
MID-CONTINENT RAILWAY

VOL. 23:2

Gazette

MAY 1990



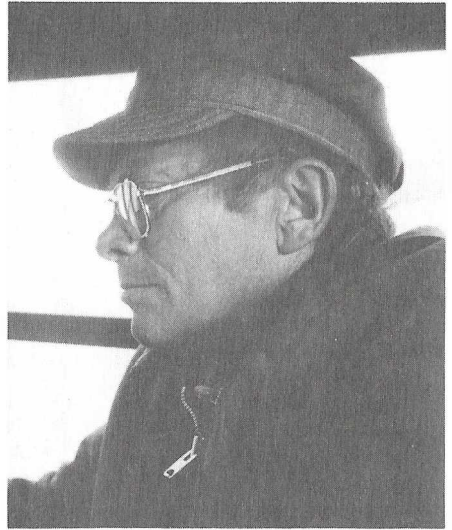
Remembering Warren Tisler

Warren M. Tisler, a Mid-Continent member known for his dedication to "diligent work," accompanied locomotive 1385 on many of its travels throughout the mid-west. Mid-Continent employed him as a locomotive mechanic and engineer from April 1984 to September 1986 and again in May 1989. Mid-Continent members honored him March 9 with a plaque naming him honorary chief mechanical officer for the 1385 program. He died March 18 at the Monroe hospital. His passing was noted in the obituaries in *Trains* (June, p. 11).

Tisler, who was born March 26, 1936, joined Mid-Continent in 1970. He was a machinist for Libby-Owens-Ford in Ottawa, Ill., for 26 years before moving to Brodhead in 1980. He worked for three southern Wisconsin short lines: Chicago Madison and Northern, 1980 to 1982; Central Wisconsin, 1982; and Wisconsin and Calumet, 1986 to 1990.

He married Lovina Roeder on Nov. 29, 1967, in Ottawa. He has survived by his wife; his father, Marshall, Ottawa; three sons, Marshall of Azie, Tex., Wayne of Houston, Tex., and Walter of Brodhead; and a brother, Dale of Marseilles, Ill. Lovina and Wally are Mid-Continent members; Lovina is superintendent of operations.

Services were Thursday, March 22, at the Seals-Campbell Funeral Home, Marseilles, Ill., with the Rev. Van McCullough officiating. Pallbearers were: Stanley Nordeng Jr., Charles Wiesner, Jon Neumann, Robert Dorr, Ronald Roeder, and Greg Verstein. Arrangements in Brodhead were by the Newcomer Funeral Home.



Warren Tisler, at throttle of locomotive 1385 at Mazomanie in 1988.

McCullough, a Mid-Continent fireman from Jacksonville, Ill., quoted from John 14:1-6 in the funeral sermon. Later, he prepared his personal thoughts:

"Warren Tisler was my friend. Remembering him is one of my life's privileges. He contributed much to my life which is worthy of remembering and practicing.

"He was dedicated to diligent work. As he made repairs and rebuilt our engines, we saw a man willing to work, work, and work some more. We need that kind of example today. Life emphasizes ease, comfort, and convenience today. Warren
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Roundhouse 1

Mid-Continent's 28th operating season is well underway, and, if all goes well, the museum will carry its 1,000,000th passenger in Sauk County before the summer is over. Since starting operations at North Freedom in 1963, Mid-Continent has carried 968,044 passengers in the 27 seasons. The successful Snow Train '90 gives a good start on the 1,000,000 mark.

Another favorable indicator: School groups, more than in previous years, have been taking advantage of the special "steam train adventure" rates in 1990.

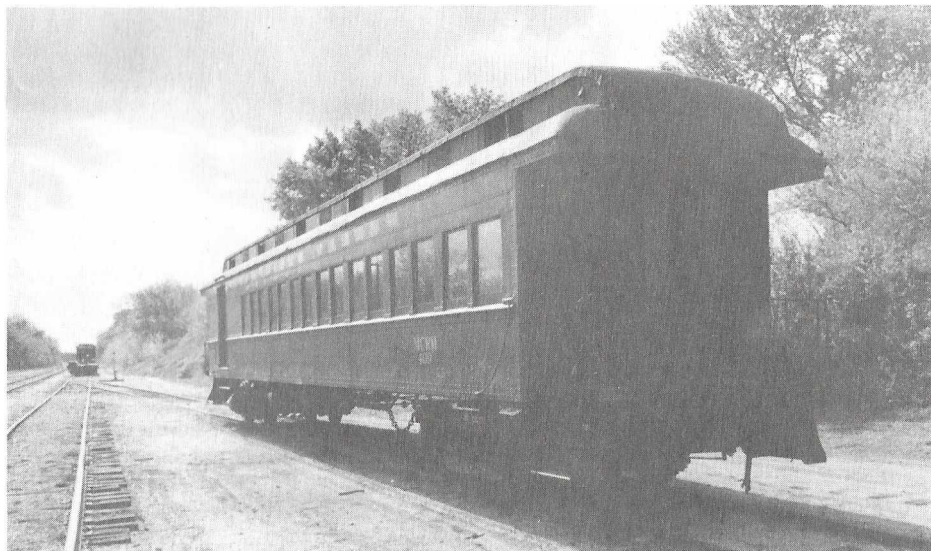
Diesel no. 988 opened the season May 14. The next day, D&R 9 returned to service after painting and reassembly.

Mid-Continent continues to receive good news coverage. And, Wisconsin Tourism Development displays photos in a range of publications, including *Motion Picture Locations* and the *Wisconsin Auto Tours*, and helps arrange media visits (such as a film crew from Channel 9, Chicago, for

Weekends Away, being shown the first weekend in June, and syndicated nationally).

