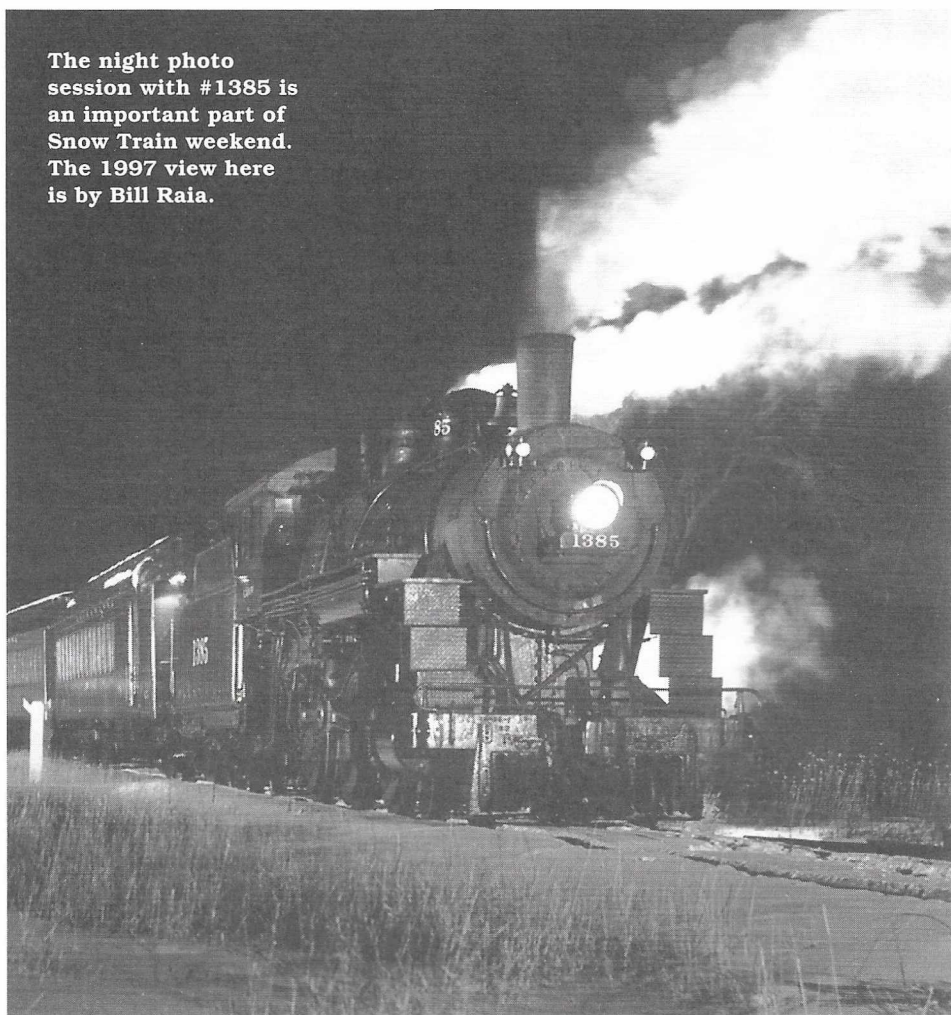
Dave Bierman oversaw the proper alignment of the new track, in the same manner that it was done years ago before machinery with timing and several lining bars. The air spiker was put to good use on both track projects.

Sixty members, volunteers, and family enjoyed a dinner at the Barn Restaurant south of Baraboo. Sharon Crary, with help from the staff in the general office, arranged the dinner. General Manager Don Meyer gave a short report.

Also at the dinner, a card with greetings and best wishes was passed around to be sent to John Sorrel. John, along with other members of his reserve unit, was reassigned to active duty and is currently overseas. Several volunteers were able to speak with John on Sunday afternoon when he called the enginehouse (it was after 11 p.m. local time for John).

