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**MID-CONTINENT**  
RAILWAY  
*Gazette*  
Volume 24, No. 1, March 1991

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# Hankey Tells About 'Rewarding' Transition to Museum

In a discussion of the transition from collection to museum, "we began with the big questions, applicable to everything that all of us are doing: so what, for who, and who pays," said John Hankey, curator of the B&O Museum in Baltimore. "That sums up the nature of cultural resource management and railway preservation."

"Step back and think about what it is you are doing. What is it you really want to do in the end? What is your product going to be? What does it matter?"

Hankey, who has been curator since 1989, was speaking at the California State Railroad Museum in February at the third National Railway Preservation Symposium at Sacramento. He gave a similar presentation at the Strasburg, Pa., symposium last fall. He writes frequently for *Locomotive & Railway Preservation*; he praised Mid-Continent's "texture" in a column in the July-Aug. 1990 issue.

For the Baltimore museum, the story begins in 1892, when the B&O railroad decided to have a massive history exhibit at the World's Columbian Exhibition in Chicago in 1893. After many years and at least two false starts, the B&O moved its collection to Mount Clare as the car department was vacating "that wonderful roundhouse we are in now," and opened the Baltimore and Ohio Transportation Museum on July 4, 1953.

By the 1980s, the museum had lost "its center, its vision, which has to be a part of any real museum preservation effort." Its owner, CSX Corp., decided the best way to

protect the collection was as a separate educational foundation with an endowment. The transition started on the date of separation, Dec. 2, 1987. "The B&O museum had lagged for so long that it now had a chance to lead," Hankey said.

"The first thing we did, after so many years without a professional staff, was to begin a formal process of planning. That process was not terribly complex. It simply required that we sit down together as a staff and think clearly about this museum. The first document to emerge was a mission statement.

"The next document was a long range plan. Long range for us was three years, because with a new emerging institution you don't look out at 5 or 10 years. Again, a committee of the board talked: What could this place become? What are its strengths. What are its weaknesses, its threats? What are its opportunities?

"The beginnings of a vision for this place emerged. This required us to look forward as well as backward. History is a two-faced, odd thing, because to do good history today you have got to look ahead 25 to 30 years and figure out what today is going to look like then as well as looking back, and trying to figure out how the past looks to us through our lens," said Hankey, who worked for five years in B&O train service after first serving the museum from 1975 to 1981 as historian and archivist.

*Continued on page 5*

The Mid-Continent Railway *Gazette* is published by the Mid-Continent Railway Historical Society, Inc., P.O. Box 55, North Freedom, Wis. 53951, 608/522-4261, and is distributed free to members and friends of the society. The contents of this publication may not be reproduced in whole or in part without consent of the editor, John Gruber, 1430 Drake St., Madison, Wis. 53711. Vol. 24, No. 1, March 1991. © 1991 Mid-Continent Railway Historical Society, Inc.



# Roundhouse 1

As the weather warms, the calendar moves steadily toward the season's opening May 13. Mid-Continent in 1991 marks its 28th anniversary at North Freedom, and the beginning of its 29th operating season in the Sauk County village.

Preparations are well underway. About 4,000 mailings have been sent to schools and bus tour groups. For visitors, there's a more pleasing appearance, as the beginnings of the landscaping project are visible on the southeast side of Walnut St.

Planning also continues for special events, including Railfest, Memorial day weekend, May 25-27. Mid-Continent will be participating in the village's North Freedom Days that weekend.

Members have a special opportunity to help get the museum ready for the opening during Spring Fling, April 27-28. The annual weekend, which also provides a time to get better acquainted and meet friends, includes a banquet Saturday at Pierce's Viking II restaurant in Baraboo. Cocktail hour begins at 6 p.m., dinner (\$8.50) is at 7 p.m. Jim Neubauer will present a slide show. Call Art Oseland (414-764-5375) if you want to attend; send checks to the office at North Freedom. Ballots (Mid-Continent has 265 voting members) for the bylaws changes must be received by the start of the members meeting.



**Mid-Continent showed its short-line spirit as mixed trains supplemented passenger trains during Snow Train weekend. Photo by Bill Raia.**

All departments have scheduled projects, and superintendents will be available to help members get started. Among the plans: Engineering (Jay Slinde), track shed, Osborn crossing, and west yard; Mechanical (Steve Siebel), engine house; and Car (Paul Swanson), Jordan spreader. The social committee will be serving lunch starting at 11 a.m. Saturday; bring a dish or dessert to pass or \$2.

**Snow Train '91** rated tops in revenue, fourth in attendance. Trains carried 3,350 people, 1,774 on Saturday and 1,606 on Sunday. The 13 percent revenue increase was attributed to higher priced tickets for coaches, sold out first class service, and a buffet train. Severe cold forced cancellation of the Friday night photo session, but the weather moderated and the Saturday night session and buffet train went ahead as scheduled. First class tickets had been sold out by Jan. 22.