Plans are going ahead for the Mazomanie Railroad Celebration, which includes excursions June 15-17 with locomotive 1385. Trains leave Mazomanie on a round trip to Sauk City Saturday and Sunday at 9 and 10:30 a.m., and 12, 2, and 3:30. An additional train runs at 6:30 p.m. Saturday. The four-hour photo run at 2 p.m. Friday also covers Cross Plains and Prairie du Sac.

Fares are \$9.50 in coaches, \$19.50 for first class service. For the photo run, the charges are \$19 for coach and \$39 for first class. Information and tickets are available by calling 608-795-4550 in Mazomanie. The excursions are sponsored by Mazomanie's village, chamber of commerce, and historical society; Wisconsin & Calumet Railroad; and Mid-Continent.



Ex-C&NW combine no. 7409 waits at Janesville for the final leg of its trip.



Greg Vertein, John Sorrel, and Jay Slide work on the Walnut St. crossing during the Spring Fling weekend.

Many members turned out at Spring Fling April 21-22 for a major project, reconstruction of the three-track crossing at Walnut St. Mid-Continent purchased 160 tons of ballast and 100 tons of chips from the Rock Springs quarry for the project and 170 feet of 18-inch culvert, and rented a tamper. A 76-foot panel and two 39-foot panels of track and 99 ties were used. Crews, starting Wednesday, excavated below street level to place fabric under the ballast. Blacktopping remains to be done. Supt. Jay Slinde thanked everyone for the help.

Some 53 people attended the banquet Saturday night. Orton and Signe Johnson entertained with a one-act play about a forgetful couple. In a mail ballot counted after the banquet at the members meeting, voting members approved revisions in the bylaws, 103-29. The revisions, proposed by the executive director search committee and unanimously recommended by the board, will increase accountability and responsibility of the new executive director. About 25 voting members were present; many of them objected to the changes.

Phase one of the new, 310,375 cubic foot car repair building is finished. Track work is done, ballast is in place, and cars have been moved into the building. Additional work, such as the electrical service, must wait for more funds. In a final inspection May 9, the Wisconsin Department of Industry Labor and Human Relations noted: "Owner agrees to install illuminated exit signs to mark required exits when electricity provided and provide portable fire extinguishers."

An addition to Mid-Continent's steel passenger fleet, ex-C&NW combine no. 7409, arrived in Janesville in April. When built by Pullman in December 1915, the 68-foot, 8-inch car was painted yellow-green outside, finished inside in oak, and seated 60 passengers. It was one of five cars in Pullman lot no. 4334. In 1928, it was repainted Pullman green and partitioned into 12 seat smoking and 46 seat nonsmoking sections. A steam line under the car was added in 1931. The car has a self contained Baker heater.

C&NW sold no. 7409 to Empire State Railway Museum, Middleton, N.Y., in 1962. Empire State operated it until 1966 on the Middleton & New Jersey. The car, stored until spring 1971, then moved to Essex, Conn. It operated on the Valley Railroad's first train, July 29, 1977, and in regular train service to 1987. Empire State's equipment, including no. 7409, was transferred to the Connecticut Valley Railroad Museum that year. Mid-Continent purchased the car from CVRM in 1989. A similar car, no. 7411, is at the National Railroad Museum in Green Bay. Providence and Worcester and Conrail provided reduced rates to Chicago. Wisconsin and Calumet moved the car to Janesville at no charge. It will come to North Freedom with returning excursion equipment.

More than 130 applications were received for the executive director's position. The search committee conducted phone interviews, and plans to interview three candidates in person early in June, before making a recommendation to the board of directors.

Edward Kraemer & Sons, Plain, has approval to reopen the La Rue quarry. The company leased 224 acres from Darrell Klingmeyer in January. After a public

hearing April 26 in Baraboo, Sauk County granted a conditional use permit for 144 acres. Mid-Continent Interim Manager Ed Minihan spoke at the public hearing. The Wisconsin Department of Natural Resources does not object to reopening on the site closed in 1959. If bids are successful, operations would begin in late summer. To accommodate heavy equipment, Kraemer has agreed to repair the town road to the quarry. The company expects to use the quarry production for non-local construction projects.

Nekoosa Papers donated its diesel locomotive no. 21, an Alco model C415 built in 1966, to Mid-Continent. The locomotive, purchased second hand, had been used at the company's Port Edwards paper mill yard since 1980. Nekoosa Papers will provide a metal plaque acknowledging the gift for the side of the locomotive. Among stipulations in a May 15 letter from J. Marshall Buehler, manager of customer relations and internal transportation for Nekoosa Papers, is a request that the engine remain Mid-Continent's property for at least three years, "either in use at North Freedom or somewhere in Wisconsin." Donations are needed to turn the wheels on one of the trucks, before the locomotive is moved.

Members in Vermont. Central Vermont Railway General Manager Chris Burger had good things to say about Mid-Continent to the Champlain Valley Chapter of the National Railway Historical Society, Burlington, Vt. The April 11 program on the 1385 was well received. A special room at the University of Vermont was used to handle the crowd.

Although 1385 never operated in Vermont, it was constructed in nearby Schenectady, N.Y. The Rutland Railroad once operated Ten-Wheelers in Vermont that were very similar to the C&NW's R-1 class. The builder's plates now on the 1385 are reproductions that were cast several years ago in Florence, Vt., by the late Dana Berg.

Mid-Continent member Mark Smith is president of the chapter; Dick Gruber introduced Burger. *Dick Gruber*

Correction. The photograph in the February *Gazette* is not a Vince Mathew photo. It was taken by Mrs. Jan Martin, executive secretary of the Middleton Chamber of Commerce.

Remembering Warren

Continued from page 2

taught us that these are not the top drawer issues of life. Faithfulness to your skills is the important thing. Because I remember Warren, I want to be a good worker with my skills.