More activity took place April 28 when a wooden Chicago, Milwaukee and St. Paul coach that had been stored at the museum was loaded by two large cranes onto a lowboy semitrailer for transport to the Kettle Moraine Scenic Railway. Another semitrailer carried the car's trucks. The coach, once owned by Gary Bensman and Dick Yager, was unloaded at North Lake on April 29. *Dick Gruber*

The night photo session with #1385 is an important part of Snow Train weekend. The 1997 view here is by Bill Raia.



90th Birthday Party

A 90th birthday party for locomotive #1385—a fundraiser/festival—is being planned for the Labor Day weekend. Sandra Hamlet, who is arranging the ceremonies and inviting special guests, has asked members to suggest “celebrities” who might be included in the affair. Hamlet also will unveil a Pullman Porter mannequin that weekend.

The party itself will be in connection with the Sunday (Aug. 31) members’ picnic, which traditionally features locomotive steamed corn on the cob. Members are encouraged to invite personal guests, who should bring a dish to pass for the potluck dinner. Sharon Crary is coordinating the picnic.

The museum is also planning a reunion of past employees, volunteers, and members. The weekend promises to be a special chance to meet many of the 1385’s caretakers for the last 38 years.

The ultimate purpose of the event is to increase giving to the “Help Steam Live” campaign. Locomotive #1385 was delivered to the Chicago & North Western March 30, 1907. Gifts are encouraged in memory of people who were living in 1907.

What's Significant about #1385?

What's so special about #1385? Or, in the words of a historic preservation person, why is this 1907 steam locomotive significant in the history of engineering and transportation in the U.S.?

For starters, #1385 is the only Chicago & North Western steam locomotive operating today, and one of only eight preserved C&NW locomotives.

The North Western, the nation's eighth largest railroad when purchased by the Union Pacific in 1995, once served nine states from Lake Michigan to Wyoming. A predecessor company operated the first train out of Chicago in 1848. Among many accomplishments: the "safety first" movement on U.S. railroads in 1910; magnificent, architect-designed stations; and the first high speed passenger train, the 400, on the Chicago-Twin Cities route in 1935. The railroad (and its subsidiary, the Omaha) operated 9,362 miles in 1947, boosted in 1968 to 11,577 miles of main line following several mergers (including the Omaha, leased in 1957). When purchased by the UP, the C&NW was the last of the Midwest's granger railroads (*Gazette*, March 1995).

American Locomotive Company's Schenectady Works delivered #1385 to the C&NW March 30, 1907. Between 1901 and 1908, 325 of these 100-ton R-1s (Ten-Wheelers, or 4-6-0s) were built for the C&NW, making them the largest single class of locomotive the railroad ever owned. The R-1s had a pivotal role in the development of C&NW steam motive power. When the R-1s were purchased, the railroad had to rebuild tracks, bridges, turntables, and engine houses to accommodate them, according to Joseph Follmar and Raymond Jorgensen (*North Western Lines*, Winter 1995).

Designed for fast freight service, #1385 and the other locomotives also were used for secondary passenger trains and local switching. Over the years, #1385 under-

went many modifications; superheater units were added in 1931, increasing the temperature of the steam and the power of the locomotive. #1385 pulled trains until the end of C&NW steam operations in 1956. Later it was used to steam ore and as a stationary boiler. Mid-Continent purchased it for \$2,800 in 1961. It was the first locomotive under steam at the museum in North Freedom in 1963.

Unlike railroads such as the Soo Line, the C&NW did not donate locomotives for display in parks, and quickly scrapped its large, modern steam power. Two other class R1 locomotives, sold after steam operations ended, exist today: No. 175 in Upper Michigan and No. 444 in Denver. The other five locomotives were preserved earlier. In 1907, C&NW and Omaha owned 1,759 locomotives.

