

The PALIMPSEST



Official Midwest Old Threshers Fife and Drum Corps.

Midwest Old Threshers Reunion

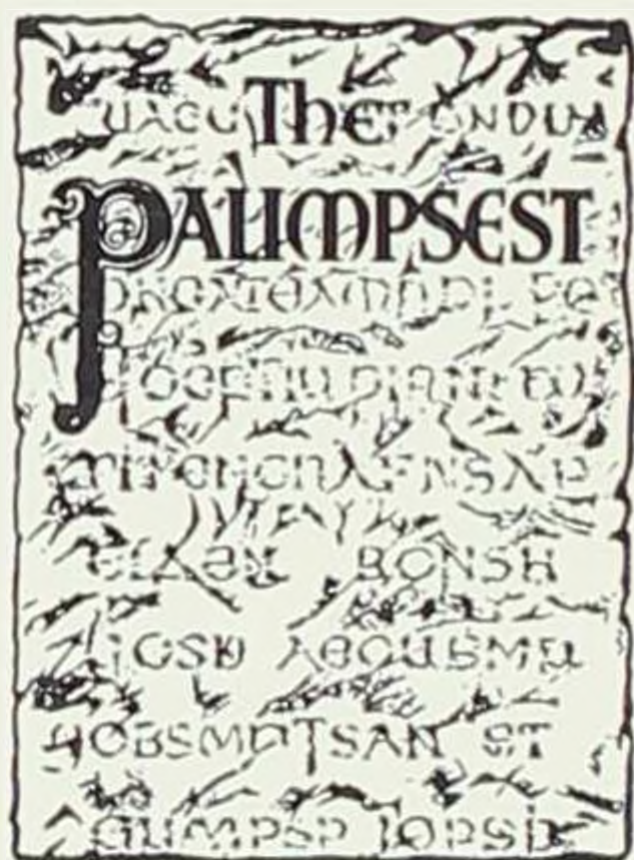
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The Meaning of Palimpsest

In early times a palimpsest was a parchment or other material from which one or more writings had been erased to give room for later records. But the erasures were not always complete; and so it became the fascinating task of scholars not only to translate the later records but also to reconstruct the original writings by deciphering the dim fragments of letters partly erased and partly covered by subsequent texts.

The history of Iowa may be likened to a palimpsest which holds the record of successive generations. To decipher these records of the past, reconstruct them, and tell the stories which they contain is the task of those who write history.

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MIDWEST OLD THRESHERS REUNION

WILLIAM J. PETERSEN

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Illustrations

All pictures have been furnished by the Midwest Old Settlers and Threshers Association, Inc.

Author

Dr. William J. Petersen is Superintendent of the State Historical Society of Iowa. The author extends special thanks to Lyle Burroughs for the use of his scrapbook, and to Helen Virden, Milo Mathews, and William Sater for reading proof on the manuscript.

THE PALIMPSEST is published monthly by the State Historical Society of Iowa in Iowa City, William J. Petersen, Editor. It is printed in Iowa City and distributed free to Society members, depositories, and exchanges. This is the August, 1966, issue and is Number 8 of Volume 47. Second class postage paid at Iowa City, Iowa.

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ADDRESS — The State Historical Society, Iowa City, Iowa 52240

THE PALIMPSEST

EDITED BY WILLIAM J. PETERSEN

Vol. XLVII

Issued in August 1966

No. 8

AN INVITATION TO JOIN THE STATE HISTORICAL SOCIETY OF IOWA

Membership open to anyone 18 years old or a high school graduate

The State Historical Society of Iowa was established by law at Iowa City in 1857. It published its first quarterly magazine — *The Annals of Iowa*, in 1863, one of the first such publications in the United States. Over the past century it has published almost 100 books, 90 volumes of its historical quarterly, and 45 volumes of its unique popular monthly — *The Palimpsest*. This outstanding publication program won the following tribute from Dr. Paul M. Angle, Director of the Chicago Historical Society: *States older than Iowa may have larger historical literatures, but no state has had its past so thoroughly explored and so widely disseminated by its own historical society.*

The Society's library contains 90,000 books, 30,000 pamphlets, 12,000 bound volumes of newspapers, 4,500 rolls of microfilm, and a rich store of maps, pictures, diaries, and manuscripts.

By the opening of the 20th century most Iowans felt the limits of farm machinery inventions and methods had just about been reached. Within another half century, however, the methods prevailing in the pre-World War I period were being steadily displaced, leaving old machinery in sheds or even exposed outside to the weather and gradually rusting away.

The old machinery, and particularly that associated with steam engines and threshing, was



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SUPERINTENDENT
STATE HISTORICAL SOCIETY OF IOWA
IOWA CITY, IOWA 52240

PERSONAL MEMBERSHIP

I would like to become a member of the State Historical Society of Iowa. Membership is \$3 a year. My Bonus Packet will contain:

The following special issues of *The Palimpsest*:

Hoover in Iowa
Spirit Lake Massacre
The Amana Colonies
The Tama Powwow

With my MEMBERSHIP for one year, I will get 12 numbers of *The Palimpsest*; 6 numbers of *News for Members*, and any other books and publications issued by the Society.

Name

Street

City State Zip

Illustrations

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An Idea is Born

When the first pioneers entered the Black Hawk Purchase on June 1, 1833, they brought with them methods of agriculture no different from those practiced in Colonial days, and little different from that of Biblical times. The method of plowing and planting showed little advancement, while the scythe and flail were in every day use. There were farmers who still believed the iron blade of a wooden plow would poison the soil.

A generation later, during the 1850's, the mechanization of agriculture was well under way. By the opening of the 20th Century most Iowans felt the limits of farm machinery inventions and methods had just about been reached. Within another half century, however, the methods prevailing in the pre-World War I period were being steadily displaced, leaving old machinery in sheds or even exposed outside to the weather and gradually rusting away.

The old machinery, and particularly that associated with steam engines and threshing, was

not readily given up by some farmers. It was not long before it became a hobby to maintain one's old farm equipment and relieve perfectly willing neighbors of the machines they had forsaken for more modern agricultural equipment, even if in doing so it cluttered up one's farm and buildings. As time went on some farmers had acquired a sizable collection of antique farm implements.

In Henry County there was a particularly active group of Iowa farmers who had become steam engine fans. Among these were Ray H. Ernst of Wayland, Milo Mathews of Mount Union, Bob Willits of Mount Pleasant and Roy Vorhies of Lockridge. Learning that men with similar interests had begun to hold annual threshers meetings which were well-attended, Ray Ernst suggested in 1949 that a group get together and visit the Zehr Threshers Reunion at Pontiac, Illinois. The group that went included Clark Everts, W. E. (Ted) Detrick, Herman E. Elgar, and Ray H. Ernst. Enthused with what they saw, and convinced they could do even better with a joint display of their own farm antiques, the four decided to explore the possibilities for holding a threshers meeting in Mount Pleasant.

The first meeting after their return from Pontiac was held at the home of Herman E. Elgar on December 15, 1949. Plans for a reunion were discussed during an afternoon that was all too short, and the group adjourned to gather once

more at the Elgar home on January 16, 1950. At this meeting it was decided to consolidate the Old Settlers and Threshers into one association. After "much discussion" and "considerable misgivings" it was decided to incorporate and hold their reunion early in September of 1950. Ray H. Ernst was elected president; Robert Willits, vice president; Clark Everts, treasurer; and Herman E. Elgar, secretary. W. E. (Ted) Detrick, Frank Johnson, Roy Vorhies, Milo Mathews, and the above named officers made up the first board of directors.

The selection of Ray H. Ernst for president and director was a wise step. Born on a farm in Henry County in 1890, Ernst had operated threshing rings for his neighbors in Henry County and in the Dakotas for almost fifty years. His hobby was collecting old engines, separators, and whistles; and his 60-year-old Westinghouse Separator and McCormick Self Rake, which was built in 1865, were among the oldest exhibits at the first Midwest Old Settlers and Threshers meeting in Mount Pleasant.

Other directors were equally experienced with threshing. In addition, several had already collected unique and valuable steam engines and other farm machinery which were destined to become prime exhibits at future reunions. This combination of rich experience and unbounded enthusiasm, coupled with the ability to transmit their

enthusiasm to Mount Pleasant citizens and their neighbors throughout Henry County, were important factors in the founding of the Midwest Old Settlers and Threshers Association. Equally important, perhaps, was the fact that most of the directors and several of their neighbors already had a nucleus of old steam engines and farm machinery that gave promise for a fine initial start in their great adventure.

With the date fixed and their officers selected, the die was cast. According to Secretary Elgar: "Our biggest worry was how could such a venture be financed? And would the city and the surrounding country appreciate and support such a venture?"

Any doubts as to the interest of Mount Pleasant and Henry County in an Old Settlers and Threshers Reunion were quickly dispelled. Businessmen rallied to the support of the venture, and Mayor George O. Van Allen and the city council granted the free use of city-owned McMillan Park.

The two-day reunion in 1950, which was held on September 20 and 21, began with 15 steam engines and eight separators on hand. The Old Settlers exhibits, moreover, were declared to be the "finest and largest ever assembled." In spite of a rainy morning, several thousand persons were on hand that crucial first day. They left the Park enthused over what they saw. As a result, thou-

sands attended the following day despite the rainy weather. They spent hours in looking over the Old Settlers exhibits and visiting in the shelter house. Visitors from fourteen Midwestern states registered. After a grateful thanks to the citizens of Henry County, as well as those who had come from adjoining states, the directors concluded:

The Association is proud of the fact that the reunion demonstrated beyond any question that the spirit of our colonial fathers still lives in the hearts and minds of our present day generation, and they still enjoy a clean, wholesome gathering of an educational and historic nature such as ours; the Association hopes to always keep the gatherings like this, where we can meet and harvest the golden memories of yester-year and pause in our daily tasks for a day or two each year to visit and relax, but always with a thought in so doing to improve the future harvests of good fellowship and good citizenship.

In the years ahead the Midwest Old Settlers and Threshers Association was destined to face many seemingly attractive lures that could have led them far from these noble objectives. The banning of sideshows, confidence games, and dubious carnival attractions from the Old Threshers Reunion has played an important part in developing one of Iowa's most spectacular success stories.

WILLIAM J. PETERSEN

The Years to 1960

The Old Settlers and Threshers Association held its second meeting at Mount Pleasant on September 25, 26, 27, 1951. The additional day clearly indicated that the directors had determined their annual meetings should not be limited in time.

A varied bill of fare greeted visitors in 1951. Music was rendered by the Fife and Drum Corps, and the Old Fiddlers Contest evoked spirited competition. Pictures of the 1950 Reunion won a goodly attendance, and square dancing offered fun and relaxation for those participating.

On Wednesday Dean Martin A. Tollefson of the Drake University Law School addressed the audience on "The Pioneers and Us." The following day Attorney General Robert Larson was the featured speaker. The presence of Mr. and Mrs. F. J. Wood won widespread acclaim. Mr. Wood, owner of Wood Bros. Thresher Company of Des Moines, was named the "Old Thresher" of 1951.

Meanwhile, the basic reason for the gathering was not overlooked as the crowd witnessed a saw-mill in operation and saw all the engines that had been assembled operate under their own steam. The evolution of threshing was demonstrated on Wednesday by means of the flail, ground hog,

You Are Invited To Attend

Second Annual Reunion

**Midwest Old Settlers and Threshers
Reunion {Inc.}**

**Mt. Pleasant,
I o w a**



**Sept. 25, 26,
and 27, 1951**

AT LEAST 20 STEAM ENGINES IN OPERATION

MINATURE MODELS, ENGINES AND SEPERATORS IN ACTUAL OPERATION.

SAW MILL IN OPERATION. THRESHING WITH FLAIL; GROUND
HOGS; CHAFF PILER; HAND FED AND SELF FEEDER. POWERED
BY HORSE POWER TREAD POWER; STEAM ENGINES. GRADEL,
SELF RAKE AND BINDERS.

Large Display Old Settlers Implements

INDIAN RELICS

ANCIENT FIRE ARMS

DISHES

SPINNING WHEELS

CARDING MACHINES



Mt. Pleasant is 26 miles West of
Burlington, Iowa, on U. S. Highway
34, and about 50 miles North of Keo-
kuk, Iowa, on U. S. Highway 218.
Both highways pass within 2 blocks
of McMILLAN PARK where the re-
union is held—Plenty of shade, pure
water and conveniences.

Pictures at Nite - Square Dancing

MUSIC AND OTHER ENTERTAINMENT

3 MODERN HOTELS — 2 MODERN MOTELS — TOURIST CABINS
AND PRIVATE HOMES

LUNCH SERVED ON GROUNDS

HOTEL RESERVATIONS MADE ON REQUEST

Write for Further Particulars

FAY H. ERNST, President

HERMAN E. ELGAR, Secretary

chaff piler, hand-fed separator, and self-feeder. On Thursday attention was riveted on a new feature—the testing of the horsepower of the various steam engines on the ground with the Prony Brake—the first time this unique invention was shown anywhere in the Midwest.

Mr. and Mrs. Milo Mathews and Mr. and Mrs. Frank Johnson, who had charge of the Old Settlers exhibits reported:

Both ends of the shelter house at McMillan Park in Mount Pleasant, Iowa, were literally filled with Old Settlers' articles—implements, dishes, cut glassware, linen, bedsteads, tools, firearms, Indian relics, and furniture of the olden days. We dare say that there never was such a collection of fine old articles shown, consisting of antiques and heirlooms, as was on display the three days of the reunion here this year.

It is almost unbelievable the number of fine old heirlooms and family keepsakes there are in the homes of Southeast Iowa that have been handed down from generation to generation and it is certainly gratifying to note the willingness of our loyal friends to bring out these old treasures and allowing us to use them for the reunion and share their beauty and history with our visitors who came from 18 different states and two provinces of Canada.

The Second Annual Reunion was such a success that the directors set four days aside for their next Reunion to be held in mid-September of 1952. After noting that seven states were represented at McMillan Park on the first day, *The Mt. Pleasant News* enthusiastically declared on

September 17, 1952, that the town's "biggest fall show" was proving it was justly called a "MID-WEST" attraction. The following day the *News* reported cars from at least 14 states had been registered—Iowa, Illinois, Wisconsin, Minnesota, Kansas, Oklahoma, Missouri, Ohio, Nebraska, Pennsylvania, South Dakota, Utah, Texas, and Washington. While most visitors from a distance were attending the Midwest Old Settlers and Threshers Reunion for the first time, a goodly number were registering for the third year in a row.

A number of factors combined to provoke such interest. The primary magnet was the large collection of old farm machinery assembled, each in complete working order. Coupled with this, one might include the warm friendship that had sprung up between the exhibitors at their first and second Reunions.

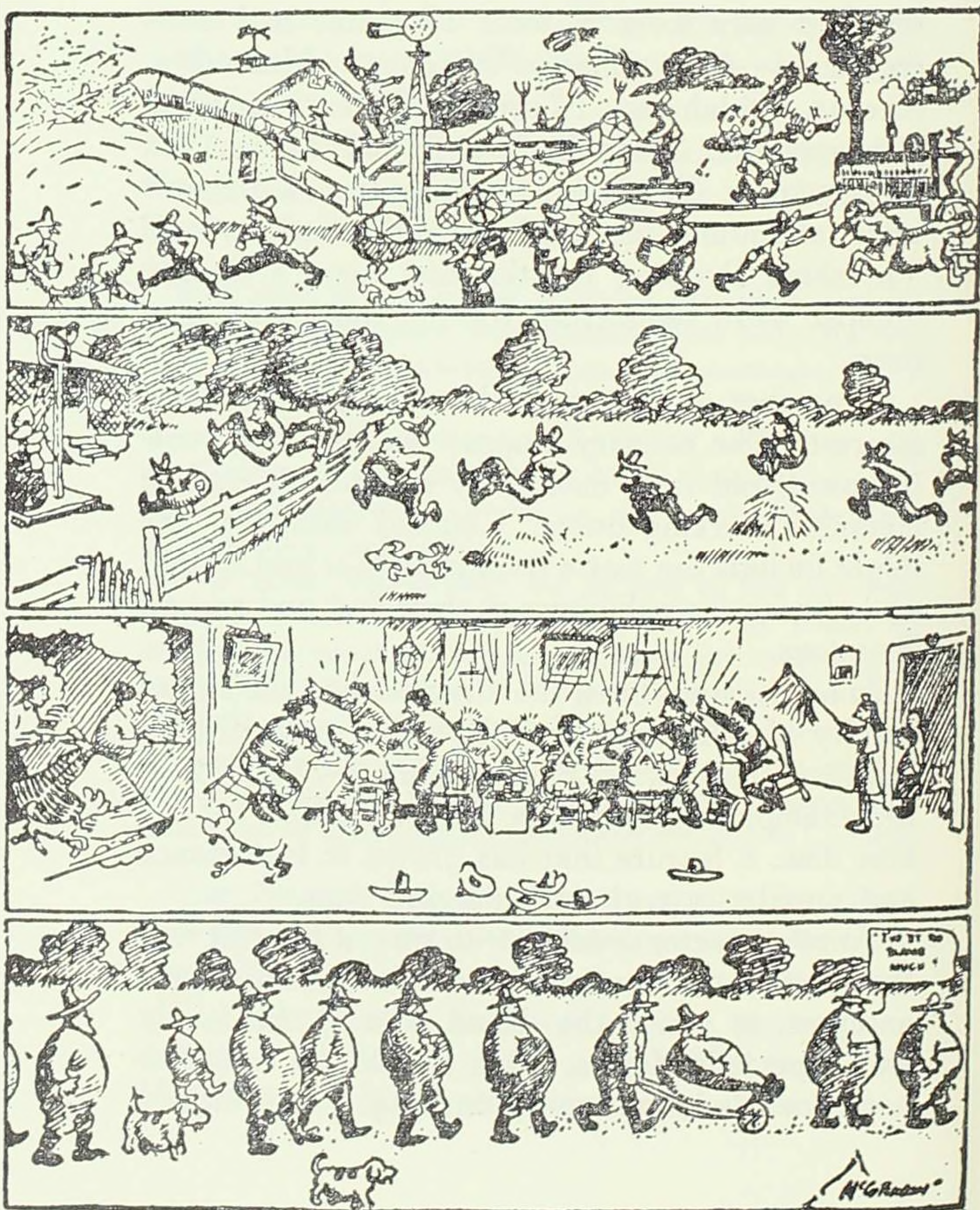
In addition to these, the directors had the happy faculty of providing annually some attractive innovation that always pleased the crowd. In 1952, for example, antique cars were exhibited for the first time, a feature that has grown in importance and popularity with each passing year.