"He was dedicated to learning and teaching. Much of his ability and skills came from the school of personal experience. He would accept challenges, ponder them, and resolve them ultimately in a satisfactory and responsible manner. Relating to others, he would teach them and encourage them by personal experience to develop the skills needed for the job. I have never heard him speak ill of those who were learning. He would rather have them do it again, until they learned to do it right. I want to be this kind of person. I want to remember Warren and from him to learn to calmly and correctly accept challenges. I want to help others to learn the right way

"Warren was a modest person. Though he accomplished very much in his life, he did not wear his achievements on his sleeve. He would seldom even speak about his achievements. Instead they spoke for themselves. Those of us who have ever worked on an engine he repaired knew that his touch was evident in the improvement. It was not necessary for him to advertise his accomplishments, they spoke for themselves. I want to remember Warren for this reason. There is such an interest today in people's achievements or the lack of them, that we tend to show off our achievements and cover up our mistakes. I never knew Warren to be that way. His work testified loud and clear. That is worth imitating.

"If I can remember these things about Warren, I'll be a better person. If our museum can remember these things about Warren, our museum will be better. We will go on in our mutual efforts better because we remember Warren Tisler."

Deaths. Warren Tisler, March 18 (page 2); F. Clayton Snyder, Lincolnwood, Ill., life member, October 1989.

Minihan Assesses Mid-Continent's Future as Leader in Rail Preservation

In a preliminary report to the board of directors May 20, Interim Manager Ed Minihan gave his suggestions for the future viability of Mid-Continent. He called on the board to use its leadership to bring members together. "If you can get together, nobody can stop you" from becoming a world leader among historic, railway operating museums.

But the museum now can barely sustain itself on ticket and gift shop revenues, and cannot undertake major capital improvements. To preserve and improve its collection, Mid-Continent needs to begin an ambitious development/fund raising program, build its educational resources, expand its membership base, and show the public in words and pictures how the railroad of 1900 influenced the culture of the nation.

An advisory board of civic and railroad leaders would boost Mid-Continent's potential. Support for the new executive director is essential, said Minihan, who has served since February. He is moving on to a new job in Madison soon.

"You have something very unique. You have one of the best operations in respect to its potential in the world. You have an outstanding combination of skills: a real steam operation, well grounded knowledge of steam mechanics, very dedicated volunteers, and a great deal of railroad historical knowledge, plus really great restoration work.

"I understand the factions somewhat. There is a great deal of feeling out there among members. But the operating people and the restoration people should be able to work together, so both groups have adequate resources to reach their goals.

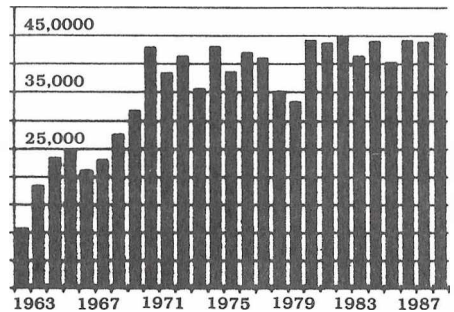
"You can draw upon a national market for giving, if you get everybody pulling together. If you don't get members pulling together, you have the real possibility of becoming a static display or closing. Nobody cares to hear about that.

Minihan estimated conservatively that

Mid-Continent needs an additional \$1 million in the next ten years, by the year 2000, for capital projects alone, and more to expand vital educational activities. "You can take this organization a very long way without making too many changes. It's necessary to get folks together, recognize members for their work, establish a formal complaint avenue, get strategic planning in place and move to careful budgeting.

"You have to understand that Mid-Continent's day to day business is substantial and time consuming, a major undertaking. You have no idea how much effort goes into keeping the museum open."

As a concluding comment, he asked everyone to eliminate "I told them guys...", a gremlin which haunts Mid-Continent. "I told them guys" pops up every time anything goes the least bit wrong, and even when things go right. The irony is that what I have observed is that our members haven't 'told them guys'. Most often complaints are made to everyone except the person being complained about. We need to replace 'I told them guys' with a new slogan for Mid-Continent, 'Take Pride.' Take pride in what you have accomplished, take pride in the wide variety of skills and abilities of your fellow members, and take pride in what each of you has contributed to Mid-Continent."



Mid-Continent ridership has not shown big increases since 1971, although 1989 was a record.



Board Minutes

Tom Hruska, Secretary

1990 minutes are being typed

November 19, 1989

Board members present were: Buhrmaster, Gruber, Brist, Parr, Emhoff, Oseland, Bloohm, Nordeng, and Hruska. Also attending the meeting were: Dick Goddard, Skip Lichter, Lovina Tisler, Wally Tisler, Skip Pierce, and Chris Burger.

The meeting was called to order by President Bloohm at 9:10 AM in the general office.

Bloohm said the minutes of the October 14 meeting stand approved as corrected. The minutes of the October 22 meeting stand approved as corrected.

VICE PRESIDENT OPERATIONS REPORT

Bloohm indicated that Steve Pahl had nothing new to report.

VICE PRESIDENT FINANCE REPORT

Brist reported that the check book balance was \$2,847.50 as of November 1, 1989. The Board went over the bank statements and the accounts payable which led to a long discussion.

SECRETARY'S REPORT

Hruska reported that Paul Swanson has requested a change from regular to life membership. Motion by Brist, second by Nordeng, to regrade the membership of Paul Swanson from regular to life. Passed unanimously. Skip Pierce wrote to the Board with a proposal to build a two-story watchman's tower somewhere on the Museum property. Paul Swanson wrote to tell about a Minneapolis and St. Louis steam locomotive that might be available for donation. Mr. Frank H. Gildner, Jr. wrote seeking information on where he might be able to acquire a wood caboose. A group of Museum members requested permission to redo the Cascade coaches for off line excursion use at no cost to the Museum. The Oshkosh Public Museum wrote to the Museum indicating they had a 19th century caboose that they would like to sell. Beverly Clason wrote asking if Mid-Continent would consider an excursion in McFarland, Wisconsin, on the weekend of September 15-16 or September 22-23, 1990. Skip Lichter has requested permission to construct an 8' X 8' room in the depot basement for personal use. Edward J. Steinhauser has donated a number of items to the Museum. Larry Hinz donated the parts needed to repair the Roof riding lawn mower. Labor to repair the riding lawn mower was provided by Lomira Farm Supply, Inc. An anonymous donor gave cash "in honor of Richard Goddard, Wava Verstein, and Lovina Tisler" to be used for the purchase of railroad ties for the new car shop building in the east yard.