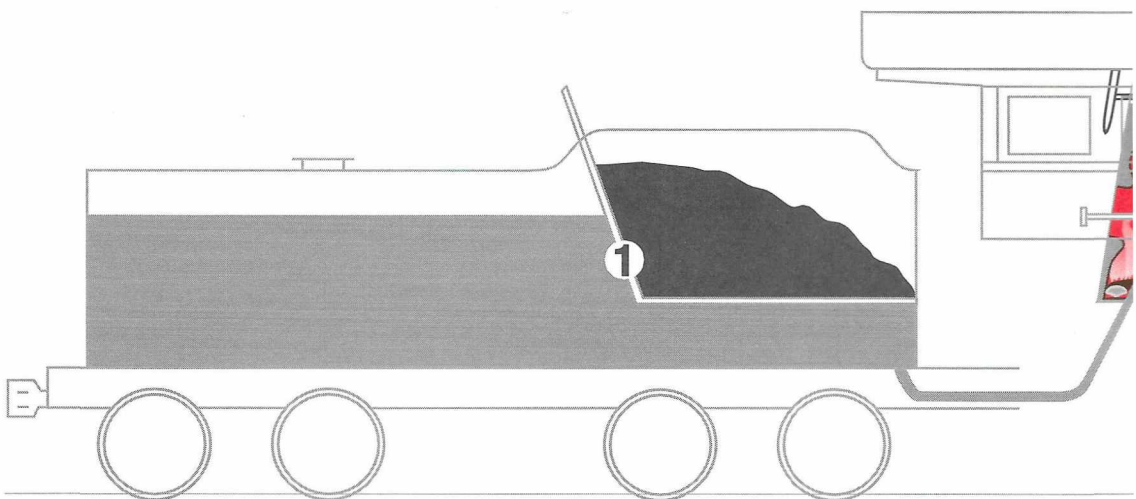
On a second mainline career from 1982 through 1992, #1385 visited many Midwestern communities on good-will tours (*Gazette*, June 1983) for the C&NW, pulled the circus train for three years, and operated excursions on C&NW, Wisconsin and Southern, Wisconsin and Calumet, and Wisconsin Central railroads. Chris Burger, then C&NW's Wisconsin Division manager, received a local history award from the State Historical Society for the "ambitious and innovative project of routing a historic steam locomotive across Wisconsin."

When writing about "The \$1-A-Day Extravaganza" and C&NW's Prosperity Special, Editor/Publisher David P. Morgan (*Trains*, August 1982) said the R-1s "are really quintessential system engines ... more symbolic of their owner than an H-1 Northern or an E-4 Hudson, even if such had been available."

No. 1385 is a rare survivor—a representative of the locomotives seen in almost all communities during the golden age of railroading—deserving special recognition. JG

What Makes Steam Locomotive #1385 Work?

Illustration by Dean Sauvola,
text by Dick Gruber



When heated, water turns to an invisible vapor known as steam. The volume of water expands as it turns to steam. The expansion of steam pushes the pistons that connect to the driving wheels that operate the locomotive.