Another factor gaining widespread interest was the quality and variety of exhibits, particularly antiques, to which the distaff side of the family was especially drawn. One should not overlook horsehoe pitching, square dancing, Old Fiddlers

Old Settlers & Threshers Association, Inc.

"THRASHIN' TIME."

[BY MCCUTCHEON, IN CHICAGO DAILY TRIBUNE.]

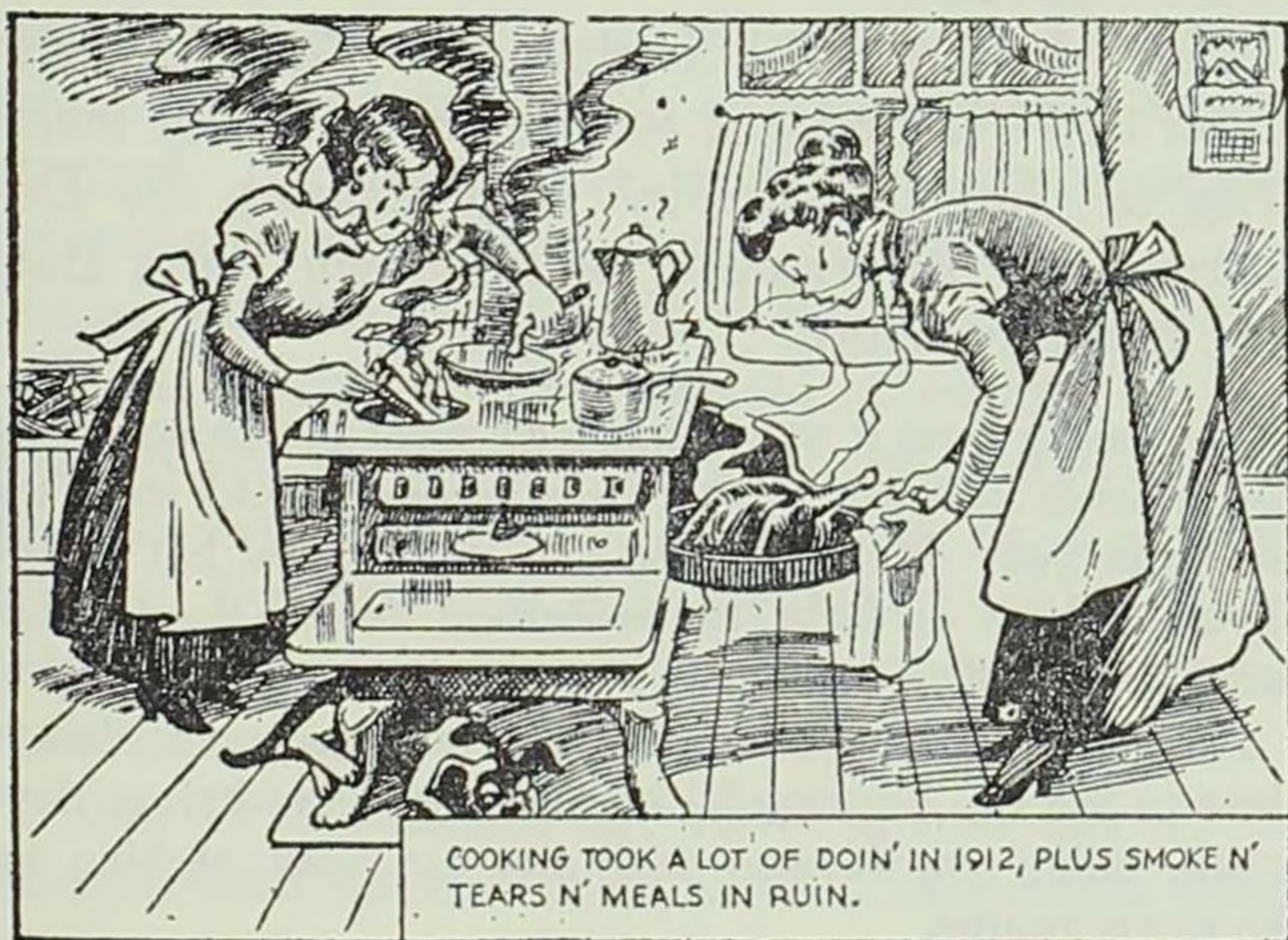


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Contests, and the Fife and Drum Corps music, each of which had its own devotees. Pearl Cochran reported one other feature in *The Mt. Pleasant News* that attracted people to McMillan Park and held them on the ground.

Amid the whistles, no two alike, the coal smoke, the coughing and sputtering of . . . old threshing engines . . . four church groups in true "old style" thresher's fashion began satisfying the hunger needs of those attending the third annual Midwest Old Settlers and Threshers show.

Busy Kitchens During Old Threshers Week



Set up in four big tents, the four church groups were bustling with the customary preparations for an old time threshing dinner. Their fare was the kind that mother and grandmother used to provide for the crew which

often called up on short notice to say that the neighbor's job had been completed and that they would be on hand for the noon meal.

On the menu of the Methodist W.S.C.S. first day at the Midwest show one found: creamed chicken, meat loaf, mashed potatoes, gravy, creamed corn, sliced tomatoes, baked beans, applesauce, cole slaw, wieners, beefburgers, potato salad, pie, ice cream.

Three other groups, all of which had served meals since the first Reunion, were the Methodist Circuits; Finley Chapel, a country church located northeast of Mount Pleasant; and the Presbyterian Mariners.

The Midwest Old Settlers and Threshers Reunion in 1952 brought back many pleasant memories to Dan B. Murphy. Representing the Department of Information of the Iowa Farm Bureau, Murphy wrote:

Remember how it was when you went threshing? How you always had to be alert or someone would steal the pin from your doubletree, or nail your straw hat to the haymow door, or bribe the waterboy to salt the jug before he went off to the field?

And how you wondered if the machine man always slept in the rig, because he was always there before daybreak, oiling up, fussing with the concaves, stoking up the steam engine.

Of all the jobs I can remember on the farm, the old threshing ring cooks up the most pleasant batch of memories. Just thinking about the kind of meals Mom and Aunt Lizzie and Mrs. Bashore cooked makes my mouth water, a good 20 years later

You remember that it was work, harvesting with pitchforks and horses. Nobody envied the man who went into the barn and moved back the hay, nor does anyone today particularly seek to go back to pitching bundles and scooping oats. But we did the hard job the easy way, by trading help and having fun while we worked.

That's why so many of us have these good memories, and it's no doubt a big reason for the huge success of the old Settlers and Threshers Reunion It's fun. A lot more fun than the "combine association" will have 50 years from now.

The Third Annual Reunion may have provided pleasant memories and fun for Dan Murphy, but the directors faced a bit less fun in December when the treasurer, in his annual financial report, showed "the association failed to make expenses by quite a margin this year." Fortunately, Good Samaritans stood ready to make up the deficit.

Undeterred by the financial showing of the 1952 Reunion, plans were promptly made for the Fourth Annual Reunion to run four days in September. By this time the event had taken a firm grip on the entire community—both city and county.

The 1953 Annual Reunion turned out to be "bigger and better" than ever. There were more big engines on the ground than ever before, and the same was true of the miniatures, whose ability to run, *The Mt. Pleasant News* declared, "fascinates the spectators almost as much as the larger ones."

The usual history of threshing was shown again to an appreciative audience. The power contest, where a big engine was hitched on to the Prony Brake to demonstrate its power, had become so popular by 1953 that seats were provided for the first time so that at least some of the people could be seated instead of having to stand around the power demonstration arena.

The last day's attendance in 1953 reached an all-time high of 18,000, while the total attendance for the four days was believed to have come close to 60,000. There were fifteen more big engines at the 1953 Reunion than at any previous meeting while a total of 25 miniatures were brought in by thresher hobbyists. In writing *finis* to the 1953 meeting, *The Mt. Pleasant News* declared:

Just how many people visited the grounds during the week is a matter of guesswork, but they came from near and far by the thousands, each day seemingly drawing more and still more . . . The week was from every standpoint a success—weather, attendance, exhibits and particularly the good natured attitude of the thousands here.

These factors, coupled with the resourcefulness of the founding fathers and the whole-hearted support of all Henry County, have played a dominant role in the success of the Midwest Old Settlers and Threshers Reunion during its first four years. In 1954 a Women's Auxiliary was inaugurated and quickly proved its worth. It sponsors the free tent show daily.

During the next seven years of its existence—from 1953 to 1960—the Midwest Old Settlers and Threshers Reunion grew apace, expanding old programs and adding new ones to the delight of visitors. The addition of the game of checkers to the several contests already held was eclipsed by the acquisition of railroad engines, which in turn was followed by the laying of tracks. According to *The Mt. Pleasant News* of September 12, 1960:

The success of the 1960 reunion gave those who bring the steam engines to the show new interest. One owner, who had anticipated that he might withdraw after this year, was so pleased with the success of the event that he remained over another day and was out scouting for another steam engine to bring here

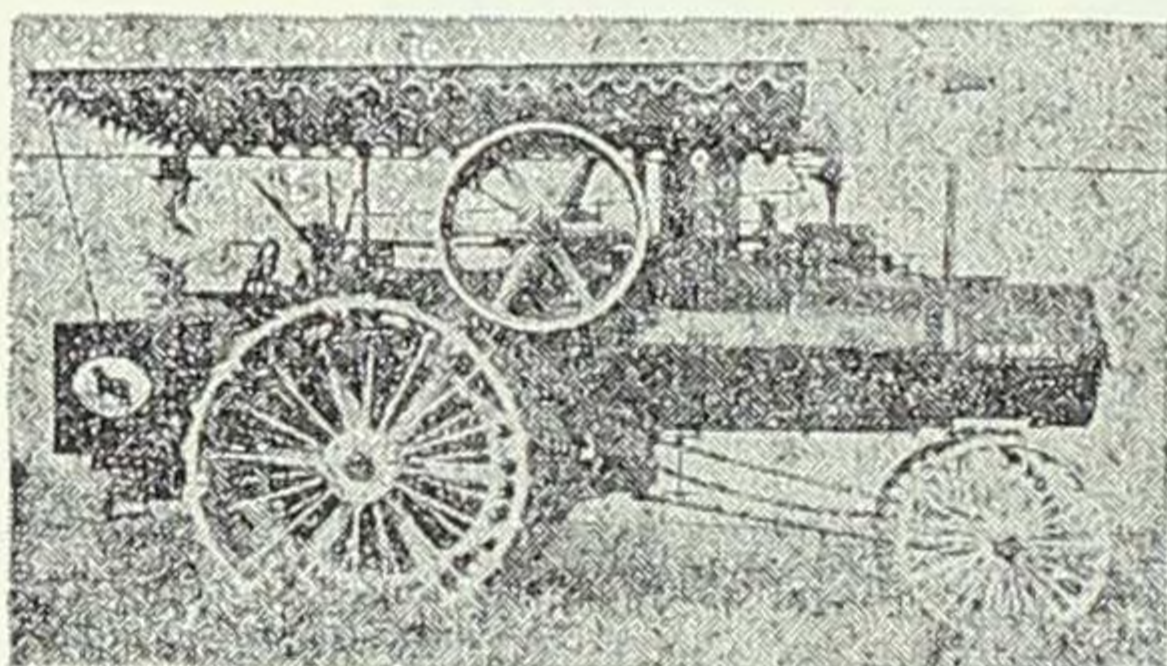
Preliminary figures showed that 18,729 memberships were sold at the gate. Added to this will be the memberships sold at numerous business places. The total will exceed \$20,000, President William Sater estimated

While estimates varied it was generally agreed that Saturday's attendance in 1960 broke all records and was a "whistle-tooting success." Even more gratifying, perhaps, was the universal praise heaped on the Reunion by persons paying their first visit to the colorful show. The variety of the program is attested by the following Saturday night activities. According to the *Mt. Pleasant News*:

Antique cars joined in the Cavalcade Saturday eve-

Sixth Annual Reunion Mid-West Old Settlers & Threshers Ass'n Inc.

McMillan Park, Mt. Pleasant, Iowa-The "Home of Hospitality"



SEPT. 7-8-9-10 1955

NO ADMISSION CHARGE

All Entertainment Free
Miniature Models, All in Operation

At Least 35 Steam Engines Under Steam In Operation

All Tested By Cold Water Test Prior To Entering The Grounds

MINIATURE SAW MILL IN OPERATION; THRESHING WITH FLAIL; GROUND HOG; CHAFF PILER; HAND FED
AND SELF FEEDER; CRADLE, SELF RAKE AND BINDERS

Large Display Of Antique Cars

PRONY BRAKE TO TEST HORSE POWER OF ENGINES - ALSO BAKER FAN

SEE PETER BUCHER BALANCE LARGE STEAM ENGINE ON A TEETER BOARD

All Engines, Old Tractors And Antique Autos Are In Giant Calvacade Each Afternoon, Also Thurs. & Sat. Nights

LARGE DISPLAY OF OLD SETTLERS IMPLEMENTS

Our Display of INDIAN RELICS Fire Arms, Dishes, Glassware and
Spinning Wheels, Carding Machines and Old Settlers Implements
Is The Finest Ever Displayed Any Where at a Meeting of This Type

Special Program For The Ladies

MUSIC - STEAM CALLIOPE - OTHER ENTERTAINMENT

Pictures & Square Dancing -- Wed. & Fri. Nights

Mt. Pleasant is 26 Miles West of
Burlington, Iowa, on U. S. Hiway
34 and about 50 Miles North of
Keokuk, Iowa or 75 Miles South of
Cedar Rapids on U. S. Hiway 218.
Both Hiways pass within 2 blocks
of McMILLAN PARK where the
Reunion is held. Plenty of Shade,
PURE Water and Conveniences!

Horse Shoe Tournament

Preliminaries Wednesday, Thurs-
day, Friday - Finals Saturday!

3 MODERN HOTELS - 3 MODERN MOTELS - TOURIST CABINS - PRIVATE HOMES

Lunch On Grounds By Church Groups - Hotel Reservations By Request

Bring Old Items To Our Steam Fans Trading Post For Trade Or Sale

William O. Sater, President
Lyle Burroughs
A. M. Wettach
Francis Glanzman
Earl Miner
Dave Ross

DIRECTORS

Mrs. Peter Bucher, Secretary
RR1, Fairfield, Iowa
Elmer Ritzman, Chaplain

Milo Mathews
Ray Vorhies
Harold Anderson
Dale McLain
Warren Coonrod
J. J. Hingtgen

ANYONE DESIRING A MEMBERSHIP SEND \$1.00 TO THE SECRETARY



Old No. 6 pulls away from the station for one-mile trip around the grounds.



Firehouse, blacksmith shop, and log cabin form nucleus of evolving Pioneer Village.