TREASURER'S REPORT

No treasurer's report was available from Ralph Pierce.

MANAGER'S REPORT

Goddard provided overall summaries of our insurance policies and the cost of each. The 1990 Steam Calendar is at the printers and should be ready in 3-4 weeks. One thousand calendars have been ordered at a cost of about \$2,100. If correctly handled, they should pay for themselves. The Manager provided copies of a Baraboo News Republic article dated 11/10/89 relating to rail development at Reedsburg and assistance from the Pink Lady Rail Transit Commission. Goddard would like advice now from the Board as a whole as to whether they wish to have him continue to represent the Museum in any respect as far as the PLRTC is concerned. He will again be serving as Vice Chairman in 1990. Two invoices have arrived from the C&NW, constituting a double billing, due to confusion regarding departure date for

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equipment going to the Mazomanie excursion. The Museum had a record performance year in 1989. Ridership was 45,561 people as of the close of the season. This generated ticket revenues of \$219,058, up 5.8% over last year. Gift shop sales had a remarkable increase of 16.4%, earning \$101,349 for the year. Total revenue was \$320,487 for 1989, an increase of 8.9%. We will be required to have an audit for fiscal 1989, since the state of Wisconsin requires that we include a copy of our audit report with the form 308 which is part of the annual charitable organization report. The cost of the audit through our normal accounting service will be estimated at \$3,300, with about the same cost if the procedure is to be repeated after six months if we go ahead with the planned change in our fiscal year. A less-expensive review report cannot be substituted. Jim Horman from Fishkin is not enthused about the change to May 1 as the start of the fiscal year as we have proposed at this point. The Board should authorize proceeding with a purchase order so Fishkin can prepare for an audit with field work planned for December. The car shop project is progressing on schedule with site preparation, permitting, plan certification, and most other details completed. Holes for the posts and footings will be drilled on Monday of this week. A preliminary summary of the Mazomanie excursion results was submitted. The net profit estimate does not take into account associated/indirect costs, such as lube oils and greases, brake valve updates, equipment wear and tear, shop electricity, car repair, FRA stencils, staff time to repair equipment and to procure materials and supplies, long distance calls, gasoline charged to ferry vehicle to Mazomanie, staff time to update FRA paperwork and oversee inspections, etc. A side benefit, of course, is our higher insurance coverage for the rest of the insurance year. The sump pump in the depot basement is leaking and will need repair soon. Security remains a problem. There have been broken windows on the property and someone has been leaving the public men's restroom unlocked. Paul Wolff has not been available this summer to complete the work on the freight house.

The Board took a 5-minute break.

COMMITTEE REPORTS

The Long Range Planning Committee suggested having a representative of the Museum on hand during the construction of the car shop to help resolve immediate problems. Buhrmaster suggested that Goddard could be engaged at half wage. Motion by Buhrmaster, second by Gruber, to retain Dick Goddard for four additional weeks at one-half wage plus full insurance benefits to supervise the construction of the car shop building. Passed unanimously.

There is no written report from Chuck Wiesner concerning the Mazomanie excursion. He is going to try to resolve the double billing problem from the C&NW railroad.

Buhrmaster had to leave the meeting. He gave his proxy to Parr for the remainder of the Board meeting.

ELECTION OF OFFICERS

Bloohm asked for nominations for Vice President Operations. Brist nominated Orton Johnson for VP of Operations. Hruska nominated Jon Neumann for the position of VPO. Steve Pahl was nominated for VP of Operations by Nordeng. Motion by Hruska, second by Nordeng, to close nominations. Passed unanimously. Motion by Oseland, second by Hruska, to vote for the election of officers by secret ballot. Passed unanimously. The President appointed Lovina Tisler to count the ballots. The results of the secret ballot were: 3 votes for Pahl, 2 votes for Neumann, 2 votes for Johnson, and 2 votes abstaining. None of the candidates received a majority as required by the bylaws. Each of the candidates was discussed before taking another secret ballot. The results of the second balloting were identical to the first balloting. The President declared an impasse. Steve Pahl will continue as VPO until the Board fills the position. The Board requested that all three candidates be present at the December Board meeting.

Bloohm asked for nominations for Vice President Finance. Brist nominated Bill Buhrmaster for the position of Vice President Finance. Oseland nominated Bob Ristow for VP of Finance. Motion by Brist, second by Nordeng, to close nominations. Passed unanimously. Buhrmaster was elected Vice President Finance with 5 votes. Ristow received 3 votes and 1 vote abstained.

Bloohm asked for nominations for Vice President Development and Marketing. No nominations for the position were made at this time. The President declared the office vacant until qualified candidates are nominated.

Bloohm asked for nominations for Secretary. Oseland nominated Tom Hruska for the position of Secretary. Motion by Brist, second by Gruber, to closed nominations and to cast a unanimous ballot for Tom Hruska as Secretary. Passed unanimously.

Bloohm asked for nominations for Treasurer. Brist nominated Shirley Emhoff for the position of Treasurer. Motion by Brist, second by Nordeng, to close nominations and to cast a unanimous ballot for Shirley Emhoff as Treasurer. Passed unanimously.