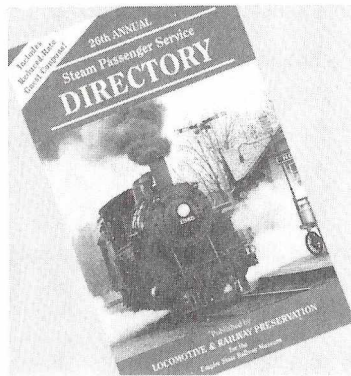
**Sauk County's highway** committee has approved speed reductions to 35 m.p.h. on W and PF where they intersect with Mid-Continent tracks. In return, to maximize vision, Mid-Continent is keeping trees and brush cut on its right of way.

**W&OV #1** owners Carl and Barbara Ulrich have offered to sell the locomotive to the museum. The locomotive, also used by the Rock Island at the 1949 Chicago railroad fair and for public appearances around the system, came to Mid-Continent in 1965. Ulrichs purchased it in 1980, returned it to service with help from members, and operated it from fall 1982 to about 1986.

Although built in 1906, its design dates back to the 1890s. Baldwin built similar locomotives from about 1895 to 1925. For details, see the *Railway Gazette* (July 1968, Nov. 1971, Jan.-Feb. 1983) and *Trains* (Sept. 1971).

**Federal Railroad Administration** intends to regulate tourist railroads including Mid-Continent.

In a letter in January to President Jeff Bloohm, the FRA said, in part: "The Rail Safety Improvement Act of 1988 amended



304 pages  
263 listings

**All New  
1991  
Edition**

**The 1991 Steam Passenger Service Directory, featuring a color photo of Mid-Continent on the cover, goes on sale across the country in April. The directory is published by Locomotive & Railway Preservation for the Empire State Railway Museum. L&RP is developing a common-interest program with railroad museums which provides subscription discounts for members and income for the museums; the Mid-Continent office has forms.**

the definition of 'railroad' to include virtually all entities that can be construed as railroads by virtue of providing non-highway ground transportation over rails or electromagnetic guideways. For policy reasons, the Federal Railroad Administration does not exercise jurisdiction to the fullest extent permitted by statute."

Regulations which apply, "based on FRA's present understanding of the operations" of Mid-Continent, are noise emission compliance (excluding steam locomotives), rules of practice, freight car safety standards, special notice/emergency order procedures, accident/incident reporting, hours of service, locomotive safety standards, locomotive inspection (steam), safety appliance standards, and power brakes and drawbars.

Mid-Continent has been sending in the accident reports since 1984.

Bill Raia heads Mid-Continent's FRA committee.

**Gifts:** In addition to the year-end annual fund (\$4,616), Mid-Continent re-

ceived a grant from Mathews Foundation, St. Louis, and memorials from relatives and friends of William P. Slichter, a former executive director at AT&T Bell Laboratories in Murray Hill, N.J., whose research contributed to the development of the semiconductor. Slichter died Oct. 25 at the age of 68. His grandfather was dean of the Graduate School at the University of Wisconsin. The family had a summer home on Lake Mendota; Slichter enjoyed trips to Mid-Continent each summer, according to his family.

**Members in print:** Dana Bassett, "With No Apologies," Milwaukee Road in Mineral Point was "real railroading," *Trains*, Feb. 1991; Tom O'Brien Jr., "The Domain of the Hostler," caring for locomotives outside at night at Snow Train, *Locomotive & Railway Preservation*, Jan-Feb. 1991; Jim B. Davis, "Spokane International Railroad," *Model Railroader*, Jan. 1991.

**North Freedom in print:** Madison's *Wisconsin State Journal* featured the village, incorporated in 1893, in an article March 25. Mid-Continent is included as a "rail attraction" which brings some 45,000 visitors annually and several films and commercials. Bender's Feed Mill is "locally famous for the free lunch prepared and served by Wava Verstein" at Seed and Feed Day. Among photos: Village President Oscar Baumgarten downtown with his restored Hudson Commodore 8 and Harley Vodak at the pet cemetery.

**Congratulations.** A daughter, Carolyn Anne, March 14, to Bill and Elizabeth Buhrmaster; an adopted son, Patrick Geoffrey Christopher, Nov. 12, to Geoff and Joanne Blaesing; a son, Nicholas Drexel, Sept. 13, to Mike and Penny VanDeventer.

## Hankey

*Continued from page 2*

"The B&O museum is now actively devising collecting, interpretative, and educational programs that will best take advantage of the museum's unique role in

railroad history. This center, this point of view, is sometimes the hardest thing to get at. It doesn't have to be earth shaking, it doesn't have to be original, but you've got to know what it is you are talking about. With all that, we had a hard transition. It's been difficult, as any will be. Don't let anyone ever tell you that this process is either a straight line process or is simple or easy or pleasant. It is, however, tremendously rewarding and the museum will be a far better place for it."