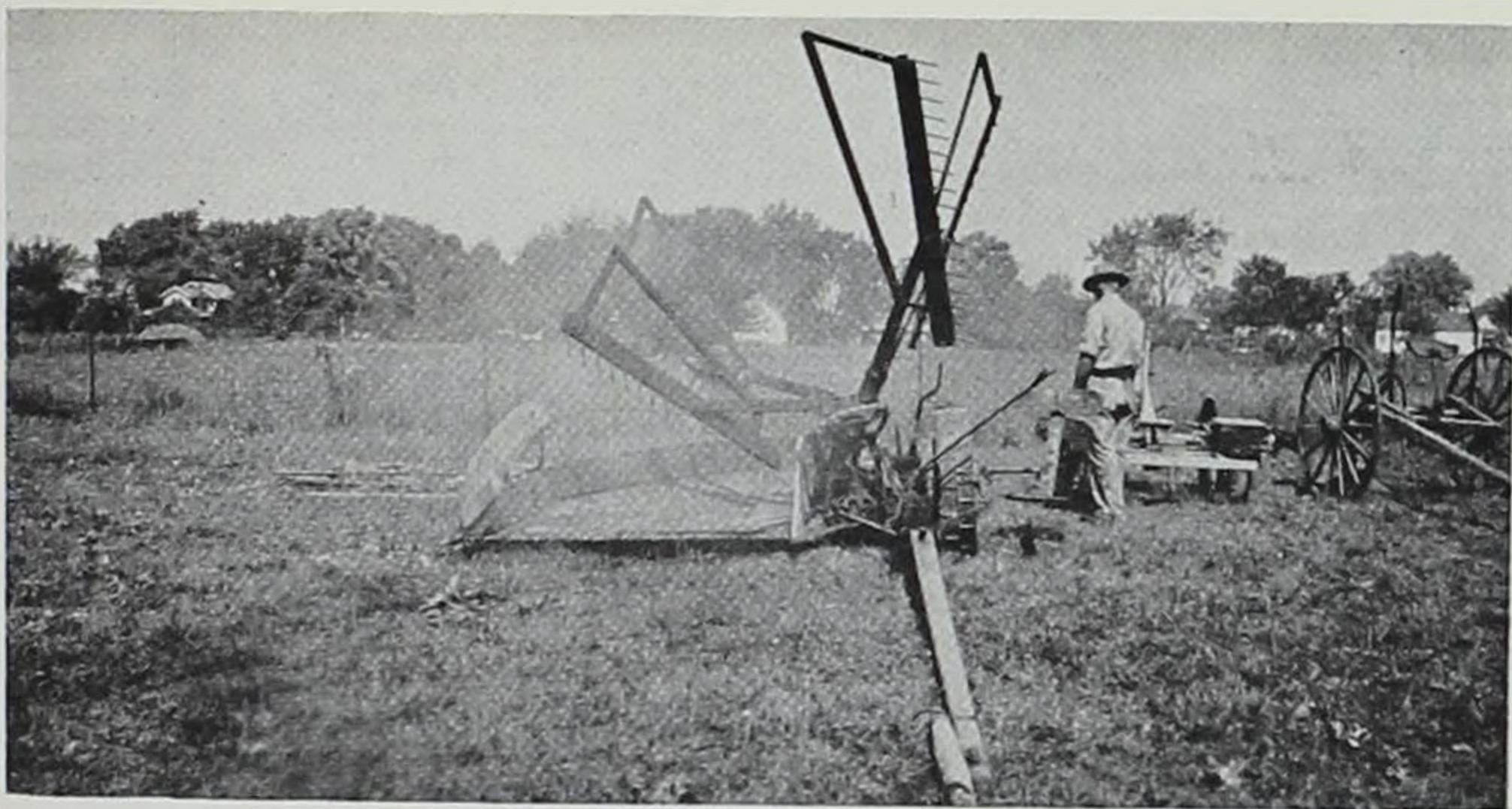
There is always a lot of walking, gawking, talking, visiting, and eating at the Midwest Old Settlers and Threshers Reunion at Mount Pleasant.

Clementine Paddleford (extreme left) author of *How America Eats*, watches as a college president serves a congressman thresher style.

Middle row, left to right:
Aerial view of reunion grounds.
The General Store.

Bottom row, left to right:
The Country School.
The Blacksmith Shop.

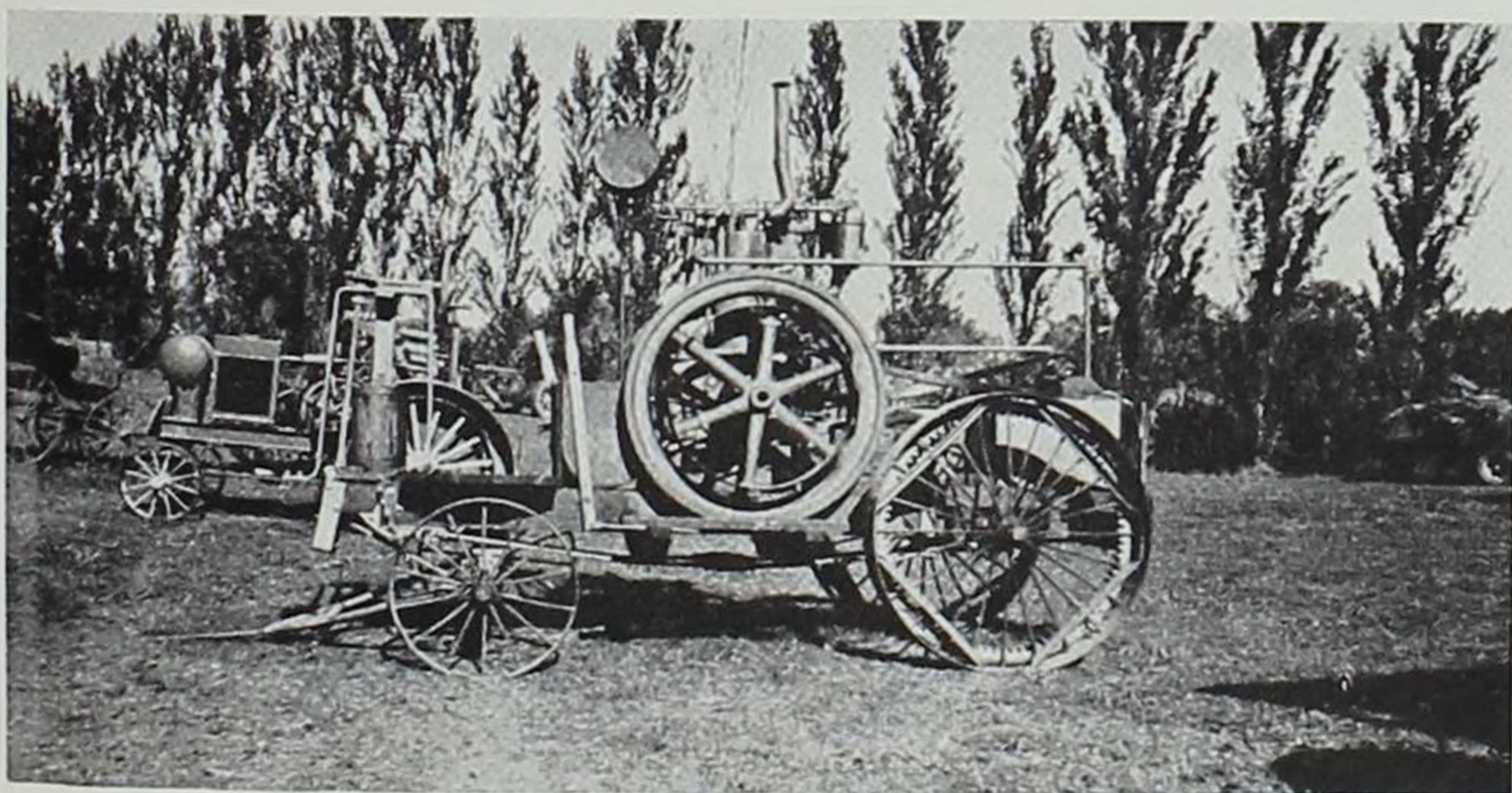




A McCormick Self Rake, built in 1865, still works.



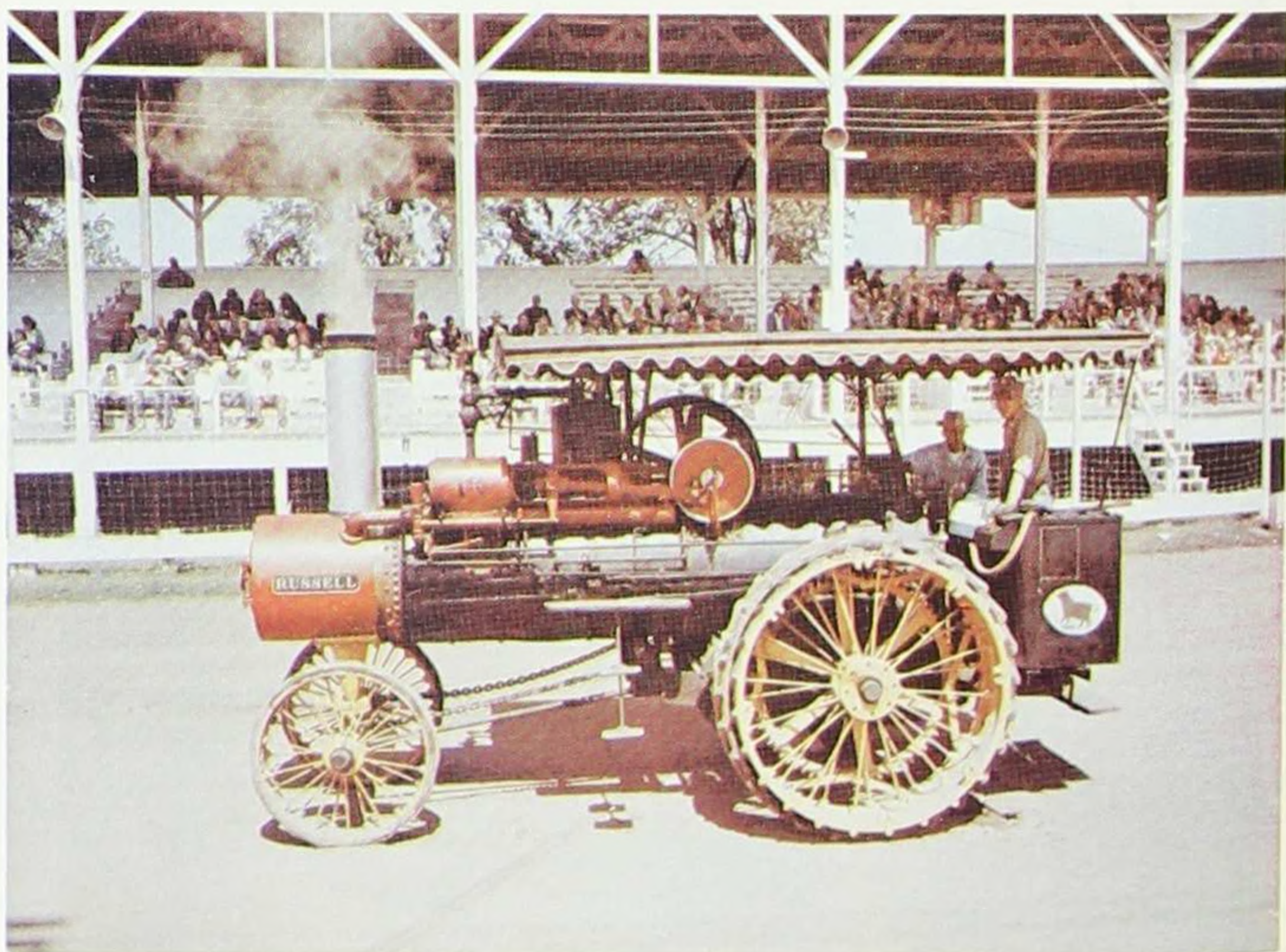
A 70-year-old Westinghouse Separator.



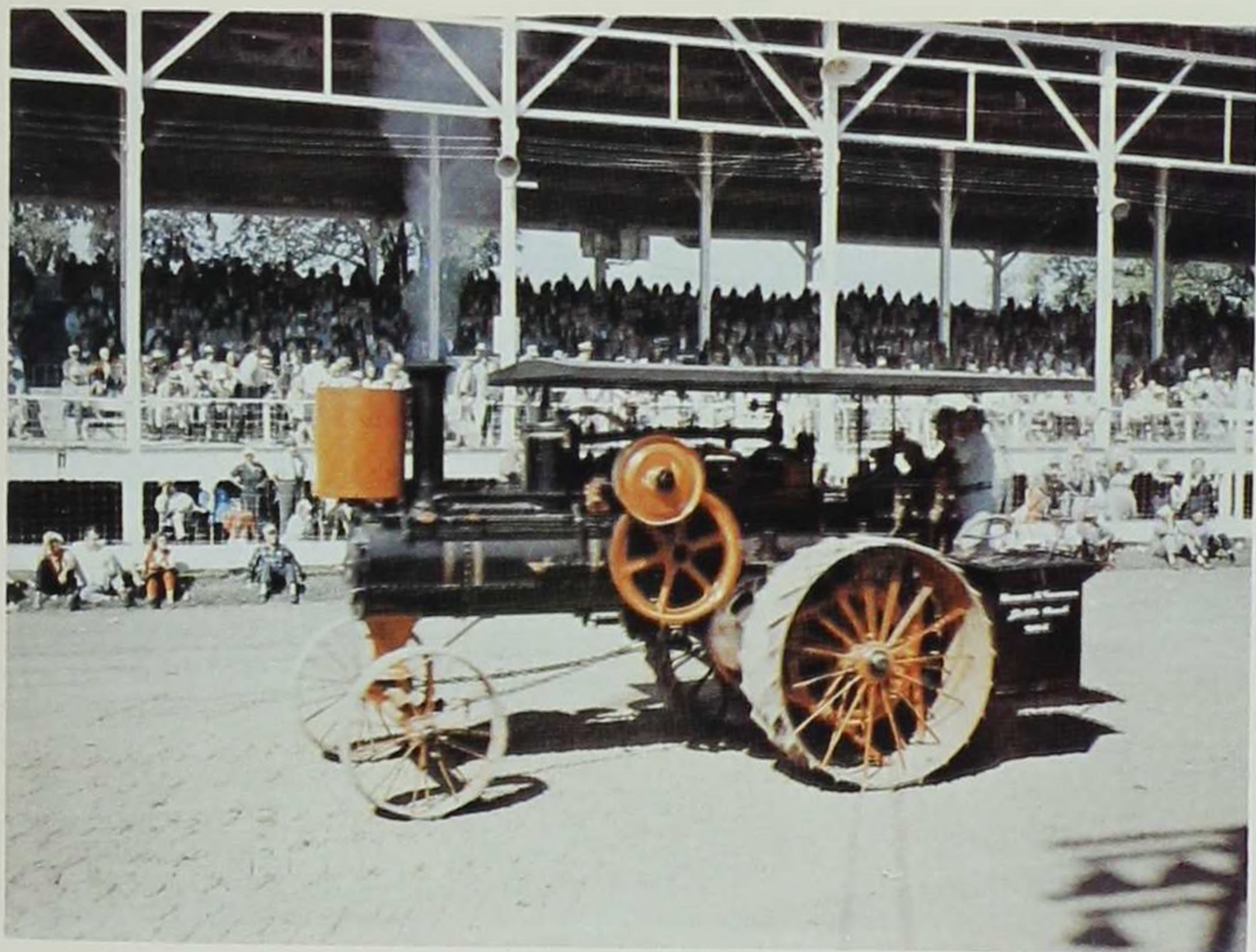
Old Froelich Tractor—First gasoline tractor that propelled itself backward as well as forward. It was built in Iowa!