PRESIDENTIAL APPOINTMENTS

Bloohm appointed Robert F. Welke, Sr. as Membership Secretary. He also appointed Lovina Tisler as Steamer Editor. Motion by Brist, second by Emhoff, to approve the appointments of Bob Welke, Sr. and Lovina Tisler. Passed unanimously.

Bloohm asked that all other committees and committee members to remain in place until the December Board meeting when appointments will be made.

BOARD APPOINTMENTS

Motion by Parr, second by Gruber, to designate Don Ginter as Curator. Motion passed with Brist voting no.

Motion by Nordeng, second by Parr, to designate John Gruber as Editor of the Mid-Continent Railway Gazette. Passed unanimously.

CONTINUING RESOLUTIONS

Motion by Parr, second by Nordeng, that the following continuing resolutions for the Mid-Continent Railway Historical Society be passed:

The Bank of Reedsburg, North Freedom Branch, be the official depository for the Mid-Continent Railway Historical Society.

The principal office for the Mid-Continent Railway Historical Society be located at North Freedom, Sauk County, Wisconsin.

The Board meetings of the Mid-Continent Railway Historical Society be conducted according to the Parliamentary Procedures at a Glance by O. Garfield Jones.

To authorize the President, Vice President Finance, Secretary, and Treasurer to handle the financial business of the Board.

To authorize the Vice President Finance, Assistant Treasurer, and Superintendent of Finance to sign checks. All checks will be cosigned by the Treasurer.

The motion passed unanimously.

OLD BUSINESS

Monica Burkert-Brist had written to the Commissioner of Transportation regarding the Museum's four public rail crossings. Mr. Joseph Sweda responded suggesting a joint meeting at North Freedom on November 27, 1989. The short interval of notice for this meeting presents some problems but the Museum will try to work out some kind of meeting. Monica is still trying to get the insurance fund to cover the \$10,000 paid out by the Museum. Arrangements have been made to delay final payment for legal counsel but Monica suggested making a partial payment at this time.

The C&NW combine car at Connecticut Valley was discussed. The Board was concerned about providing security for the car during the move. It was suggested that we try to wait until spring, besides it would be difficult to make full payment for the car at this time.

The tie installation project for the main line is on hold at this time due to the cash flow problem at the Museum.

The Museum has credit with Norfolk Southern for prepaid freight for the movement of locomotive 4960. To get a cash refund of this credit appears unlikely. Gary Benzman and the Grand Canyon Railroad might be able to use this

credit for their move and then Mid-Continent might be able to receive cash from the Grand Canyon.

Mr. Chris Burger, formerly with the C&NW railroad, was asked about the \$7,000 offered by the railroad toward repairs of locomotive 1385. He pointed out that since the C&NW did not use 1385 since the repairs, he felt that the railroad was not obligated to pay for locomotive repairs. He also pointed out that the contract is still in effect but he does not expect the C&NW to run any trips in the future.

The rotary snowplow needs a hydro test, a new blow-off valve, and repairs to leaks. The Board decided not to use the rotary at Snow Train '90. We have advertised that we will operate a plow train so we will use the Jordan Spreader this winter.

It has been determined that Bob Sladky printed the 1990 color calendar with the approval of the Hastings family.

A petition has been received from five members of the Museum requesting a change in the procedure for electing directors as provided in the current bylaws.

The main line crossing at Walnut Street needs to have the low joint repaired before Snow Train.

Gruber had to leave. His proxy was given to Parr for the remainder of the meeting.

The proposal by a group of Museum members to redo the Cascade cars for off line excursion use was discussed. Nordeng is to check on possible locations on the WICT railroad where the work could be done.

Mid-Continent's ballast tamper is still on the Wisconsin and Calumet railroad. Jay Slinde is to decide if it should be returned in the near future.

Brist consented to prepare a set of guidelines for the position of General Manager.

The keeping of Jon Neumann's railroad car on the Museum property was discussed. Mr. Neumann filled out an application to keep his car on the property and placed the application in Parr's mailbox. The application is now missing. The Board decided to continue with the request as if the application was in hand. Parr indicated that the Camp Car Committee made a recommendation to not approve the request for the car to remain on Museum property. Motion by Brist, second by Oseland, to approve the Camp Car Committee's recommendation to deny the request for Neumann's car to remain on Museum property. Brist, Parr, Gruber's proxy, and Buhrmaster's proxy voted in favor to deny the request. Emhoff, Oseland, Nordeng, and Hruska voted against the motion. President Bloohm cast the deciding vote to approve the motion to deny the request.

NEW BUSINESS

Skip Lichter had requested permission to build an enclosure in the depot basement. Motion by Brist, second by Hruska, to table the request until the December Board meeting. Passed unanimously.

Superintendent Tisler had written to the Vice President Operations concerning some problems at the Museum. The Board is waiting for a reply from Steve Pahl.

John Jenswold has requested a copy of the Museum's mailing list. The Board took no action at this time but asked Bloohm to find out for what purpose Mr. Jenswold intended to use the list.

Motion by Brist, second by Nordeng, to authorize the Museum's accountant to conduct an audit for the fiscal year that just ended. Passed unanimously.

The Museum is not interested in the caboose at Oshkosh.

The Board requested more information concerning Skip Pierce's request to build a two-story watchman's tower on the Museum property.

The Board decided to transfer \$15,000 out of savings so we can pay some of the outstanding bills.

Motion by Nordeng, second by Brist, to adjourn the meeting. Passed unanimously. The meeting was adjourned at 4:10 PM.

December 10, 1989

Board members present were: Buhrmaster, Parr, Brist, Emhoff, Gruber, Oseland, Bloom, Nordeng, and Hruska. Also attending the meeting were: Harley Vodak, Jay Slinde, Dick Gruber, Dick Goddard, and Skip Lichter.

The meeting was called to order by President Bloom at 9:10 AM in the general office.