For Mid-Continent, the start came with its incorporation in 1959 and movement to North Freedom in 1963, a master plan for buildings in 1974, and a written statement of purpose in 1975. The process continues today with fund-raising workshops which have discussed the need for a comprehensive long-range plan looking forward to the museum's 30th anniversary of operations at North Freedom in 1993.

At the most recent workshop March 9, Joel Skornicka (*Gazette*, Nov. 1990) provided more details about a capital campaign. Usually, 80 percent of the funds come from 20 percent of the donors. A \$100,000 campaign, for example, would include a \$25,000 lead gift, two \$15,000 gifts, and five \$5,000 gifts. (For a \$1-million campaign, you try for at least one gift of \$100,000.) You need to identify potential donors, find out about their interests, and call on them personally with your proposal, he said at the meeting at Pierce's Viking II restaurant in Baraboo.

The basic tasks, essential for a successful campaign, include careful research, a well prepared statement explaining why you need the gifts and how you will account for the funds, and up to date mailing lists. Establishing credibility is important. For Mid-Continent, people attending the meeting agreed, maintaining the daily steam operation at North Freedom, hiring a mechanic to keep the locomotives in dependable running condition, promoting more special events, and boosting educational projects are vital.

# Car Ferry Finale

## Badger Departure Sinks Kewaunee Gateway, GBW's Lake Route

An era ended Nov. 16 at Kewaunee, when a Green Bay & Western train pulled out of the Lake Michigan city at 2:51 p.m. with three loads and five empties from the ferry *Badger*.

The day went smoothly and quickly as GBW locomotive #312, named for Homer McGee, and the GBW crew performed the familiar unloading/loading routines for one last time. The Michigan-Wisconsin Transportation Co. car ferry arrived at 1:58 p.m. By 2:17 p.m. the GBW had pulled the eight freight cars off the ferry.

Six freight cars for Ludington, Mich., the ferry's headquarters and eastern terminal, were pushed aboard the boat by 2:29 p.m. SBD 138883, the last car to go on the ferry and 3,561st carload of the 1990 season, symbolized the end.

"It was emotional for both the ferry's crew and the train crew, with everyone shaking hands and wishing each other well," wrote locomotive engineer Van Cambell in the *Interchange*, GBW's employee newsletter.

The ferry departed for its 4-hour, 62-mile trip across the lake. GBW returned to Green Bay. The boat and train, operating on a winter schedule, had been meeting at Kewaunee five days a week.

Michigan-Wisconsin announced plans in September to move the ferry terminal to Manitowoc, where the prospects seemed brighter for tourist travel, but service was expected to stay at Kewaunee until renovation of the Manitowoc dock. Then, suddenly, President Glen Bowden told the news media on Thursday the service would shutdown Friday. Bowden said the ferry was scraping the bottom of the Kewaunee harbor and his insurance company decided it would not be liable for damages. Michigan-Wisconsin issued an embargo, no. MWTT 0190.

"It was a surprise to us. The last we heard, they were going to operate in Kewaunee through the winter," said Jerold J. Bruley, vice president of GBW, a 250-mile east-west line from Lake Michigan to the Mississippi River. About 5 percent of the railroad's traffic used the lake route. Bruley served as acting president from October to January.

Kewaunee is the place where cross-lake car ferry service started. Rail service between Green Bay and Kewaunee opened in 1891 as part of a Lackawanna Railroad plan to establish a through route from the east to Omaha, Minneapolis, and the west. For the first year, cargos were transferred from box car to boat at the Lake Michigan port, open all year around. To avoid the break-bulk costs, the Toledo, Ann Arbor, & Northern Michigan (the Lackawanna associate in Michigan) ordered two car ferries from the Craig Ship Building Co., Toledo.

"It was one of the greatest moments of the railroad world," the *Green Bay Gazette* proclaimed, when *Ann Arbor No. 1* steamed out of the harbor Nov. 27, 1892, with the first freight cars to cross the lake, 22 loads of flour from the Pillsbury mills of Minneapolis. The next day, General Manager S. W. Champion sent telegrams to railroad officials, inviting them to inspect the "transfer boat" at Kewaunee.

A railroad rate war started. "Flour galore rolls merrily into Kewaunee....The old dry bones down at Chicago are waking up to a realizing sense that Kewaunee, its old time rival of 1836, is still on deck and that old fashioned methods give way to genius, brains, and energy," the *Kewaunee Enterprise* reported late in December.