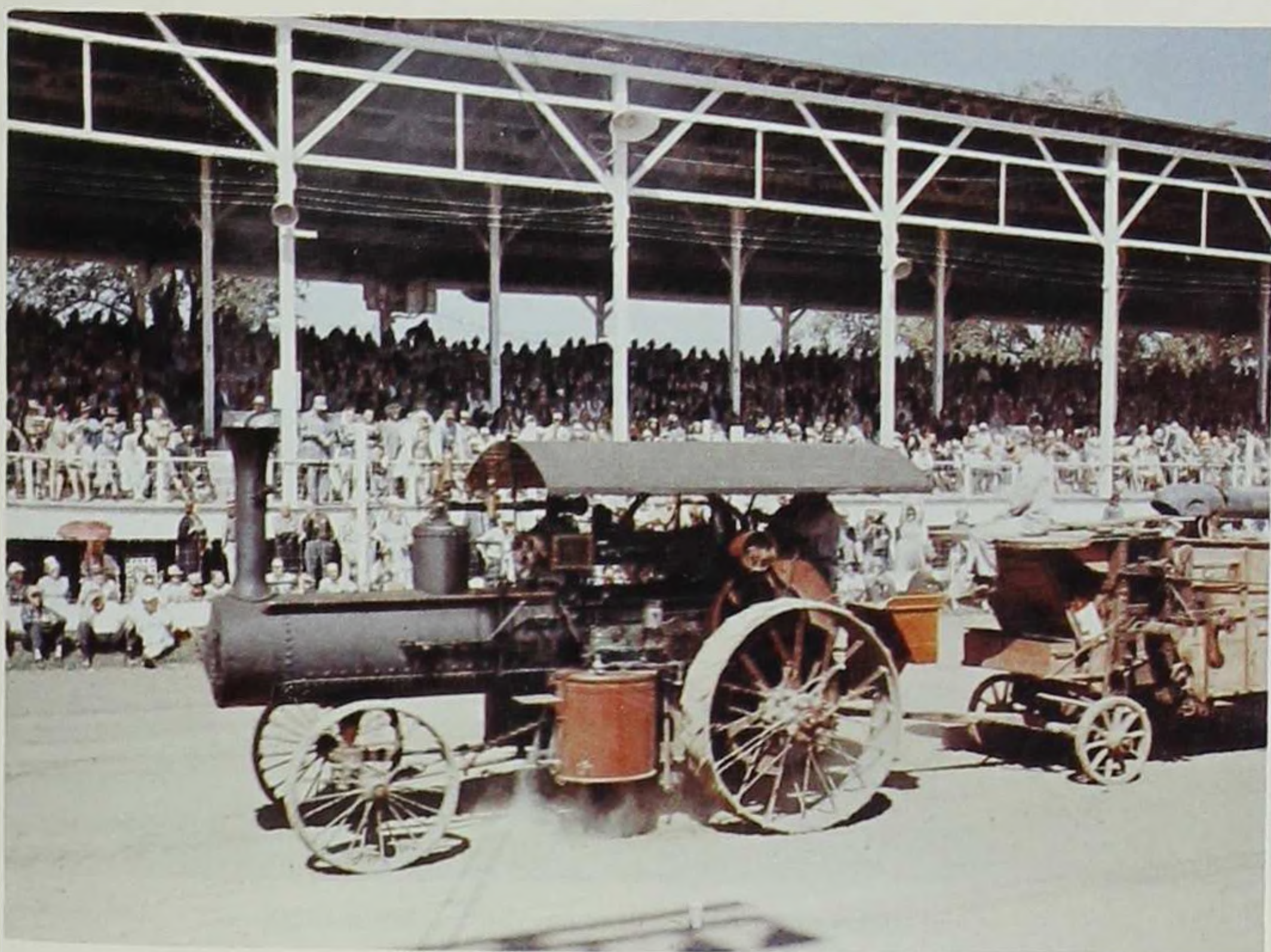
Fricke Bros. 25 hp Russell leads the parade.



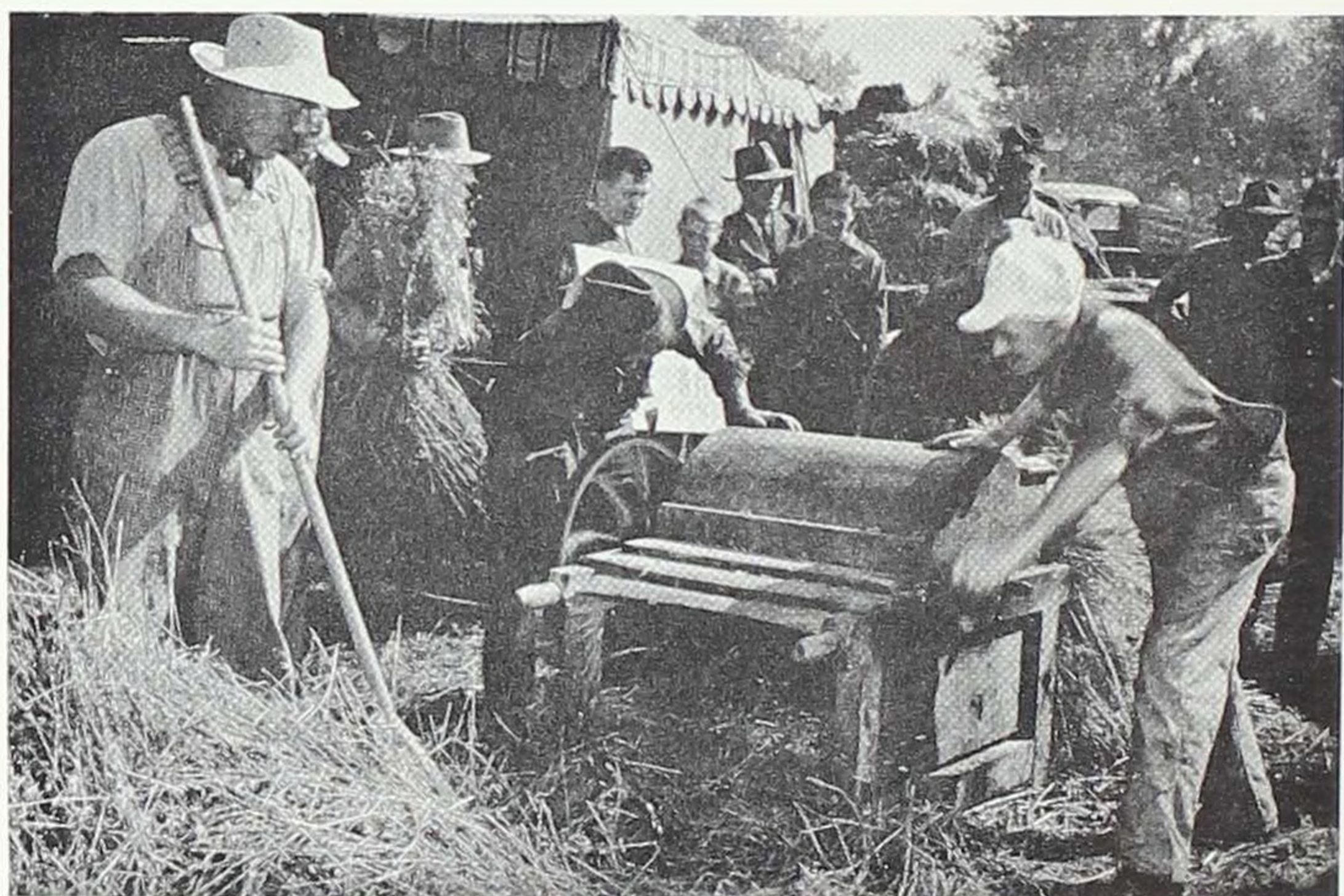
Shellabarger Bros. run their 20 hp Russell before the grandstand.



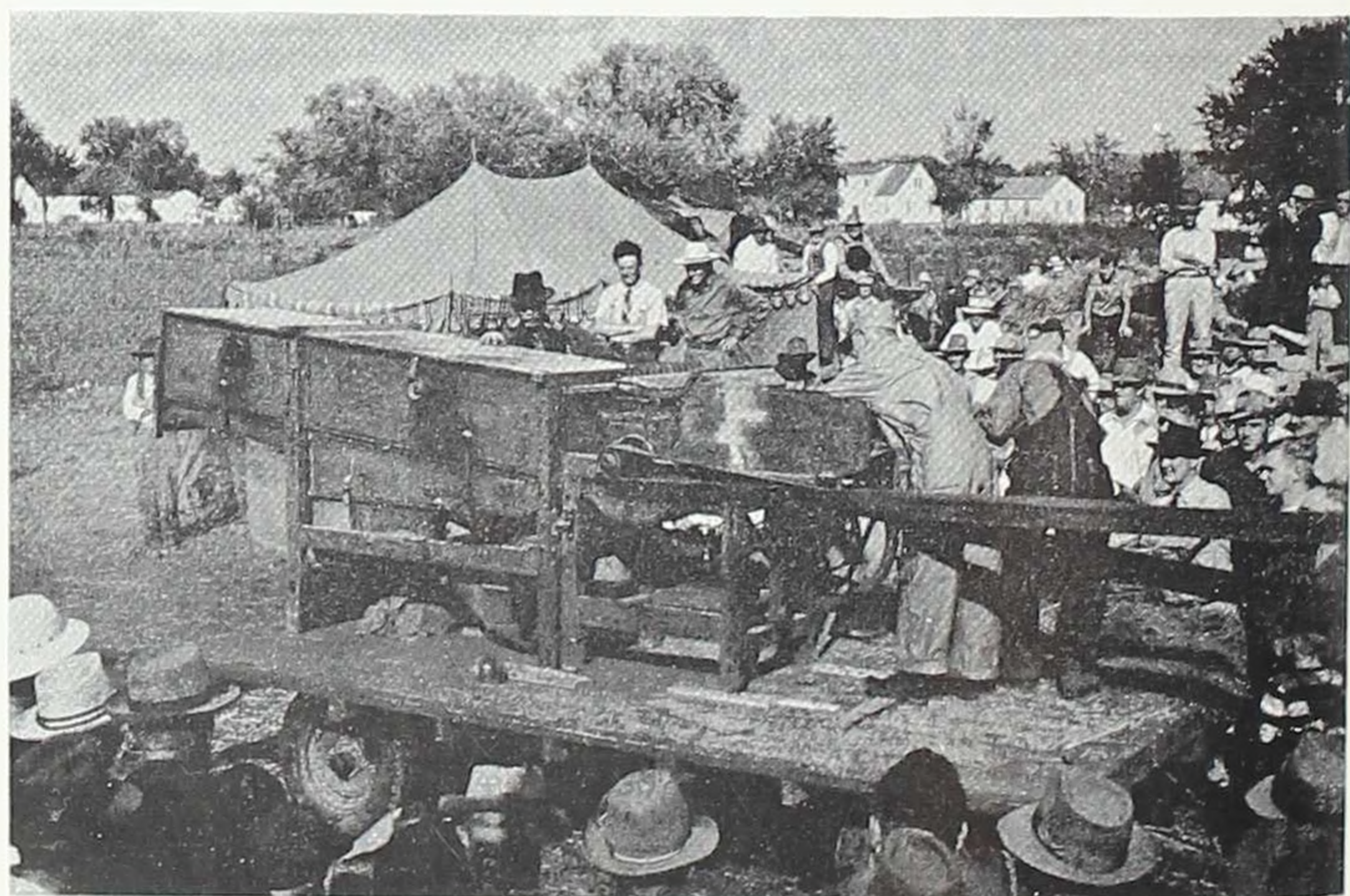
16 hp Nichols & Shepard double cylinder engine shown by Milo Mathews.



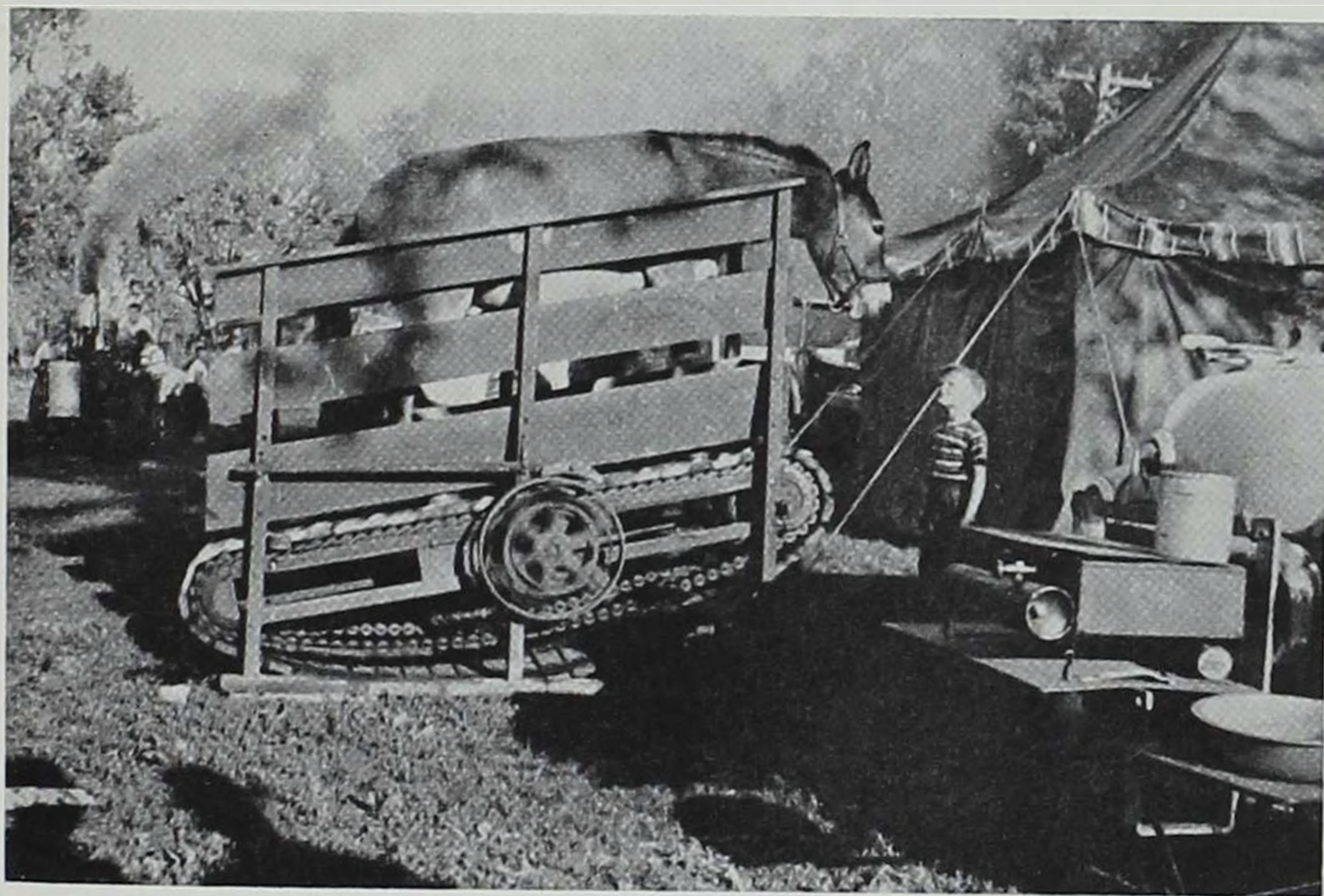
The 16 hp Reeves and Reeves Clover Huller owned by Lyle Hoffmaster.



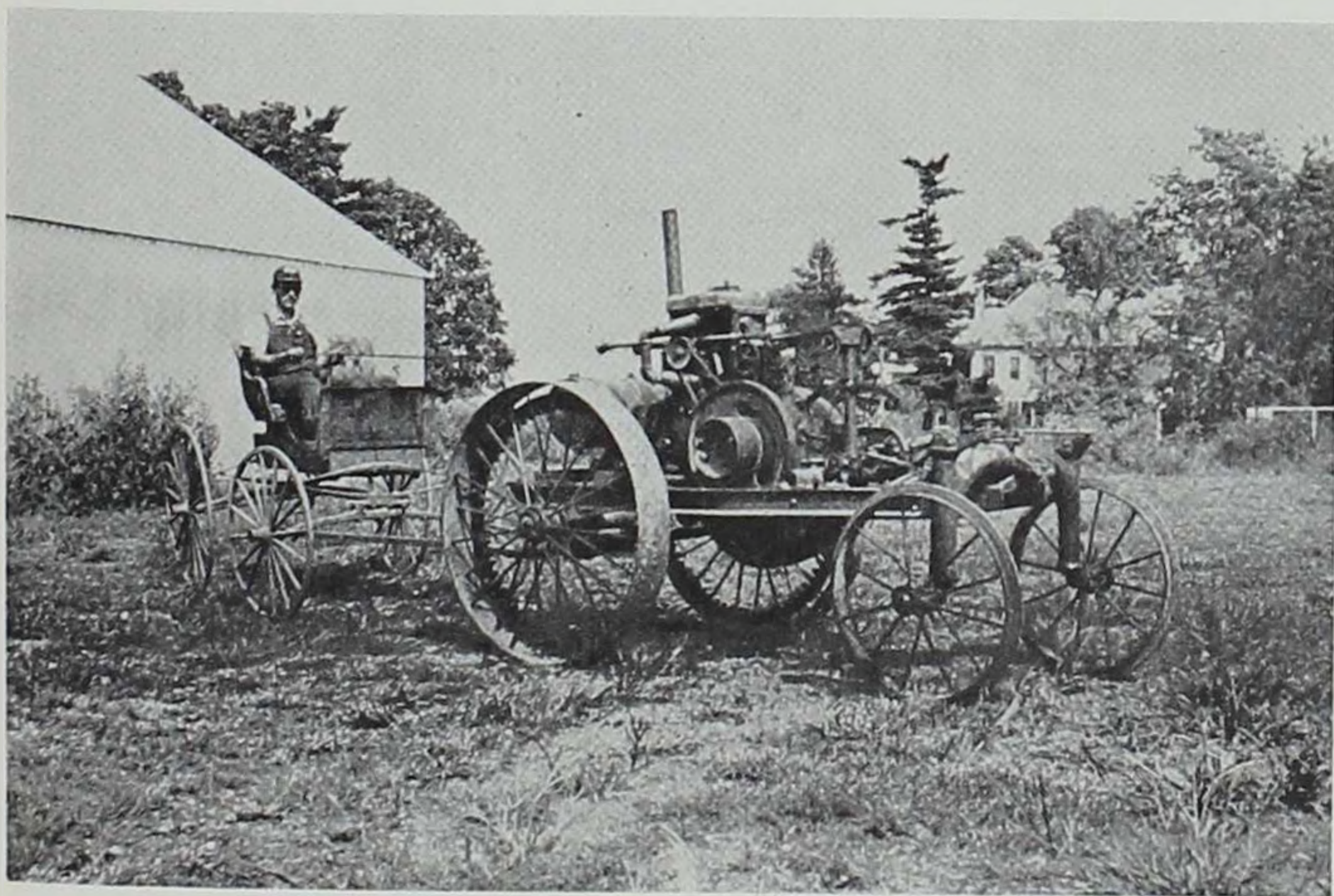
The Ground Hog, built in 1831, was a step in the threshing cycle.