Motion by Buhrmaster, second by Oseland, to table the November minutes until after break. Passed unanimously.

VICE PRESIDENT OPERATIONS REPORT

Pahl is in Montana on business but he did provide information for his report. Steam locomotive 1385 will be in service for Snow Train. The Saginaw #2 will not be available by February nor will the D&R #9 be finished. The WC&C #1 is out of service but the mechanical department says it could be available for Snow Train after repairs are completed. Motion by Gruber, second by Nordeng, to accept the report of the VP of Operations. Passed unanimously.

VICE PRESIDENT FINANCE REPORT

Buhrmaster submitted a written report showing the monthly summary. As of November 30, 1989, the checking balance was \$807, the savings balance was \$63,297, and the Railway Restoration Trust Fund balance was \$29,078. General income for the month was \$2,084 and an additional \$22,354 from savings income. A total of \$23,047 was paid in expenses during November. The Museum currently has no outstanding loans. Accounts payable is \$52,721. Motion by Brist, second by Parr, to accept the report of the VP of Finance. Passed unanimously.

SECRETARY'S REPORT

Hruska reported that Stan Nordeng has requested a change of membership from regular to life. Motion by Buhrmaster, second by Emhoff, to regrade Stan Nordeng's membership from regular to life. Passed unanimously. Both John Obst and Kelvin Retterath have requested upgrades from associate to life membership. Motion by Parr, second by Nordeng, to regrade the associate membership of John Obst to life membership. Passed unanimously. Motion by Gruber, second by Oseland, to upgrade Kelvin Retterath's membership from associate to life. Passed unanimously. An invitation was received from the office of Governor Tommy Thompson asking the Museum to participate in the Governor's Conference on Tourism on February 13-15, 1990. The Museum received a petition signed by five Museum members requesting a change in the bylaws concerning the method of electing members of the Board of Directors. Robert Sladky wrote asking permission to meet with the Board in January to discuss, identify, and determine projects for the Railway Restoration Trust Fund. John Gruber wrote to the President to point out the need for the Directors and Officers to receive the agenda, minutes, reports, and any new motions prior to the date of the Board meeting. Jon Neumann wrote requesting a 90-day extension on moving his camp car off of Museum property citing the short interval previously authorized did not allow him time to make arrangements. David Wantz has donated a Craftsman sabre saw for use in the woodworking shop. J. Marshall Buehler made a cash donation toward the preservation and restoration of Pullman car Mt. Harvard in memory of his mother Helen Buehler Podruch. An unassigned cash donation was received from Fred M. Springer. Art Oseland, Greg Verstein, and Tom Hruska each made cash donations toward the cost of recrystallizing the railroad frequency radios.

MANAGER'S REPORT

Dick Goddard, who has submitted his resignation as Manager effective November 30, has been retained at the request of the Board as a part time Manager until December 31, 1989, to oversee the construction of the car shop building. Goddard gave a verbal report. The Circus, Cranes, and Trains ticket income was over \$3,400 for the 1989 year-end total. The battery charging timer in diesel #4 is causing the charger to remain on continuously. The cost of disposing of waste from the bottom of the bulk oil tanks was about one-half of the original estimate resulting in a saving to the Museum. Mr. Leroy Mohlman sent to the Museum a copy of his "third amendment to declaration of trust." This living trust will provide for his wife until her death or remarriage. At that time, the trust will make four distributions as provided in the terms of the trust and all remaining principal

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will be distributed to the Mid-Continent Railway Historical Society to establish a trust entitled the "Roy Mohlman Memorial Foundation." The Pink Lady Transit Commission provided a reception in the Wisconsin Dells for shippers along the railroad. Repairs are continuing on steam locomotive 4960 as funded by the locomotive's new owner. Repairs to three axles have been completed. Two axles were condemned and will be replaced. Goddard decided to release one of the two dumpsters located at the Museum. Nordeng will work on the sump pump in the depot basement. It has been confirmed that the rented "Bobcat" was at the Museum for 29 days between delivery and pick-up dates. Motion by Brist, second by Nordeng, to accept the report of the Manager. Passed unanimously

COMMITTEE REPORTS

The Long Range Planning Committee reported that a four-man crew has been working on the construction of the car shop building. The framework is already in place.

Steve Brist, at the request of President Bloohm, and Eliot Keller have both submitted information on selecting a new General Manager/Executive Director.

The Social Committee has \$775.69 in earnings. Their primary goal is to fix up the area used by the members in the depot basement.

ELECTION OF OFFICERS

Bloohm again asked for nominations for Vice President Operations. Gruber nominated Jerry Parr for VP of Operations but Parr declined. Motion by Nordeng, second by Oseland, to close nominations with the three names submitted last month. Passed unanimously. The results of the ballot were: 3 votes for Orton Johnson, 2 votes for Jon Neumann, 3 votes for Steve Pahl, and 1 vote abstaining. No replacement has been elected for the current VP of Operations.

Bloohm asked for nominations for Vice President Development and Marketing. No nominations were made to fill this new position.

PRESIDENTIAL APPOINTMENTS

Bloohm submitted a list of committee appointments. In reviewing the list, the Board suggested adding several names. Following is a list of committees and the members of each committee. The first member listed is the Chairman of the committee.

CENTER FOR RAILROAD ART AND PHOTOGRAPHY

John Gruber, Steve Brist, Tom O'Brien Jr., Ralph Pierce, Chris Burger, Peter Bunde, David Morgan, and Robert McMillan.

CAMP CAR

William Raia, Robert C. Welke, James Neubauer, Robert Ristow, Stanley Nordeng Jr.

LONG RANGE PLANNING

Gerald Pitzen, Bill Buhrmaster, Warren Tisler, Jay Slinde, Robert Sladky, Don Ginter, Jeff Bloohm, David Bierman, Jerry Parr, and C.P. Fox

PEER REVIEW

Woodrow Gorman, F. Alan DuVal, Geoffrey Blaesing.