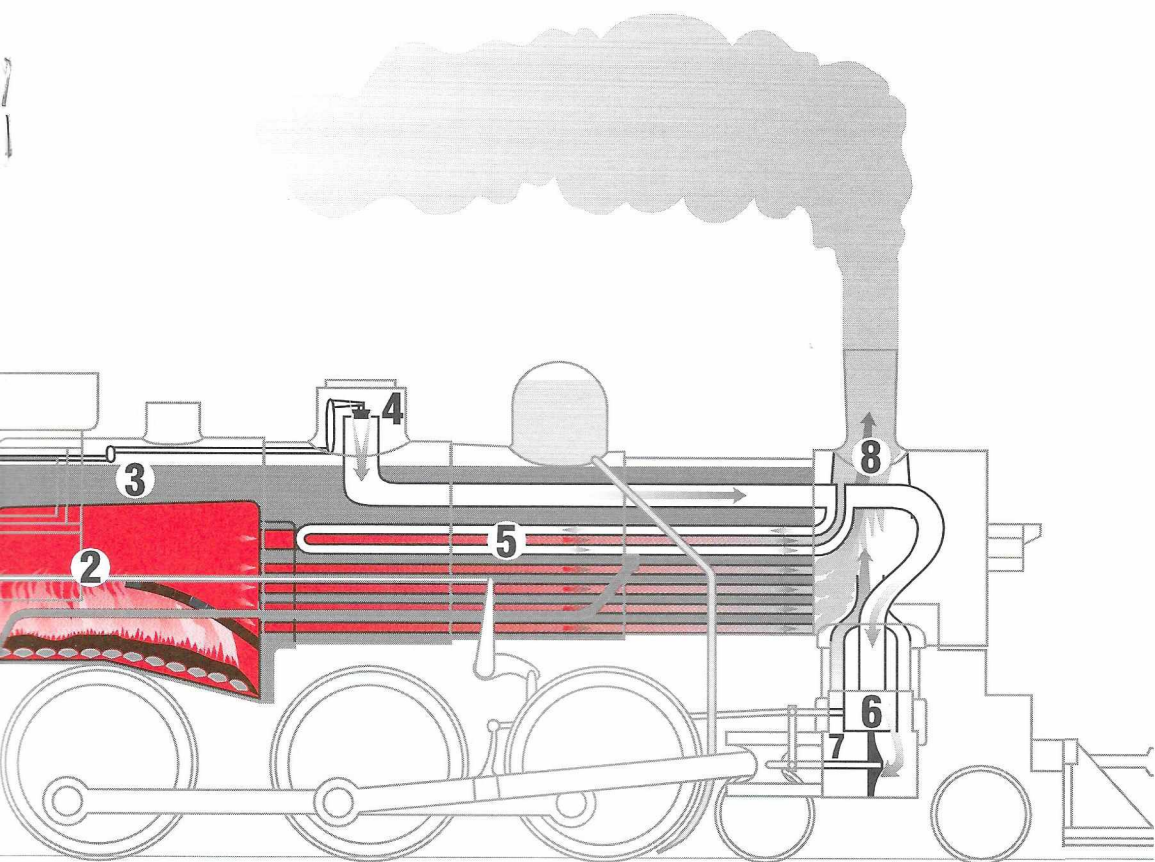
1 Coal is the fuel used for heating the water. Coal is carried in the tender of the locomotive and shoveled by the fireman into the firebox. Water is carried in the tender in a tank surrounding the coal. The water passes to the locomotive boiler through the injector.

2 By spreading the coal evenly throughout the firebox, the fireman creates a level fire above the grates. Air flows up

through the grates allowing the coal to burn. Water surrounds the firebox. The hot gasses released from the coal flow up around the archbrick and forward through a series of flues and tubes.

3 Water surrounds the outside of the firebox and is heated to extreme temperatures. As water turns to steam it rises to top of the boiler. The entire firebox and tubes are the steam generator.

4 The steam gathers at the steam dome. The engineer regulates the amount of steam being used with the throttle. A throttle lever in the cab opens and closes the throttle valve in the steam dome. The steam is released into the superheater units and then on to the piston valves.



5 The boiler contains small tubes and larger flues surrounded by water. Both the tubes and flues carry hot gas from the firebox to the smokebox. The steam on its way from the steam dome to the pistons is routed through the superheater tubes. The superheater tubes run back into the boiler within the larger flues and the additional exposure to the hot gas heats the steam even further. The hotter or "superheated" steam has greater expansion and is more powerful.

6 Superheated steam leaves the boiler and travels to the piston valves where it is admitted into the pistons. The engineer controls the direction of piston travel from the cab. Steam is admitted from either side of the piston.

7 As the steam is admitted from the piston valve to the cylinders, it expands pushing the piston the other direction. At the end of the piston stroke, an exhaust port opens and the steam is allowed to escape. Then the process is reversed and repeated. Pistons push the rods connected to the drive wheels, allowing the locomotive to move.

8 The steam is exhausted through a nozzle and up through the smokebox into the stack. The steam exhaust creates a draft or vacuum that pulls the hot gas from the firebox through the tubes and flues. Both exhausted steam and coal smoke travel up through the stack.