This Keystone Chaff Piler was built about 1870.



Old treadmill operated by mule power.



This old LaCrosse Tractor was steered with lines from a buggy.



Everett Ramey's 50 hp Case in the Cavalcade of Power.



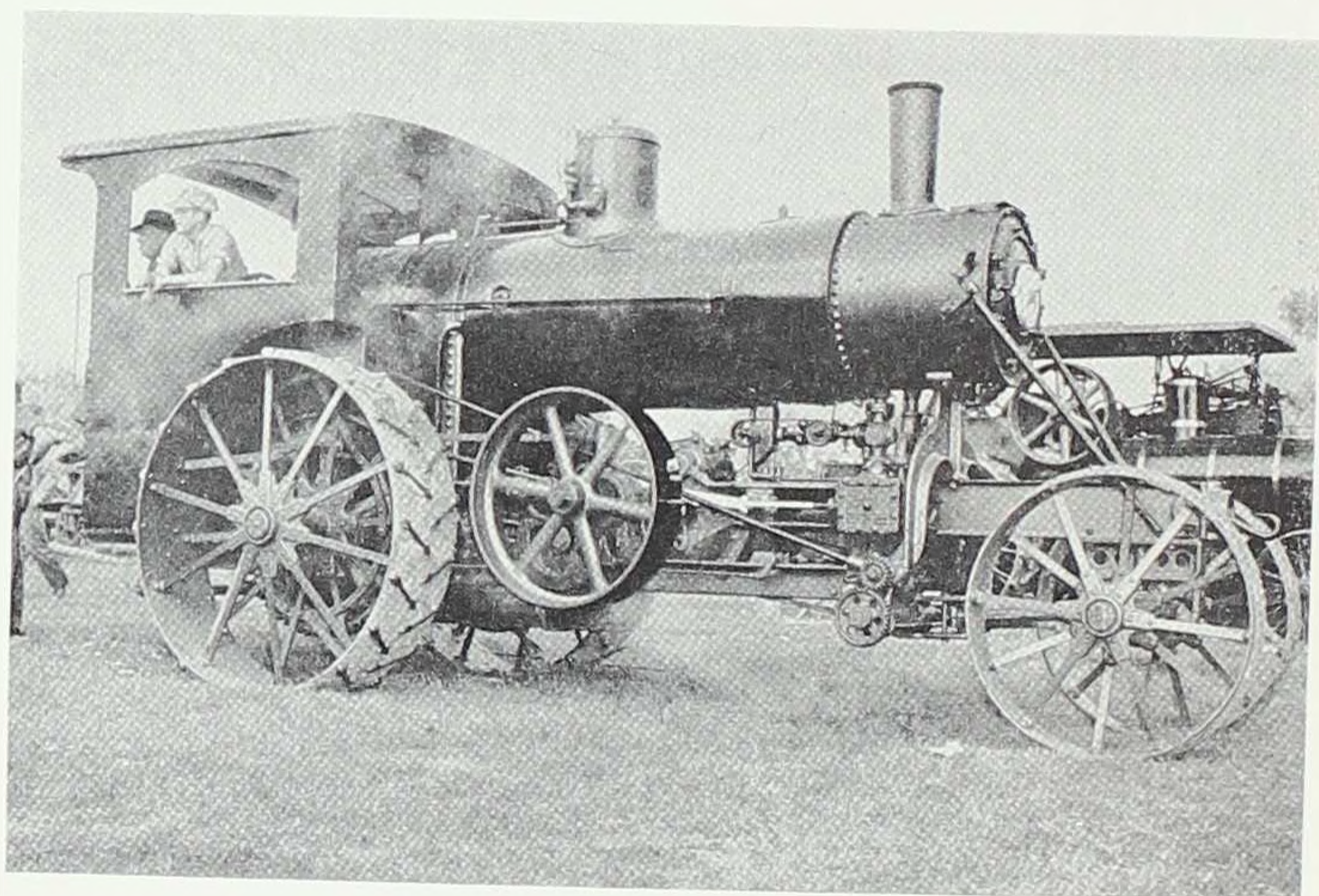
Engines lined up waiting for the noon blast.



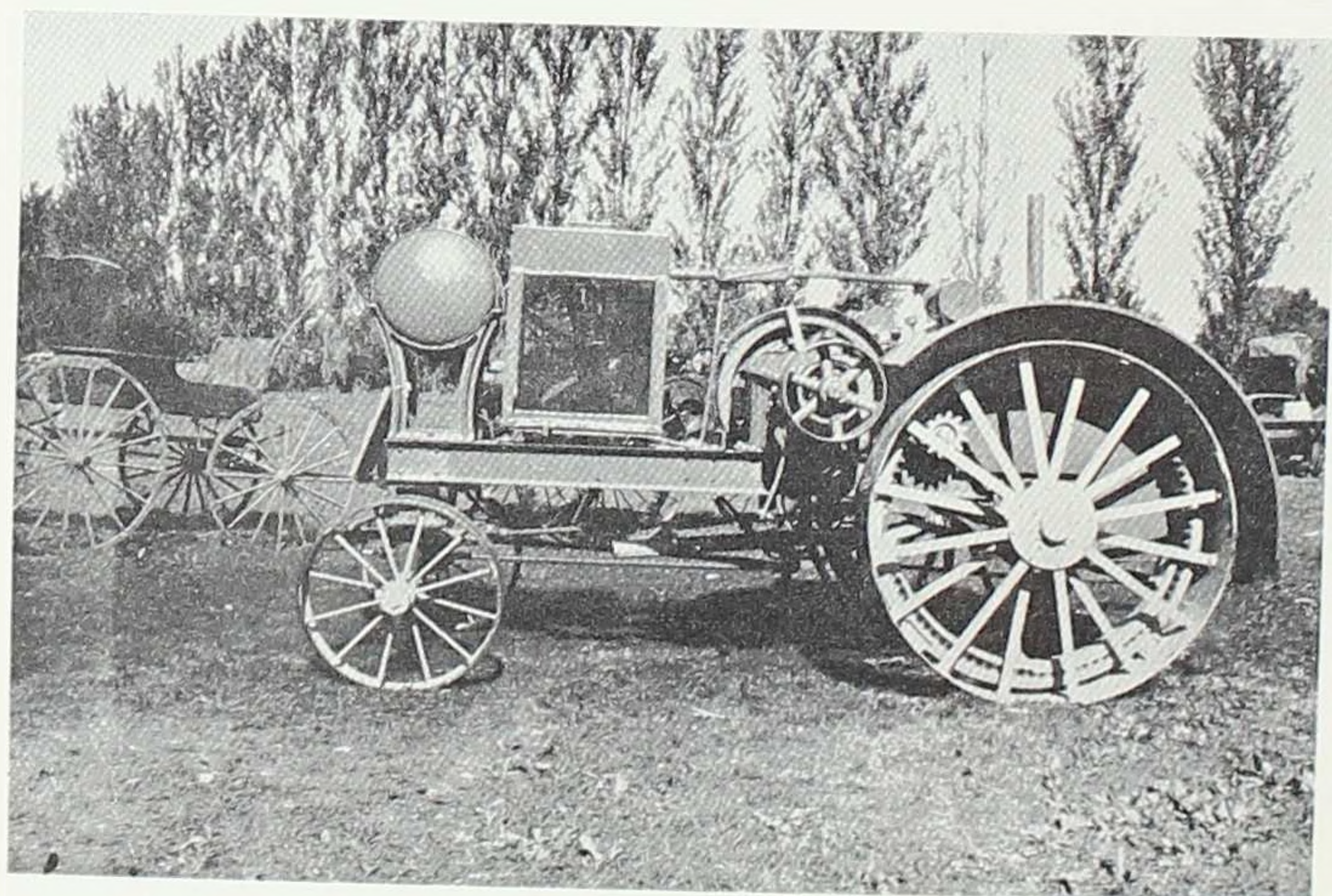
Three threshing machines and a hay baler in operation.



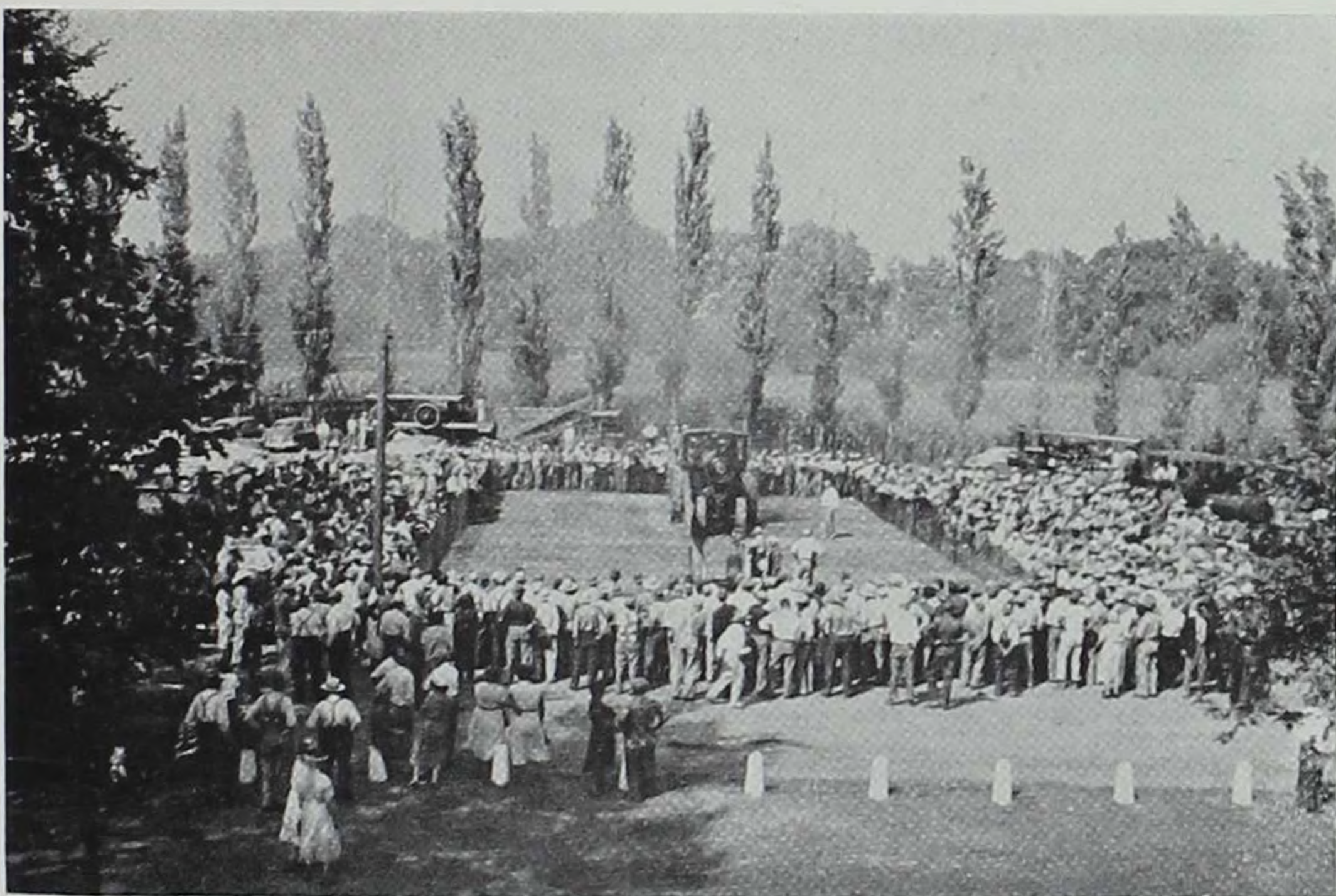
Bill Sater's 16 hp Nichols & Shepard single cylinder engine.



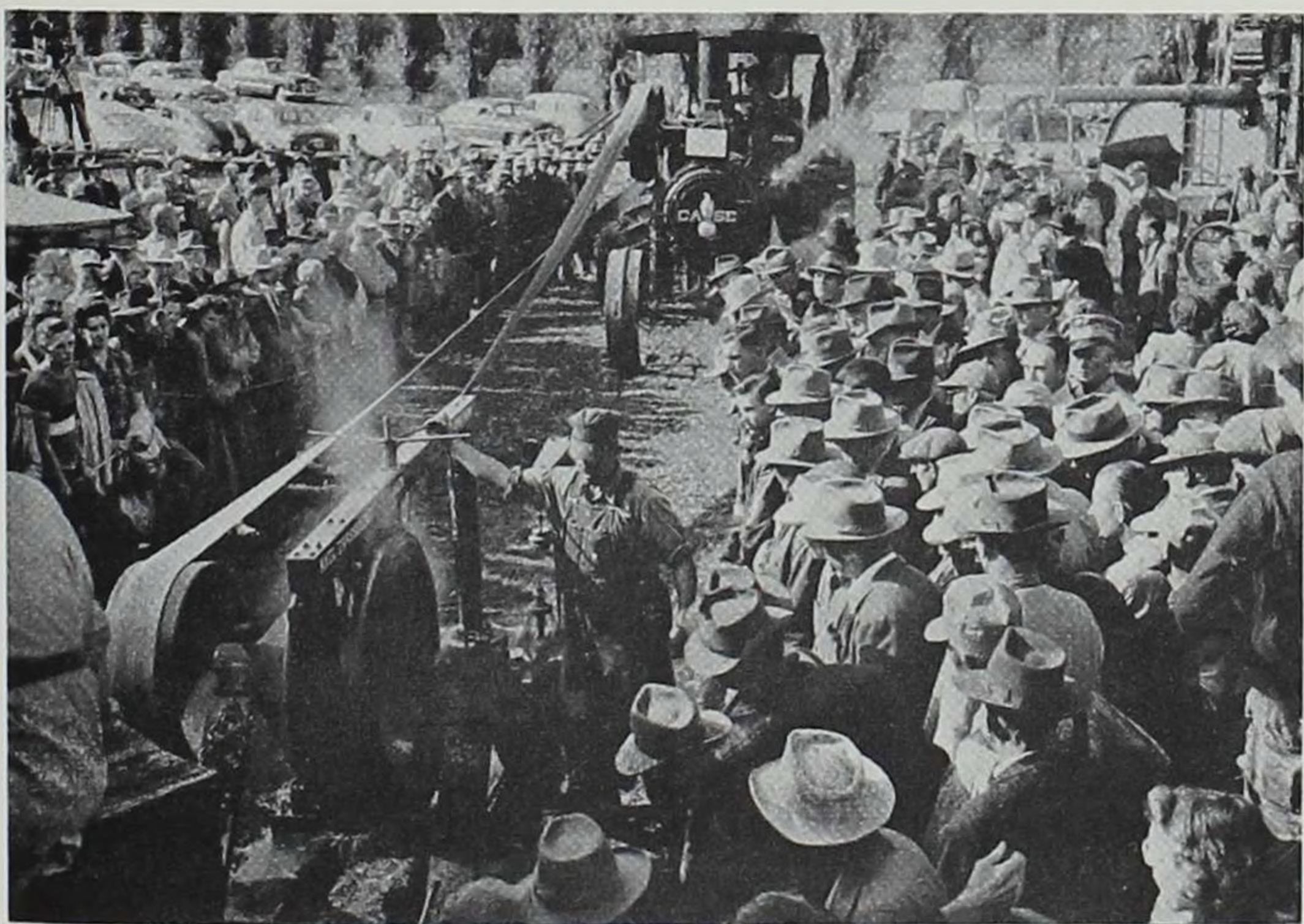
Waterloo Boy built in Iowa in 1922.