MEMBERSHIP

Art Oseland, Shirley Emhoff, Doug Crary, Robert F. Welke.

SOCIAL

Sharon Crary, Joanne Engelbretson, Shirley Engelke, Sue Oseland.

NOMINATING

Woodrow Gorman, Rick Peters, Robert Ristow.

RAILWAY RESTORATION TRUST FUND

Tom O'Brien Sr., Robert Sladky, J. Marshall Buehler, Lovina Tisler, Jerry Mennenga.

RULES INTERPRETATION

John Winter, Robert C. Welke, Steve Pahl.

MEMORIAL FUND

Wava Vertein, Betty Gorman, Liz Buhrmaster, Betty O'Brien.

ACQUISITION AND DISPOSITION

Don Ginter, Ray Buhrmaster, Jeff Bloohm, Robert Sladky, Richard Goddard, William Raia, Ray Zilvitis, Art Oseland.

ENDOWMENT FUND

Tom Hruska, John Johnson, Tom O'Brien Jr., Eliot Keller, Steve Brist, Dick Goddard. Motion by Buhrmaster, second by Nordeng, to approve the committee appointments as presented by President Bloohm with the added names. Passed unanimously.

The Board took a short break.

OLD BUSINESS

Harley Vodak asked to address the Board. He expressed sorrow that the grade crossing accident involving his son happened in the first place because it affected the Museum as well as his son. When he learned that the Museum's primary insurance carrier had gone out of business, he asked his son's lawyers to back off. The litigation has now been settled and Harley feels that both parties have learned as a result of the incident.

Engineering department Superintendent Jay Slinde talked about the engineering requirements for the coming year. The planned tie replacement and related work on the main line should be contracted out on a bid basis with a fixed final cost for the project. The Museum's tamber is still on the Wisconsin and Calumet railroad. Slinde is seeking the donation of rail for use at the Museum.

The Chicago and North Western combine coach is ready to ship from Connecticut. Blohm has negotiated a price of \$50 per day plus expenses for a rider to accompany the car while it is in transit. The quoted freight rates need to be extended until March 1, 1990.

Arrangements are still trying to be made so the Grand Canyon Railway can use the Museum's prepaid freight for moving locomotive 4960 out off Indiana. This is one method that may allow the Museum to get this money back.

Motion by Gruber, second by Oseland, that the President terminate the five-year contract with the Museum's professional fund raiser, Robert Sladky. Since Sladky plans to be at the next Board meeting, motion by Brist, second by Nordeng, to table the motion until the January meeting. Motion to table passed with Oseland voting no.

Motion by Brist, second by Oseland, for the Board to recommend to the membership to approve the bylaws change submitted by petition to change the method of electing Directors. Motion by Gruber, second by Brist, to table the motion. Passed unanimously.

There has been some challenges to the change of fiscal year as approved by the bylaw change last October. Superintendent of Finance Jeff Haertlein and his wife Cindy say the May through April fiscal year will complicate their operation and inventory of the gift shop. A person from the accountant's office also expressed opposition to the change but did not explain why he was opposed.

Motion by Buhrmaster, second by Emhoff, to not approve Skip Lichter's request to build an 8-foot by 8-foot room in the depot basement for personal use. Passed unanimously.

No date has been set to conduct the audit for the fiscal year that ended October 31, 1989.

Last month, John Jenswold requested a copy of the Museum's membership list. The Board asked why and Blohm said he would inquire. Jenswold did not specifically say why he wanted the list but did agree that he would not use the list against the Museum. Motion by Brist, second by Nordeng, to provide a current Museum mailing list to John Jenswold provided he prepares and submits to the Museum a printed directory of Museum members. Passed unanimously.

Vice President Finance Bill Buhrmaster will serve as purchasing agent and all purchase orders will be coordinated through his office.

Mr. Johnson from Star Sales wants a definite date as to when he will receive final payment on his bill. He would prefer payment before December 31 so he may close his books but if this is not possible, what date in 1990. Vice President Buhrmaster will make a recommendation at the January Board meeting.

Blohm appointed a Search Committee to seek applications for an Executive Director for Mid-Continent. John Gruber was appointed Chairman with members Steve Brist, Chris Burger, Ken Hojnacki, and John Obst. Motion by Nordeng, second by Hruska, to approve the appointments to the Search Committee. Passed unanimously. Motion by Nordeng, second by Oseland, for the Search Committee to prepare a job description, salary, benefits, etc. and submit their report to the Board. Passed unanimously.

The distribution of the spare LS&I locomotive parts was discussed. Records show that Mid-Continent purchased 58.8% of the parts. The owner of locomotive #29 purchased 23.5% of the parts. The other 16.6% of the parts were purchased by the owners of locomotive #22. Motion by Brist, second by Emhoff, to have Rick Peters and Warren Tisler evaluate the parts, prepare a list of items wanted by Mid-Continent, and then authorize the President to distribute the parts per the percentages of ownership. Motion to amend by Brist, second by Emhoff, to authorize the President to pay for Tisler's time if deemed necessary. Motion to amend passed with Buhrmaster voting no. The amended motion passed with Buhrmaster voting no.

Motion by Hruska, second by Emhoff, to authorize a 90-day extension on the date for Jon Neumann to move his railroad car off the property. This led to a long discussion. Motion by Oseland, second by Brist, to call for the question. Passed unanimously. The original motion failed with Hruska and Emhoff voting yes. Motion by Buhrmaster, second by Brist, for Jon Neumann to remove his car from the property by February 16, 1990, or the Museum will move it off the property on Snow Train weekend. Motion by Gruber, second by Buhrmaster, to call for the question. Passed unanimously. The original motion passed with Parr, Emhoff, and Hruska voting no.