#2 pulls a log train at Ponchatoula, La. Witbeck Photo, Louis Saillard Collection.

What to do with #2?

Louisiana Cypress #2, a 35-ton locomotive purchased by Mid-Continent in 1960, arrived at North Freedom in 1964. It's significant, built in 1906 by Lima Locomotive and Machine Co.; it's the oldest Lima rod locomotive in existence.

Lima built its first rod engine in 1879, but geared locomotives accounted for the majority of the firm's production until the mid-1920s. Lima geared locomotives were constructed using designs patented by Ephraim Shay, a Michigan lumberman, starting in 1880. Mid-Continent has an example of the Shay: Goodman Lumber Co. #9, built in 1909 and moved to the museum nine years ago (*Gazette*, July 1988) has a boiler of similar size.

The year 1905 ushered in a new era of rod locomotive construction (only 52 small rod locomotives were built before 1905) for the Ohio company, which later as Lima Locomotive Works became well known for designing "super-powered locomotives." Lima built its last steam locomotive in 1949.

In Mississippi, #2 went to work for Ellisville Lumber Co. as #1027, its Lima construction number. It was one of five

locomotives on the company's line, known as the Melrose and Leaf River Railroad. The Ellisville mill burned Oct. 24, 1908, and the company went into receivership March 27, 1909. The Kola Lumber Co. extended its line to the Leaf River area, so logs from Ellisville could be transported to the Kola mill. By 1914, #1027 was owned by Kola.

About 1920, it was sold and moved to Ponchatoula, La., initially for Williams Lumber Co.; then in May 1921 for Joseph Rathborne Lumber Co., still as #1027. Rathborne closed in 1929, and was sold to the Joyce interests of Chicago on Jan. 1, 1931. They opened the mill as Louisiana Cypress Lumber Co. July 15, 1936. Renumbered #2, the locomotive spent most of its life as back-up for the company's road locomotive, #1, a 2-6-2 (Porter, 1921). (The Joyce family also operated rail lines at Rainey River, Minn., and Manistique, Mich.)

For about a year before the mill closed in January 1956, the company purchased mahogany logs from Honduras to cut at the Ponchatoula mill. The logs came to New Orleans by steamship and arrived at

Ponchatoula in Illinois Central gondolas. This required a switcher at the mill while #1 was out on the road and #2 saw regular service as the mill switcher. Mid-Continent paid scrap value, then \$25 a ton, and moved #2, initially to Milwaukee.

No. 2 ran at Mid-Continent in the 1960s. Members served as "extras" when a Swedish filmmaker spent a week in September 1969 at North Freedom, using #2 to film scenes for *The Emigrants*.

But now the locomotive is disassembled. Drive wheels and some parts, in Milwaukee for two decades for machining that never happened, came back to North Freedom in 1995; so far there's no change in its condition. Drawings of the locomotive as built by Lima are at the California State Railroad Museum in Sacramento, so putting #2 back together is not an impossible task. It lacks modern appliances, using steam rather than air

for brakes, and the boiler is in poor shape, so operation again is unlikely.

The locomotive presents a dilemma for the accession/deaccession committee, which is considering at least five alternatives. "We are trying to decide whether to recommend deaccessioning to the board of directors, and look for another home where the locomotive can be reassembled and preserved; or do nothing, in the hope that resources and volunteers become available to reassemble it here," said Ray Buhrmaster, chairman of the committee. "We'd prefer that it remain here as a static display."

The mechanical department is preparing an estimate. After that is finished, volunteers will be needed, if #2 is to stay at Mid-Continent. *JG*

Gilbert Hoffman in Mississippi and Louis Saillard in Louisiana assisted with information.