The under-mounted Avery brought many a second look.



The Avery being tested on the Prony Brake.



A 75 hp Case, built about 1922, on the Prony Brake.



A 1911 Brush was a star at the Antique Auto Show.



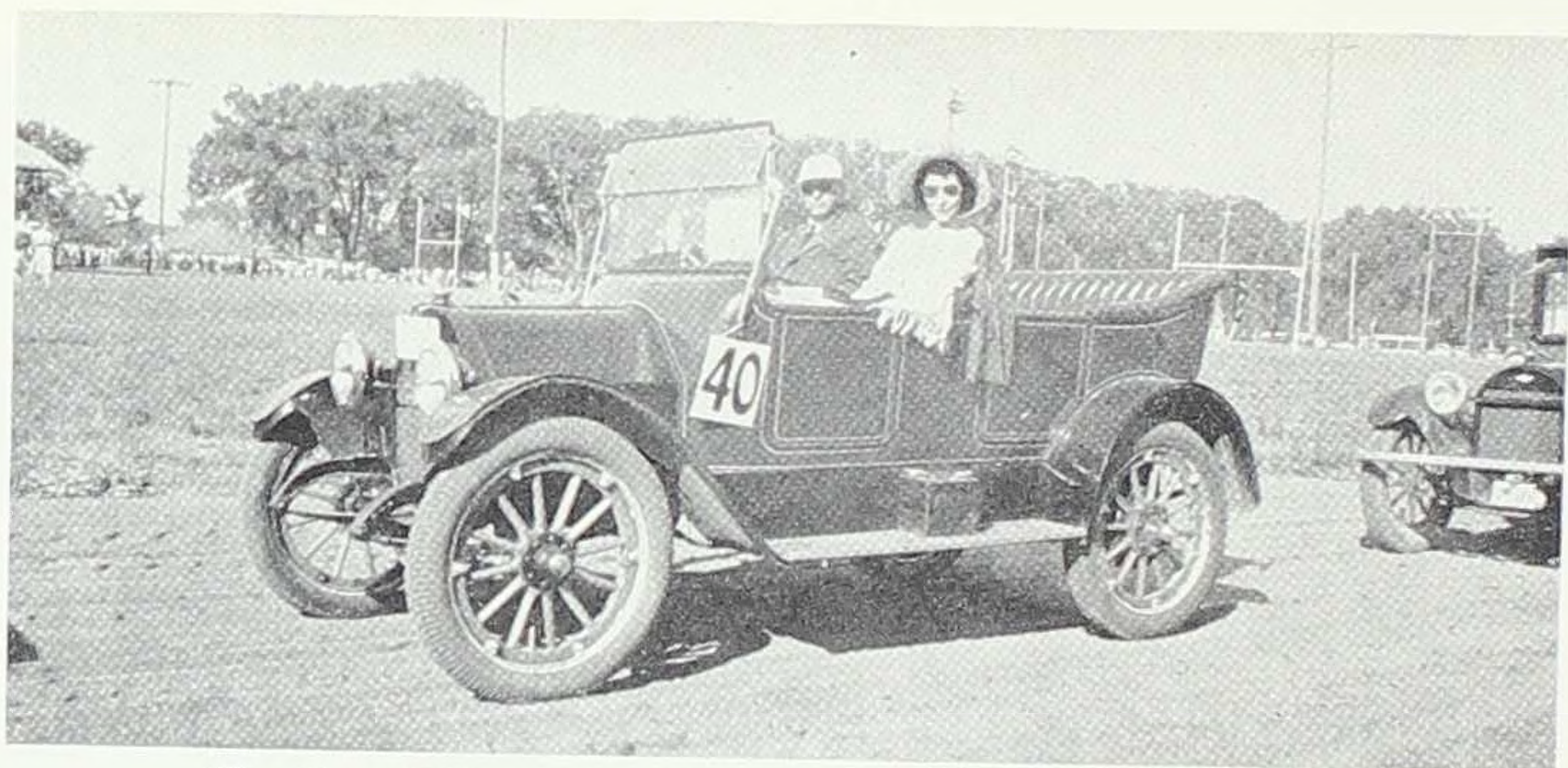
This 1916 Oldsmobile V-8 made a hit with viewers.



Midwest Threshers' own popcorn wagon.



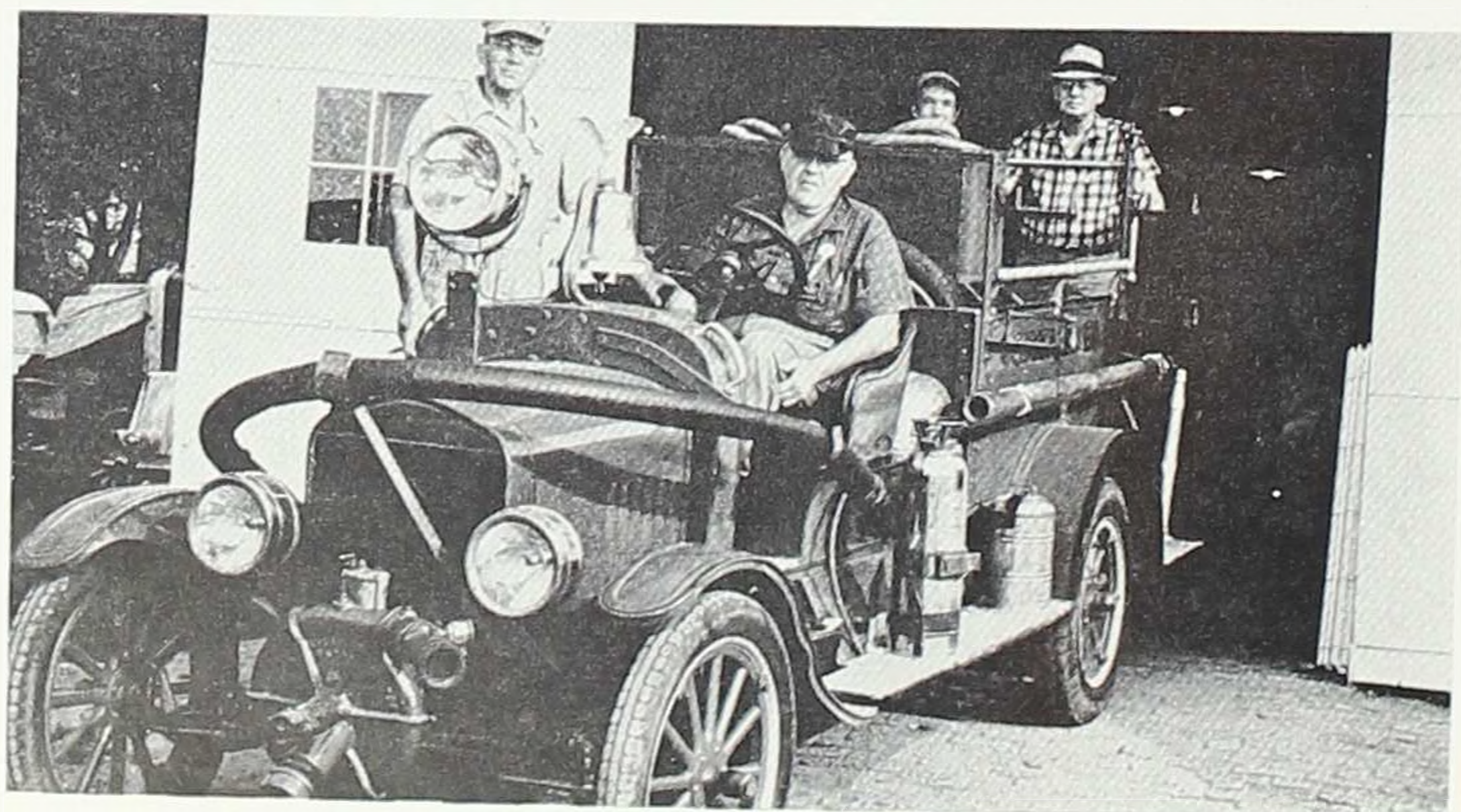
Antique cars include 1909 Maxwell, 1931 Model "A" Ford, 1907 Model "R" Ford, 1908 Sears, and 1915 Wescott.



The Burnell Haworths of Mount Pleasant in their 1912 Carter.



A 1906 Brush Runabout owned and driven by Don Wilson of Mount Pleasant.



Fire engine at door of fire station with "Bill" Sater as driver.



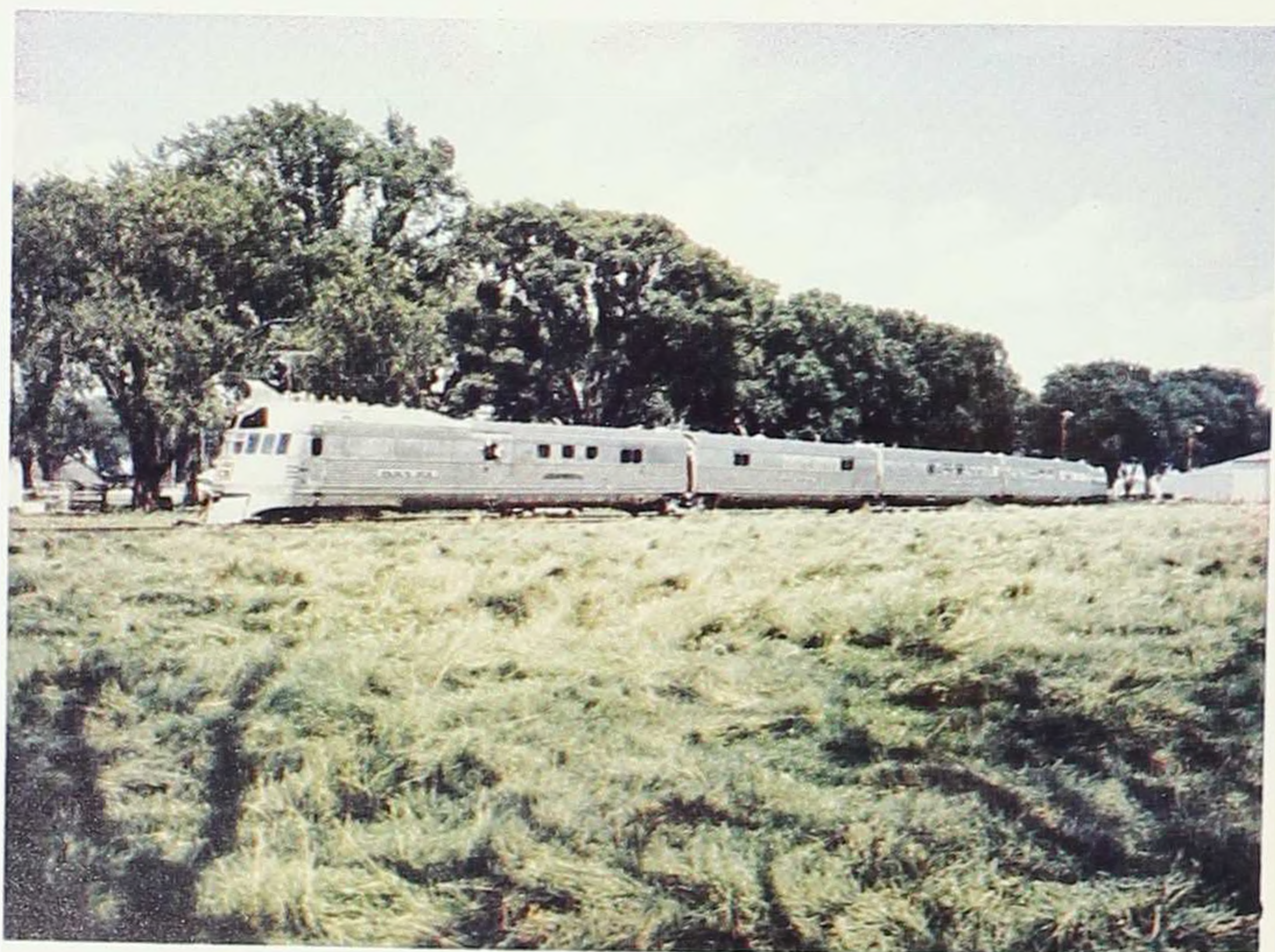
This model caliope was made in 1953 from leftover factory parts.



Dinner scene in the movie, "The March of Harvest Time." Most of the men serve as directors of the Old Threshers.



Old No. 6 at the signal tower which came from Washington.



Mark Twain Zephyr, sister of the CB & Q Pioneer Zephyr in a Chicago museum.

ning. The floats of old school and old church scenes were a hit again as were the cars and the old engines. Karin Renier, exchange student from Germany, spoke briefly. Mrs. Kate Monson, who has entertained at the reunions with her spinning demonstrations each year and apparently enjoys the demonstration aboard the float, read a poem.

Mrs. John Duggins was crowned queen of the antique show this year by Mrs. Ralph Shellabarger, last year's queen.

The Burlington Drum and Bugle Corps with James Woepking as the major entertained preceding the Saturday night parade.

Eating places did a big business again this year. There was continuous serving from around 10:30 until 8 in the evening.

The reunion has become a five-fold attraction. The steam engines and threshing machines are first and foremost. The reunion of these operators is another phase. The antique car show is a third important phase. The railroad is developing into a fourth. And the antiques and the offerings in the booths is a fifth. Enjoying threshers' meals might be added as a sixth.

While hewing to its fundamentals, the directors of the Midwest Old Settlers and Threshers Reunion have displayed rare good judgment in introducing a varied and attractive program to interest entire families.

WILLIAM J. PETERSEN

The Reunion Today

Since the close of World War II, the idea of holding threshers reunions has experienced phenomenal growth in the United States. In 1965, for example, the National Threshers Association, Inc. held its 21st annual reunion in the Fulton County Fairgrounds near Wauseon, Ohio. In this same 20-year period other reunions were established such as the Old Rough and Tumble Engineers Reunion, Kinzers, Pennsylvania; Antique Engine & Threshers Assn., Hoisington, Kansas; Annual Steam Engine Day, Gilmar Johnson farm, Fred-eric, Wisconsin; National Threshing Bee, Montgomery, Minnesota; and Zehr's Central Steam Engine & Thresher Historical Association, at Pontiac, Illinois.

It was the visit of the Henry County quartet of steam engine hobbyists to Pontiac that led to the start of the Midwest Old Settlers and Threshers Association at Mount Pleasant in 1950. Fifteen years later, in 1965, the *Iron-Men Album Magazine* of May-June carried a beautiful aerial photo of the reunion grounds at McMillan Park in Mount Pleasant.

The interest manifested in the Old Threshers Association was not limited to Mount Pleasant

and Henry County. The success of the latter has encouraged a number of other Iowa communities in recent years to attempt similar reunions. Probably the most recent in Iowa is the Mississippi Valley Steam Engine Show held on the Justin Hingtgen farm on U. S. Highway 61, eighteen miles south of Dubuque. One of the twenty engines featured during the 3-day session August 27, 28, 29, 1965, was the 6 hp Nichols & Shepard engine owned by Ray Ernst of Wayland, one of the founders of the Mount Pleasant Reunion.

The unflagging spirit manifested by steam hobbyists such as Ray Ernst is difficult for the uninitiated to understand. One of the best interpretations of their enthusiasm can be found in the article by Clifford B. Hicks in *Popular Mechanics* for September, 1958. Hicks relates:

But the old steamer had a relatively short life before it chugged out to pasture behind the barn. Suddenly, in the '20s, came the modern farm tractor with its gasoline engine. Within a span of four or five years the owner of a steamer, once the ruler of the farm roost, found his business melting away to the vanishing point. Each fall, hundreds of the old engines drew a final gasp through their iron lungs. In the '30s you could spot many of these derelicts rusting away behind barns all across the country.

Now comes the hobbyist, the steamer fan. He has a quirk in his mind, and he's the first to admit it. Admit? He can't help talking about it. He's fascinated by the old steamers, just as others are enthralled by trains and fire engines. Only he's more so, for the steam-engine

"buff" will invest thousands of dollars in just one machine. When he finds an old derelict he buys it, repairs it with handmade parts, shines up the brass bell and whistle, and stokes up the ancient contraption to chug again. Occasionally, he pays a farmer more for a rusting hulk than the farmer paid for the same machine brand new, 40 years ago. Steam-engine fans don't make sense, and are proud of it

Other buffs, unable to find long-forgotten engines, build their own from scratch and steam proudly through the reunions. Still others build operating scale models, precise right down to the dimensions of the whistle cord and throttle.