Brist would like to prepare, and mail out with the 1990 Steam Calendar, a survey sheet asking Museum members to identify their talents, special skills, and any other information that might be helpful to the Museum.

Brist had to leave the meeting and he gave his proxy to Gruber for the balance of the meeting.

NEW BUSINESS

The Locomotive and Railway Preservation magazine has requested to use the Museum membership list to promote Phil Hastings' new book on the Boston and Maine railroad and offer advertising space in exchange prior to Snow Train. Motion by Gruber, second by Buhrmaster, to approve the use of the Museum membership list by L&RP in exchange for advertising space to be used at the Museum's discretion. Passed unanimously.

Several Museum members indicated that they intend to participate in the Governor's Conference on Tourism on February 13 - 15, 1990.

No decision has been made concerning the request for the Museum to operate an excursion train at McFarland next September.

Six thousand more Snow Train brochures have been printed. Bruce Parfitt has been handing out a brochure to each person that comes to buy a tree at his Christmas tree farm.

There was a brief discussion on priorities for the coming year and what to do about security around the property during the off season.

Motion by Gruber, second by Nordeng, to increase the hourly rate of Assistant Treasurer Wava Vertein to \$5.50 effective immediately. Passed unanimously.

Motion by Buhrmaster, second by Nordeng, that effective January 1, 1990, Wava Vertein will be authorized to cosign purchase orders to show that the P.O. has been verbally approved by the President or VP of Finance. Passed unanimously. No purchase orders will be allowed to be used by the issuer without being cosigned by the President, the VP of Finance, or Wava under the verbal direction of the President or VP of Finance.

Construction is planned on State Highway 136 in 1990. Traffic to North Freedom is expected to be routed over County Road W. Some concern has been expressed about traffic hazards at the intersection of W and US 12 since there is no plans for temporary traffic signals or 4-way stop signs. Motion by Parr, second by Emhoff, to instruct the Secretary to draft a letter to the Wisconsin Department of Transportation expressing concern for the safety of Museum visitors and members using the US 12 and County W intersection during work on State Highway 136. Passed unanimously.

Membership in tourism groups was discussed. The Association of Wisconsin Tourism Attractions costs about \$1,000. Circle Wisconsin is approximately \$750. The Wisconsin Travel Guide is about \$300. Motion by Gruber, second by Nordeng, to authorize funds to pay membership fees in the Association of Wisconsin Tourism Attractions, Circle Wisconsin, and the Wisconsin Travel Guide. Passed unanimously.

Motion by Buhrmaster, second by Nordeng, to approve Jeff Haertlein as Superintendent of Finance and Gift Shop Manager. Passed unanimously.

Buhrmaster suggested that Charles Wiesner be asked to pay \$200 toward the move of his car, the Dover Plains, in the Museum's excursion train while it was in transit to Mazomanie.

Gruber submitted a report on capital fund raising. It read:

Building support for development and fund raising is an important part of the President's job. With donations, I hired Joel Skornicka to begin a feasibility study for a major capital fund raising campaign (see my July 3 letter).

After our first meeting in July, hopes were high. We discussed working toward a capital campaign goal of \$3 million over a five-year pledge period. A report is in Skornicka's letter of August 1. In September, we visited Steve Selby, president of the National Railroad Museum, to learn about the Green Bay museum's successful campaign. We also talked with Chris Burger at a meeting in Madison.

Since my term as president has ended, we are putting most activities on hold. The anonymous letter of July 15, mailed in August to all members (including groups such as the Wisconsin Railroad Association) makes it difficult to build support for fund raising. The situation also is clouded by the activities of Bob Sladky, Director of Development, on behalf of Stonefield Calendar Co.; as a potential conflict of interest, this should have been discussed with us at our July 7 meeting and with the Mid-Continent Board.

We retain an interest in the center for railroad photography and art, and plan to continue working to implement its goals, as approved by the Board on August 28, 1988. This has great potential for building national visibility for Mid-Continent. Its success can be a big asset for Mid-Continent when Mid-Continent is in a position to resume planning for a major capital campaign.

The Board decided that the money in the Social Committee account should be deposited into and accounted for in the Museum's established bookkeeping system.

Blohm said the minutes of the November meeting stand approved as corrected.

Motion by Nordeng, second by Parr, to adjourn the meeting. Passed unanimously. The meeting adjourned at 3:40 PM.

Help Preserve Our Wooden Cars

Mid-Continent's wooden car collection is nationally recognized. Preserving it is so important that we have just completed a 12,500-square foot building to improve restoration work space and to protect more cars from the harsh Wisconsin weather.

Help pay off the loan for the new building and preserve our historic collection. Send contributions to Mid-Continent Railway Historical Society, P.O. Box 55, North Freedom, Wis. 53951.

SCHEDULED

June

- 17 Board meeting, 8 a.m., Mazomanie
- 15-17 Mazomanie excursions.

July

- 14 Members meeting, 8 p.m.
- 15 Board meeting, 9 a.m.

August

- 11 Members meeting, 8 p.m.
- 12 Board meeting, 9 a.m.

September

- 2 Members picnic, after last train
- 9 Board meeting, 9 a.m.

October

- 6-7, Autumn Color weekends
- 13-14 Annual meeting, election of directors, 8 p.m.

14 Board meeting, 9 a.m.

21 Weekend operation ends.

19-21 Railway preservation symposium, Strasburg, Pa..

November

1-4 TRAIN convention, Huntington, W.Va.

3 Annual banquet, Viking II, Baraboo

11 Board meeting, 9 a.m.

Meetings are at the office building unless announced. Phone 608/522-4261.

Cover. D&R 9, with Earl Mannie at the throttle, performs May 18 for a publicity photo. The locomotive returned to service May 15. It had not operated since 1980.

MID-CONTINENT RAILWAY

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