Call for Nominations for Board of Directors

*By Thomas J. O'Brien, Jr., Chairman
Nominating Committee*

Nominations are hereby solicited for persons interested in seeking a seat on the Mid-Continent Board of Directors. Three seats will be up for election in October of 1997. John Sorrel may run again and seek an additional term. Directors Jeff Bloohm and John Gruber have reached their three consecutive terms limit as stated in the bylaws and their respective seats will be up for election.

Persons considering nomination for a board seat should give some thought to the time that is required to attend meetings and other society functions. Board meetings are held monthly and require at least three hours on the second Sunday of each month. Most directors also serve on committees, and an additional time commitment is required for those activities. It is highly recommended that potential board candidates begin attending meetings of the board in order to become familiar with issues and procedures.

The Mid-Continent Board of Directors sets general policy and guidelines, establishes budgets and financial plans, creates long and short term plans for development, and is also responsible

for capital development. As part of an ongoing effort to professionalize the function of the Mid-Continent Board of Directors, the management of the day to day activities of the organization has been entrusted to the capable hands of General Manager Don Meyer and the various department heads. The Board of Directors is moving away from the micro-management of the organization and is attempting to focus on more traditional board activities and goals.

Various papers need to be procured from the corporate office for those wishing to be considered for nomination. A nomination form, signed by two voting members, must be obtained, completed and returned to the Nominating Committee no later than August 26. In addition, a commitment pledge form and an application for appointment to the nonprofit board form must be obtained, completed, and returned to the Nominating Committee by the deadline as well. Completed forms should be mailed to: Tom O'Brien Jr., Chairman-Nominating Committee, 550 Juniper St., North Liberty, Ia. 52317-9397. John Gruber and Rick Peters comprise the balance of the Nominating Committee, you may direct questions or inquiries to them as well.

Busy Times

Members have been busy. On this page, Fred Biederman and others dump ballast in the coach shed (right) at Spring Fling while the opening day, Sunday train crew poses for a portrait. At Snow Train, on the facing page, Stan Searing and Fred Vergenz work on the train crew (top). Ed Doench and Doug Crary are in #1385's cab (below). The Reiss family (center) visited the museum with artist Gil Reid.



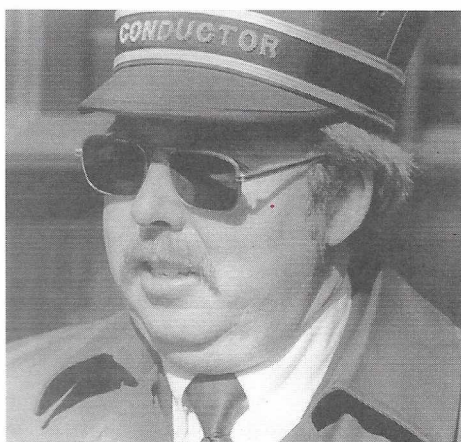


Photo by Stan Searing



Photo by Bill Raia

Curator Lists '97 Projects

During 1996, many of you helped to complete several significant projects in the Curator Department. The accomplishments included installing new ties and a concrete walkway in the display area of the Coach Shed. Additional work took place in the Car Shop where the D&IR caboose was repainted and progress was made on the Copper Range #60 coach restoration. Facility improvements were made in the Car Shop, as more electrical wiring was installed. The archive room in the office building was upgraded by having a HVAC system installed to control the temperature and humidity.

The two primary projects for 1997 are the Copper Range #60 restoration and the Coach Shed Improvements. A recent addition to the plan includes moving and salvaging parts from an 1893 narrow vestibule coach (Soo Line #921, item #7 below). The list of Curator planned projects includes:

1. Copper Range #60 coach: interior restoration work (strip off old varnish, fill, sand, stain wood work); replace deteriorated trim pieces, sand, prime, paint and letter the car (exterior).

2. Coach Shed Improvements: install new ties on east track, pour additional concrete walkways, completed Spring Fling weekend.