The chuff-chuff, toot-toot of a restored engine is an irresistible call to the soul of the old-time iron man or farm hand who once sweated beside such a behemoth. The ponderous hulk of iron is a magnet. Spot a restored steamer and you'll find a gang of old-time threshers threshing over the good old days. In recent years such informal gatherings have blossomed into the reunions. A reunion simply is a gathering of buffs with their restored engines, and the old-time threshermen. (An interesting sidelight is that both buffs and iron men nurse a venomous hatred for the internal-combustion engine. After all, it displaced their beloved steamers.)

This background, of course, doesn't explain the appeal of reunions to thousands of ordinary folk who never saw a steamer in operation before. Nobody tries to explain that appeal. It just is. Wherever steam engines go, their plumes of black smoke draw astonishing crowds. Ordinary folk stand transfixed as they watch a tug of war between two of the tremendous contraptions. They cheer wildly as a group of ancient and cumbersome, but uniquely attractive steamers chug ponderously up a 45-degree slope in a hill-climbing race. Confirmed hobbyists and

threshermen drift by the hundreds from reunion to reunion, but the great bulk of spectators are folks who take a look in curiosity and remain to become fans themselves.

The number of steam engine hobbyists in Iowa is attested by the fact that 34 of the 47 engines in operation at the Midwest Old Settlers and Threshers Association in 1964 were owned by Iowans. All but a handful were from farms within a radius of 25 miles of Mount Pleasant. Twenty-two of the 34 engines actually were owned in Henry County. Eight of the 13 engines brought in from out-of-state were owned by Neal McClure of Colchester, Illinois, located within a hundred miles of Mount Pleasant. The longest distances from which engines were transported were Livonia, Michigan, and Oklahoma City.

The following is a list of steam engines on exhibition at the 1964 Threshers Reunion, giving their number in the parade, owner and residence, horsepower, and make of machine.

- | | |
|---|--------------------------|
| 1. Helen Wood, Des Moines, Iowa | 22 Wood Bros |
| 2. Dewese Bros., Cedar Rapids, Iowa | 18 Huber Return Flue |
| 3. Lyle Hoffmaster, Worthington, Ohio | 16 Reeves |
| 4. Amos Rixman, Oklahoma City, Okla. | 32 Reeves Cross Compound |
| 5. Fricke Bros., Mt. Union, Iowa | 25 Russell |
| 6. Shellabarger Bros., Mt. Pleasant, Iowa | 20 Russell |
| 7. R. W. Creek, Batavia, Iowa | 20-75 Nichols & Shepard |
| 8. Dean Shellhouse, Livonia, Michigan | 22 Advance Rumely |
| 9. Ray Ernst, Wayland, Iowa | 22 Advance Rumely |
| 10. Ray Ernst, Wayland, Iowa | 12 Russell |
| 11. Ray Ernst, Wayland, Iowa | 6 Nichols & Shepard |
| 12. Seyb & Kerr, Donnellson, Iowa | 22 Wood Bros |
| 13. Harold Jarvis, Washington, Iowa | 18 Advance Rumely |

- | | |
|--|--------------------------|
| 14. Pat Holtcamp, Winfield, Iowa | 16 Garr-Scott |
| 15. William Sater, Mt. Pleasant, Iowa | 20 Avery |
| 16. Sater Bros., Mt. Pleasant, Iowa | 16 Nichols & Shepard |
| 17. Neal McClure, Colchester, Illinois | 22 Geiser |
| 18. Neal McClure, Colchester, Illinois | 16 Russell |
| 19. Neal McClure, Colchester, Illinois | 22 Keck Gonerman |
| 20. Neal McClure, Colchester, Illinois | 21 Baker |
| 21. Neal McClure, Colchester, Illinois | 16 Garr-Scott |
| 22. Neal McClure, Colchester, Illinois | 20 Jumbo |
| 23. Neal McClure, Colchester, Illinois | 30 Huber Return Flue |
| 24. Neal McClure, Colchester, Illinois | 24 Kitten |
| 25. D. Schantz, Washington, Iowa | 20 Minneapolis |
| 26. Heaton, Donnellson, Iowa | 20 Advance Rumely |
| 27. Art Hudachek, West Liberty, Iowa | 45 Case |
| 28. John Schubert, Mt. Pleasant, Iowa | 20 Avery |
| 29. Bob Willits & Son, Mt. Pleasant, Iowa | 18 Avery |
| 30. Bob Willits & Son, Mt. Pleasant, Iowa | 40 Avery Undermounted |
| 31. C. M. Phillips, Kansas City, Missouri | 18 Avery Undermounted |
| 32. Mrs. C. M. Phillips, Kansas City, Missouri | 24 Pt. Huron |
| 33. C. M. McMillan, Mt. Pleasant, Iowa | 10 Case |
| 34. W. J. Coonrod, Center Point, Iowa | 25 Reeves |
| 35. C. L. Johnson, Peoria, Illinois | 18 Advance Rumely |
| 36. Lee Swartzendruber, Noble, Iowa | 16 Advance |
| 37. Stan Mathews, Mt. Union, Iowa | 75 Case |
| 38. Edward Wyrick, Burlington, Iowa | 40 Case |
| 39. Everett Ramey, Mt. Pleasant, Iowa | 50 Case |
| 40. Milo Mathews, Mt. Union, Iowa | 20 Nichols & Shepard DBL |
| 41. Milo Mathews, Mt. Union, Iowa | 20 Rumely Single |
| 42. Milo Mathews, Mt. Union, Iowa | 18 Colean |
| 43. Milo Mathews, Mt. Union, Iowa | 16 Nichols & Shepard DBL |
| 44. Milo Mathews, Mt. Union, Iowa | 20 New Giant |
| 45. Milo Mathews, Mt. Union, Iowa | 18 Aultman Taylor |
| 46. Milo Mathews, Mt. Union, Iowa | 40 Case |
| 47. Milo Mathews, Mt. Union, Iowa | 20 Rumely DBL |

If the list of steam engines is impressive, the list of Model Engines is equally so. Steam engines have been collected in Iowa for over a quarter of a century. During this period one individual frequently has acquired more than one of these en-

gines. In the case of the 29 Model Engines exhibited, in only two instances did owners possess more than one. Since these Model Engines were smaller and more readily transported, it is not surprising that they come from more widely scattered and distant places. Illinois was represented by 10 Models, Iowa by 5, Kansas by 4, Missouri, Nebraska and Indiana by 3 each, and Wisconsin by 1. The exhibitors and their home addresses follow:

- | | |
|---|--|
| 50. Otto Zwicki
Ainsworth, Iowa | 65. Delbert Kemp
Washburn, Illinois |
| 51. Dan Evans
Cambridge, Illinois | 66. E. H. Jacobs
Smith Center, Kansas |
| 52. Art Flack
Alpha, Illinois | 67. E. L. Badenhop
Kensington, Kansas |
| 53. Ralph Kain
Milan, Illinois | 68. Dave Powell
Colchester, Illinois |
| 54. E. P. Lane
Atkinson, Illinois | 69. Dave Powell
Colchester, Illinois |
| 55. Webb Mooney
Nortonville, Kansas | 70. Wendell Turner
Oakland, Iowa |
| 56. Orvil Morey
Kewanee, Illinois | 71. Leroy White
Mt. Pleasant, Iowa |
| 57. Gerald Stinebring
Joliet, Illinois | 72. Charles Vornholt
Solon, Iowa |
| 58. Ross Naylor
Platte City, Missouri | 73. Leon Vandervoort
Tomah, Wisconsin |
| 59. Murdock & Culver
Lyndon, Kansas | 74. L. H. McKinney
Cairo, Missouri |
| 60. A. J. Goodban
York, Nebraska | 75. C. B. Killing
Coal Valley, Illinois |
| 61. Claud Murphy
Thayer, Nebraska | 76. Chas. Johnson
Springfield, Ohio |
| 62. Ralph Shellburne
Zionsville, Indiana | 77. Bob Snow
Palmyra, Missouri |
| 63. Ralph Shellburne
Zionsville, Indiana | 78. A. H. Cummings
Pella, Iowa |
| 64. Ralph Shellburne
Zionsville, Indiana | |

It is not surprising, perhaps, that the Iron-Men who operated the steam engines should display genuine affection for the Iron Horse. Just as their steam engine had given way to the gasoline engine so the steam railroad locomotive had given way to the diesel engine. An 1891 locomotive with a "cabbage stack" marked the beginning of a collection of antique railroad rolling stock. It was acquired in 1960 in South Carolina, and was dubbed No. 6 of the "Midwest Central Railroad." Since its acquisition, a mile-long narrow gauge track has been built that circles 40-acre McMillan Park. "Old No. 6" pulls two coaches and a caboose with passengers and is never wanting for riders.

Soon followed the famous Mark Twain Zephyr of the Burlington Railroad. Its three cars, plus one from the Pioneer Zephyr, and the power unit, *Injun Joe*, are an added attraction, but for display only.

In 1966 the directors bought a Shay logging locomotive in California which was to be shipped east in August in time for the 17th Annual Reunion.

The centennial of the outbreak of the Civil War was not forgotten by the Midwest Old Settlers and Threshers Association. The following is reproduced from the official Fourteenth Annual Reunion program that was held in Mount Pleasant in 1962:

**Midwest Old Settlers & Threshers Association
and
Henry County Civil War Centennial Commission**

PRESENT

"Mine Eyes Have Seen The Glory"

(A CENTENNIAL PAGEANT IN 14 SCENES)

by Helen M. Virden

(A TRIBUTE TO THOSE SOLDIERS, BOTH BLUE AND GRAY, AND
THEIR FOUR UNFORGETTABLE YEARS OF VALOR)

1862

1962

The popularity of the Civil War pageant in 1962 led the directors to choose another popular theme out of Iowa's historic past for 1963—Chautauqua. With tongue in cheek, perhaps, since a 64-page issue of *THE PALIMPSEST* had appeared on Chautauqua in Iowa in May of 1962, the Mount Pleasant Chamber of Commerce feigned ignorance of Chautauqua. In order to gain good press coverage, it sent out a plea through its publicity channels for readers to send in "Chautauqua Ideas." The unusual advertisement, while gaining the desired widespread attention (al-

though not as much, perhaps, as did Grant Wood's advertisement for a suit of old-fashioned red woolen underwear) read as follows:

WANTED: CHAUTAUQUA IDEAS

Chautauqua was the medium through which culture and entertainment reached the public from 1874 until the early '30s. Before the advent of movies, TV or radio, the Chautauqua was entertaining and instructing some 40 million Americans and Canadians each year.

The Mt. Pleasant, Ia., Chamber of Commerce is looking for any ideas that will help it recreate an authentic Chautauqua for the September Midwest Old Settlers' and Threshers' Reunion.

Oldtimers will remember the Chautauqua for its oratory, music, drama, bell-ringers, lecturers, cooking schools, crusaders and evangelists. Chautauqua derived its name from meetings held on the shore of Lake Chautauqua in New York.

If you are in the possession of facts that will help Mt. Pleasant accurately portray a Chautauqua, please write to Box 109, Mt. Pleasant, Ia.

The response to this request was widespread, particularly in Iowa and neighboring states. It even attracted the attention of several columnists. One such response, appearing in the *Prairie Farmer* of August 3, 1963, was by Martha Crane, a former Mount Pleasant girl, who had vivid recollections of those good old Chautauqua days. In her column she writes:

When we were youngsters growing up in a small town in southeastern Iowa, summer meant two big events the Henry County Fair and Chautauqua Week!

The big Chautauqua tent went up for seven days in June on the lot back of old Central school. The fair came later in August. And we hoarded our pennies so we could attend both.

There are still county fairs. But the era of the Chautauqua has come and gone. Yet between the years of 1910 and 1930, Chautauquas attracted more than 35,000,000 people annually. Throughout the summer these millions would travel miles over dusty roads and sit on hard planks under hot canvas tents to hear lecturers, actors, humorists, and famous bands.

How does one describe the thrill of Chautauqua week to those who never had this experience? Well, imagine living in the country or a small town in the days before sound movies, radio, and television. Roads were poor, cars few and unpredictable. Entertainment consisted largely of home talent plays and a few lecture courses in county seat towns

William Jennings Bryan was one of Chautauqua's greatest attractions for years. Russell N. Conwell presented his lecture "Acres of Diamonds" more than 6000 times

There were famed musical groups—the Kansas City Symphony Orchestra, the Swiss Bell Ringers, and Kryl's Band. And plays from New York with original big city scenery—"The Melting Pot," "H. M. S. Pinafore," and "Little Women."

The Chautauqua—so typically American! It's gone, but not forgotten by many who saw their first great lecturer, national figure, or professional play on a local Chautauqua stage.

The modest admission fee charged those who attend the Old Settlers and Threshers Reunion is without doubt an important factor in maintaining

its popularity down to its 17th Reunion in 1966. A Membership Button costing only one dollar allows the person wearing it to return morning, noon and night throughout the Reunion with no additional entrance charge. Moreover, mindful of their desire to educate and inspire young and old alike, children under high school age have always been admitted free. For good fellowship and fun mixed with a bit of nostalgic education, the Mount Pleasant Reunion has few if any equals throughout the United States.

In 1965, according to the official count, more than 200,000 "dropped by" from most of the states as well as several foreign countries to see the Midwest Threshers on parade. The prospects for an even greater attendance looms large for 1966. An advance press notice declared:

One of the unique parts of the five-day show is the only authentic narrow gauge railroad in operation in the Midwest. It carries passengers on more than a mile of track around the Reunion grounds.

Expansion plans this year include a new, large building to display the old agricultural exhibits and the Corliss engines. Antiques for sale and display, the complete Midwest Village, sorghum making, threshing, wood sawing, spinning and other household crafts make this show one everyone in the family will enjoy.

The 1966 Reunion promises not to be eclipsed in color and pageantry by any of its predecessors. Already featuring many attractions, the outstanding one for 1966 will be entitled "Kings of the

Road," a 60-year pageant of automobiles. A widely quoted press release from Mount Pleasant reprinted in the *Keokuk Gate City* of July 13 reads:

The Southeast Iowa Antique Car club display has been a long-time favorite of the visitors attending the annual five-day event. The pageant of cars of last year was so well received they are returning with another production by popular demand. The age when America took to the road comes alive as the cars and owners participate in an action-packed drama, interspersed with fun, music and song.

It is one thing to see a car of a 1902 vintage shined and polished in a museum, but it is quite another to see a 1902 Olds driving along a dirt track as it did when it was King of the road.

Almost a hundred antique cars will be on display and most of them will appear in the pageant. The production will be as nostalgic as an old family album and will be presented Sunday evening of the show.

No small number of those who attend consider the antique cars one of the most important features of the Reunion. The increasing role of these colorful reminders of yesteryears is yearly becoming more apparent.

During the past sixteen years the Old Settlers and Threshers have won warm support by the spoken word and by newspaper columnists who have been delighted with what they saw. Gary Vogelaar expressed his feelings in two full columns in the *Pella Chronicle* in which almost every

feature of the Reunion was described in some detail. He concluded as follows:

We were all starting to drag toward evening and it was a grand feeling when at last we were in the car and homeward bound. The day was rehashed and we were all of the same opinion, that it was a day well spent and we would recommend that if you enjoy old relics and machinery of the past, then drive to Mount Pleasant when they have their next reunion and spend a day with the good people of Mount Pleasant.

None have caught the spirit and expressed it better than Evelyn Birkby in *Kitchen-Klatter Magazine* for November 1963:

Never have we seen so many happy faces in such a large group. Not a cross word was spoken. No one hurried or rushed or acted pressured. No commercial come-on dinned into our ears to *do this* or *do that*! It is not just the old threshing machines, steam engines and marvelous threshers' meals which have been reconstructed at Mt. Pleasant, but the very neighborly, friendly spirit of those early days as well.

It is this homespun atmosphere, pervading every nook and corner of the Midwest Old Settlers and Threshers Reunion, that has kindled the imagination, warmed the heart, and brought back such nostalgic memories for those who gather at McMillan Park year after year. It is an atmosphere that can only be created through love, friendship, and good-natured cooperation.