3. Soo Line Stock car: complete the painting and lettering on the car.

4. Soo Line crossing tower: construct and install the stairway.

5. MCRM Equipment History Data Sheets: research, write, and publish two to four data sheets

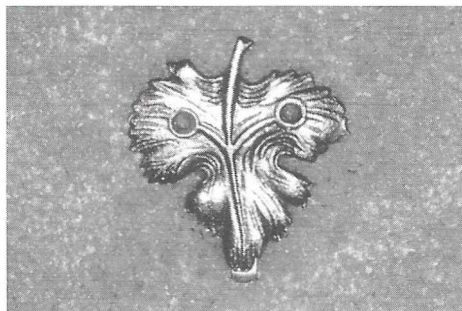
6. Library/Archives: implement the large artifact collection policy; ongoing sorting and filing of archives.

7. Soo Line #921 coach (car body): move car body off of private owner's property, remove wood trim and parts necessary for MC's restoration of coach #920.

8. D&IR refrigerator car: prepare car for movement from Duluth, Minn., to North Freedom.

9. Soo Line ore car: prepare ore car for loading and shipping to North Freedom.

"As you can see, the Curator Department projects provide plenty of opportunity for everyone to contribute to the development and growth of the museum. Planned work sessions take place on the second weekend of each month. Volunteers are encouraged to participate during additional weekends throughout the year, as well," said Donald W. Ginter, Curator.



Curator Department Works at a New Clip

While restoring the Great Northern coach, #3261, it was observed that the each window post had a ticket clip in the shape of a leaf. The ticket clips had been removed from the car before the car arrived at MCRM. Through a team effort, the Curator Department has reproduced the original Dayton Manufacturing Co. ticket clips.

Jeff Haertlein furnished an original ticket clip, Hank Balinski was contracted to make the mold and have the investment castings made, Skip Lichter machined the back of the cast clips, Bill Buhrmaster made the springs and installed them on the clips. The Great Northern Historical Society and Glenn Guerra made generous donations to make this project possible.

The reproduced ticket clips can be viewed in the car, while the car is on display in the coach shed. The ticket clips will see their first use during the 1997 Autumn Color weekends.

Officers

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Director: Jeff Bloohm, P.O. Box 86, Brownsville, Wis. 53006, 414/583-3912

Director, Curator: Don Ginter, 6529 W. Finley Rd., Beloit, Wis. 53511, 608/362-3257

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

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

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

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

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

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

Taking License



With this issue, the *Gazette* begins a series on railroad-related license plates and stickers seen at Mid-Continent. Steve Siebel suggested this combination.

FOUNDATION

If you are an investor who has benefited from the recent increase in stock market values, please consider a donation of stock. In your financial planning for 1997, it is important to realize that the donation of stock to the Mid-Continent Museum Foundation generally means that you avoid paying any capital gains tax on stock appreciation. Such a donation maximizes your assistance to Mid-Continent and historic railroading.

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.

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

Volunteers Needed

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

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

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

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

Operations. Crew caller, Dick Gruber, 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, Lynn Katzenberg, volunteer coordinator, 414/545-2954



SCHEDULED

Schedules on the Internet

<http://www.mcrwy.com>

June

- 1 Civil War camp ends.
- 14 Superintendents' meeting, 4 p.m.
- 15 Board meeting, 9 a.m.
- 21 Hobo gathering, also June 22.

July

- 4 Liberty Limited.
- 12 New members' orientation/work day.
- 12 Superintendents' meeting, 4 p.m.
- 13 Board meeting, 9 a.m.
- 27 NMRA train.
- 28 NMRA tours, daily through Aug. 2.

August

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

- 15 Badger Steam & Gas Engine Club, Show, Baraboo, through Aug. 17
- 24 C&NW retirees' lunch, 11 a.m., Madison.
- 26 Nominations due for board.
- 31 #1385 90th birthday party, members picnic, after last train. Mid-Continent alumni reunion.

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

Cover. In the drawing of the backhead of steam locomotive #1385, the portion of the firebox needing repairs is shaded. See "Help Steam Live," page 3.



**Mid-Continent
Railway**

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

Address Correction Requested

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