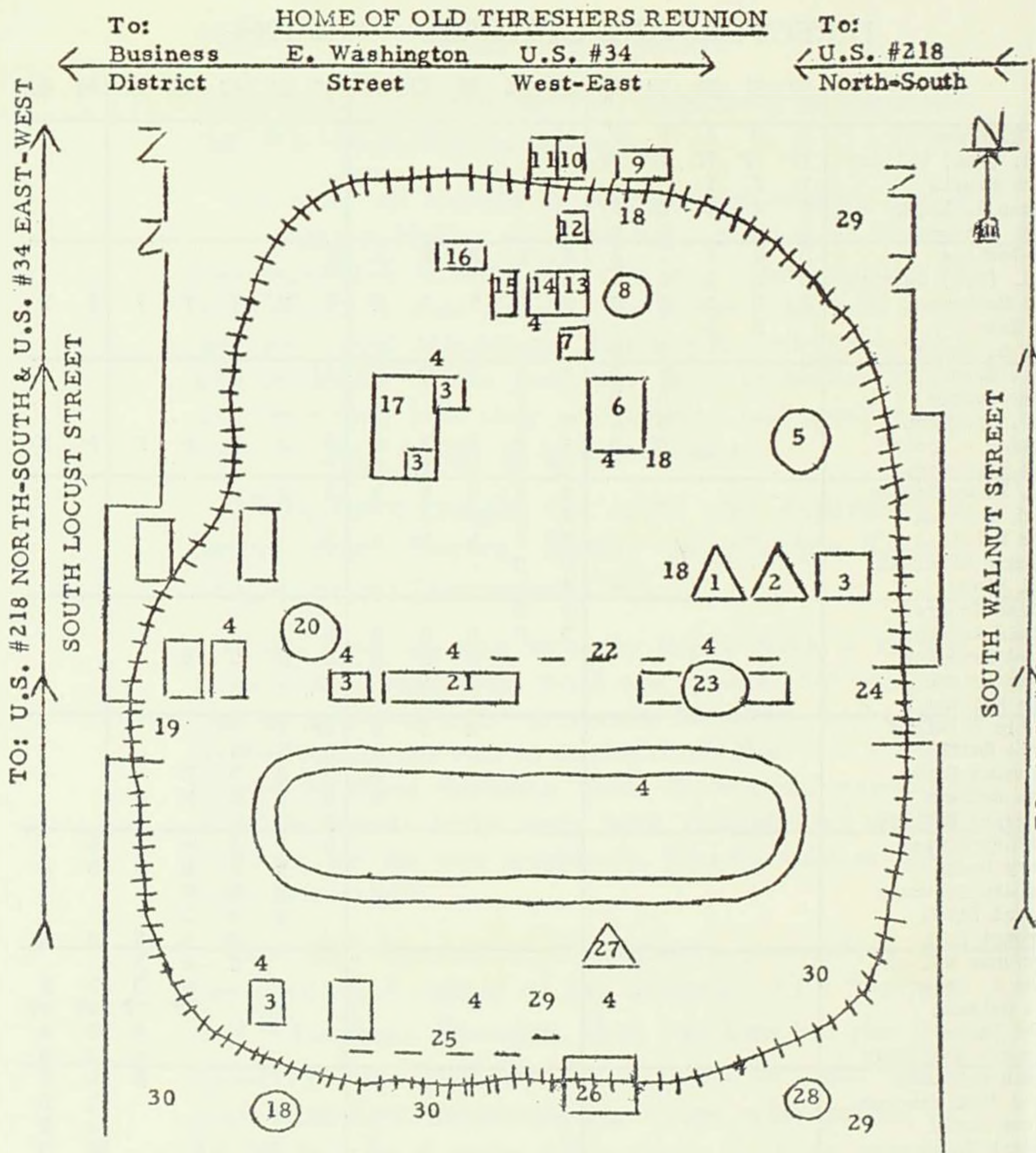
WILLIAM J. PETERSEN

DIRECTORS AND OFFICERS — 1950-1966

	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64	65	66
Ray H. Ernst	P	P	P	P	P												
C. R. (Bob) Willits	VP	VP	VP	VP	VP												
Clark Everts	T	T	T														
Herman E. Elgar	S	S	S	ST	ST												
Frank Johnson	D			D	D	D											
Ray Vorhies	D	D	D	D	D	D	D	D	D	D	D						
W. E. (Ted) Detrick	D	D	D	D	D												
Milo Mathews	D	D	D	D	D	T	T	T	T	T	T	T	T	T	T	T	T
Joe Ruby		D	D														
Hugh G. White				D	D												
David Ross				D	D	D	D	D	D								
Peter Bucher				D	D												
J. J. Hingtgen				D	D	D	D										
William O. Sater				D	D	P	P	P	P	P	P	P	P	P	P	P	P
Lyle Burroughs						VP	VP	VP	VP	VP							
Mrs. Peter Bucher						S	S	S	S	S	S	S					
A. M. Wettach						D	D	D	D								
Dale McLain						D	D	D	D	D	D						
Francis Glanzman						D	D										
Earl Miner						D											
Warren Coonrod						D	D										
Harold Anderson						D	D	D	D	D	D						
Lloyd Peterson								D	D	D		D	D	D			
Alden Fricke								D	D								
John Mathews								D	D								
Philip Crawford								D	D	D	VP	VP	VP				
Merle Smith										D	D	D	D				
Columbus Hayes										D	D	D	D	D			
Stan Mathews										D	D	D	D	D	D		
Clarence Phillips											D	D	D				
Stanley Mouser											D	D	D	D	D	D	D
Larry Coder												D	D	D	D	D	D
Verett Holtcamp												D	D	D			
Edward Kitch												D	D	D			
Herbert Hult													S	S	S	S	S
Lawrence Walker													D	D	D		
John S. Brown														D	D	D	D
Art Salzman														VP	VP	VP	VP
John Lauer															D	D	D
Kenneth Shelleday															D	D	D
Edwin Saltzman															D	D	D
Lyle Shellabarger																D	D
Yron Livix																D	D
Robert Young																D	D
Alph Morris																	D

- President
- P - Vice President
- Treasurer
- Secretary
- T - Secretary-Treasurer
- Director

MAP OF MC MILLAN PARK--MOUNT PLEASANT, IOWA



- 1-Headquarters
- 2-Ladies Auxiliary
- 3-Rest Rooms
- 4-Drinking Water
- 5-Threshing Area
- 6-Antiques
- 7-Barbershop
- 8-Band Stand
- 9-Railroad Depot
- 10-Blacksmith Shop

- 11-Fire Station
- 12-Log Cabin
- 13-Country Store
- 14-Saloon
- 15-School House
- 16-Church
- 17-Old Cars
- 18-Ground Train Stops
- 19-West Gate
- 20-Bus Stop

- 21-Grandstand
- 22-Eating Tents
- 23-Souvenirs
- 24-East Gate
- 25-Mark Twain Zephyr
- 26-Train Round House
- 27-Chautauqua
- 28-Saw Mill
- 29-Camping Grounds
- 30-Parking Areas



SUPERINTENDENT
STATE HISTORICAL SOCIETY OF IOWA
IOWA CITY, IOWA 52240

GIFT MEMBERSHIP

I would like to give a GIFT MEMBERSHIP in the State Historical Society, Iowa City, Iowa, to the following:

The BONUS PACKET sent new GIFT MEMBERS by Jan. 1, 1967, includes:

The following issues of *The Palimpsest*:

- Hoover in Iowa
- Spirit Lake Massacre
- The Amana Colonies
- The Tama Powwow

A Unique Almanac for 1867

During 1967 GIFT MEMBERS receive:

- 12 issues of *The Palimpsest*.
- 6 issue of *News For Members*.
- Any other publications issued.

Name

Street & No.

City..... State..... Zip.....

Name

Street & No.

City..... State..... Zip.....

I ENCLOSE \$..... in payment of..... member(s).

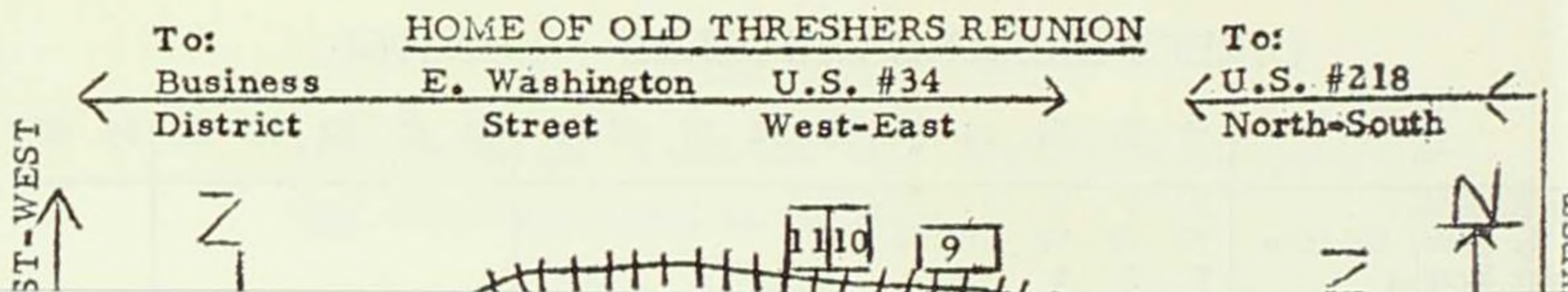
Donor's Name

Street & No.

City..... State..... Zip.....



MAP OF MC MILLAN PARK--MOUNT PLEASANT, IOWA



PUBLICATIONS ISSUED BY THE SOCIETY IN 1965

1. Twelve Issues of *The Palimpsest*

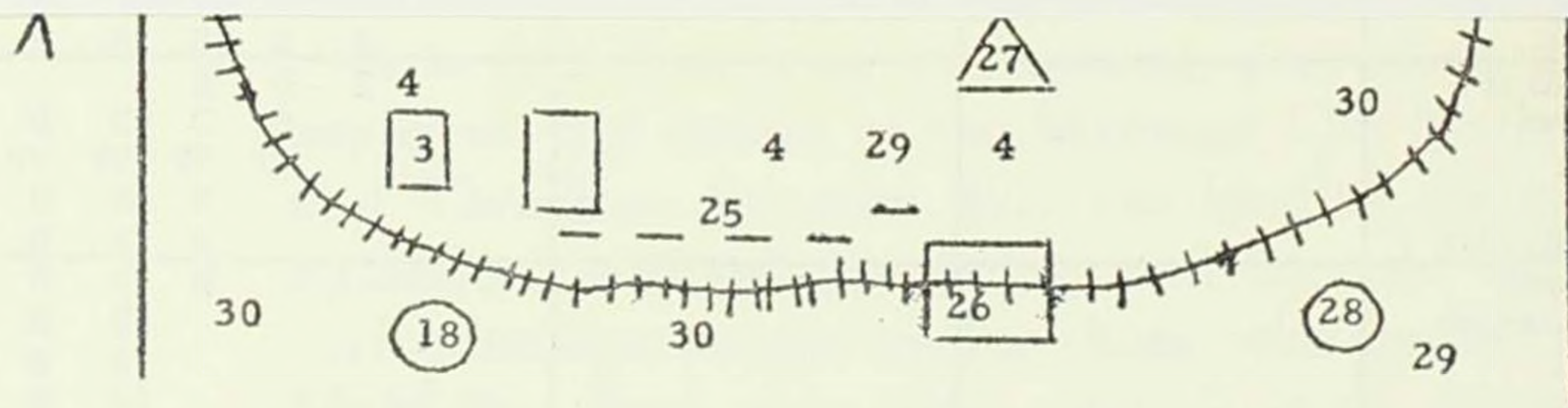
January—First Regiment Iowa Volunteers
 February—Good Roads Movement in Iowa
 March—Upper Iowa University
 April—Great Northern—Union Pacific—
 Santa Fe
 May—Keokuk—The Watchful Fox
 June—The Palimpsest: 1920-1965

July—Mississippi River Floods
 August—Commemorative Stamps and Iowa
 History
 September—The 61st General Assembly of
 Iowa
 October—Lexington of the North
 November—Iowa Government in Action
 December—Norwegian-American Museum

2. A reprint of two century-old Almanacs for 1866 issued in December, 1965:

Housekeepers Almanac for 1866
Methodist Almanac for 1866

3. Six issues of *News For Members*



1-Headquarters
 2-Ladies Auxiliary
 3-Rest Rooms
 4-Drinking Water
 5-Threshing Area
 6-Antiques
 7-Barbershop
 8-Band Stand
 9-Railroad Depot
 10-Blacksmith Shop

11-Fire Station
 12-Log Cabin
 13-Country Store
 14-Saloon
 15-School House
 16-Church
 17-Old Cars
 18-Ground Train Stops
 19-West Gate
 20-Bus Stop

21-Grandstand
 22-Eating Tents
 23-Souvenirs
 24-East Gate
 25-Mark Twain Zephyr
 26-Train Round House
 27-Chautauqua
 28-Saw Mill
 29-Camping Grounds
 30-Parking Areas



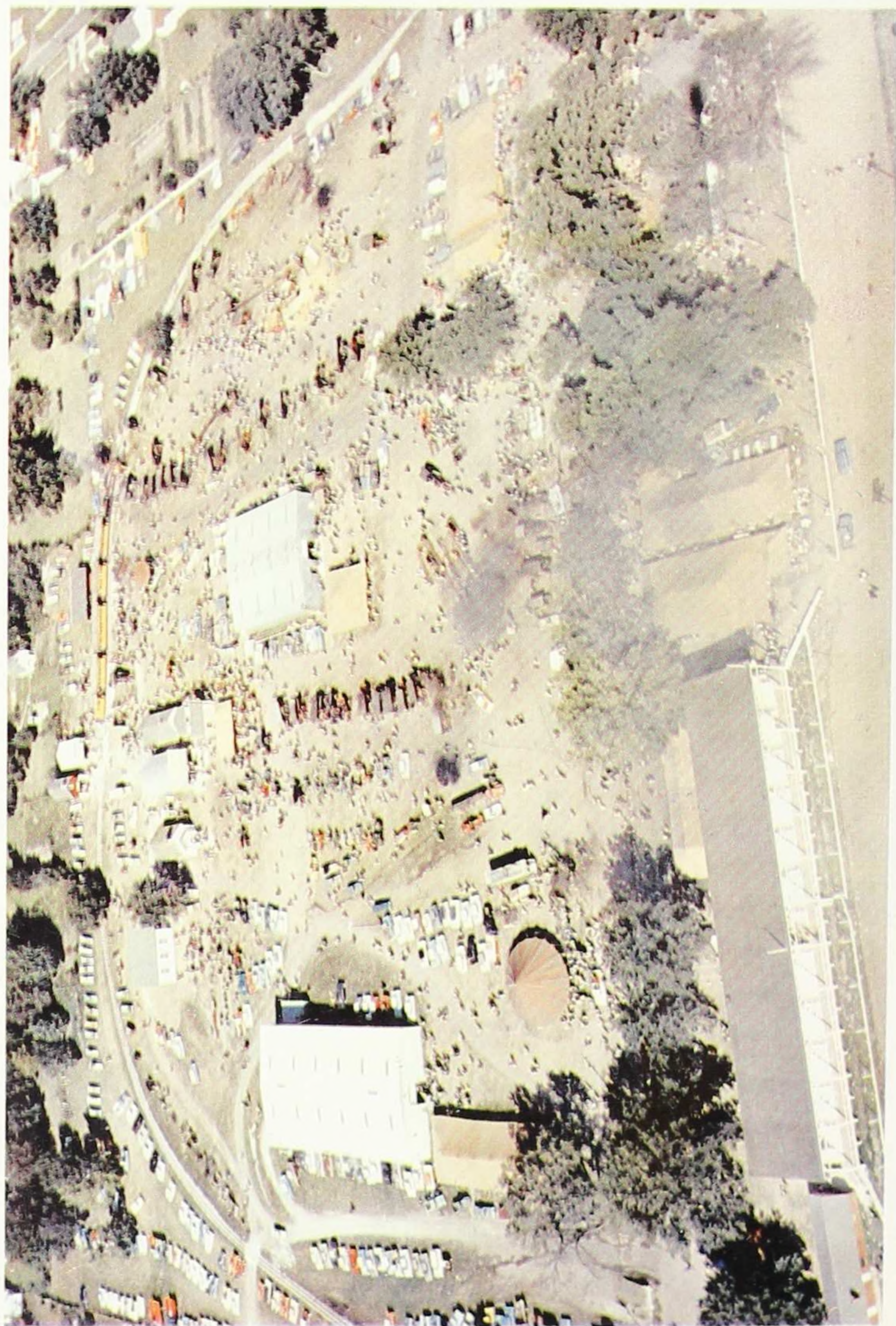
Above:
Herschel Spillman's steam
Merry-Go-Round.



Center:
Old Threshers genuine
old medicine wagon.

Below:
An old Mount Pleasant
general store was moved
to the grounds.





Aerial view of Old Trolley Park Grounds