*Ann Arbor No. 2* joined the service in early January 1893. In February, Cham-

pion took nearly 150 Green Bay and Fort Howard business people to see the new boats. The *Green Bay Advocate*, when telling about the "artificial monsters of the lake," praised the railroad's management for its "energy, push, and business tact."

A through freight line, the Northwest Dispatch, started service in March. The first train carried 22 carloads of flour on a fast, five-day inaugural run from Minneapolis to New York on the Omaha; Green Bay, Winona, & St. Paul (GBW after 1896); KGB&W; Toldeo, Ann Arbor & Northern Michigan; Grand Trunk; and Delaware Lackawanna & Western railroads. During the Green Bay stop, many people viewed the train and F. W. Schneider (1854-1922) took photographs. Joseph Walker Jr., New York, vice president of the GBW&St.P, was president of the freight line which had just purchased 1,500 cars from the Eureka Transportation Co.

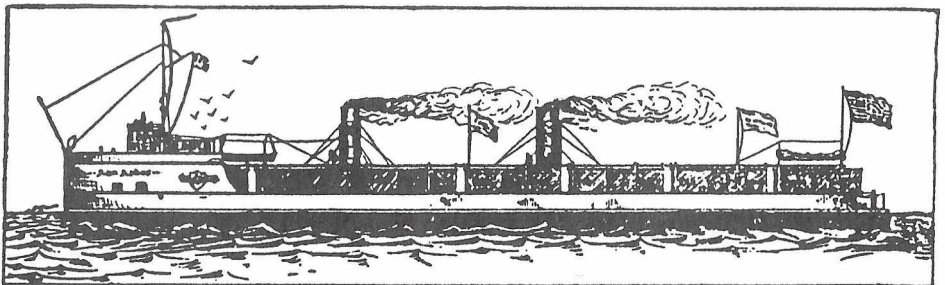
Boat service expanded to other ports, including Menominee, 1894 to 1970; Gladstone, 1895 to 1901; Manistique, 1902 to 1968; and Manitowoc, 1896 to 1973 and 1979 to 1982. The Flint and Pere Marquette, a predecessor of the Pere Marquette and Chesapeake & Ohio, opened service with a Manitowoc route in 1897; its service to Kewaunee came in 1903. Another predecessor opened Milwaukee service, also in 1897. The Wisconsin and Michigan got into the act early, operating a ferry route from Peshtigo Harbor to South Chicago from 1895 to 1909 (and a few trips from Manitowoc to Benton Harbor in 1897). Grand Trunk served Milwaukee from 1903 to 1978.

The heaviest tonnage came during periods of strong federal regulation. After the U.S. Congress passed the Transportation Act of 1920, which ended the World War I federal control of the railroads, a more powerful Interstate Commerce Commission could set minimum or exact rates, thus ending rate competition among U.S. railroads until the Staggers Act of 1980. GBW excelled at good service. In addition, the congested Chicago switching yards kept traffic moving on the boats.

As more automobiles started to move to dealers by rail, GBW's traffic department solicited business in Minneapolis and Detroit. Rumors spread quickly in 1923, when GBW took officials of two lumber companies and a Buick distributing agency from Minneapolis on an inspection tour. GBW agents in Seattle and Minneapolis "have been after this automobile and lumber business several years, but owing to certain difficulties have been able to swing only a portion of it," said the *Gazette*.

Henry Ford's interest in the GBW route surfaced in 1924 when the weekly *Whitehall Times* called attention to additional trains, carrying Ford shipments to the Twin Cities. "Heretofore night trains have been few and crossings made without precaution, but from now on it will be better to be safe than sorry and watch out more closely for crossings on the Green Bay line," the *Times* wrote in March.

The big opportunity was confirmed in 1925, when GBW dropped mixed trains in favor of a "night fast freight." The traffic, from the car ferries at Kewaunee, had to



The *Kewaunee Enterprise* proudly presented a drawing of *Ann Arbor No. 1* in 1892. To show the freight cars, the illustrator removed the boat's upper deck.

be in East Winona and Winona by 3 a.m. or 4 a.m., so connecting railroads could place it for unloading at St. Paul by 7 a.m. The class of freight "is so highly competitive that we are even checked up on 30 minutes on delivery at St. Paul, Minn.," said C. H. Smith, GBW general manager. The freight, of course, was going to the Ford Motor Co. assembly plant, which produced its first Model T in St. Paul in May 1925. The Green Bay Route purchased KGB&W #49 (350), now preserved at Mid-Continent, in 1929 to help keep the traffic moving.

The traffic, carloads of fenders, bumpers, motors, and so on, grew over the years, according to Larry J. Knutson, who retired in 1978 as general superintendent after 50 years of continuous service. "The heaviest time—the lush time—would have been from about 1945 to 1960," said Knutson, who started work for the railroad as a warehouse clerk in Whitehall.

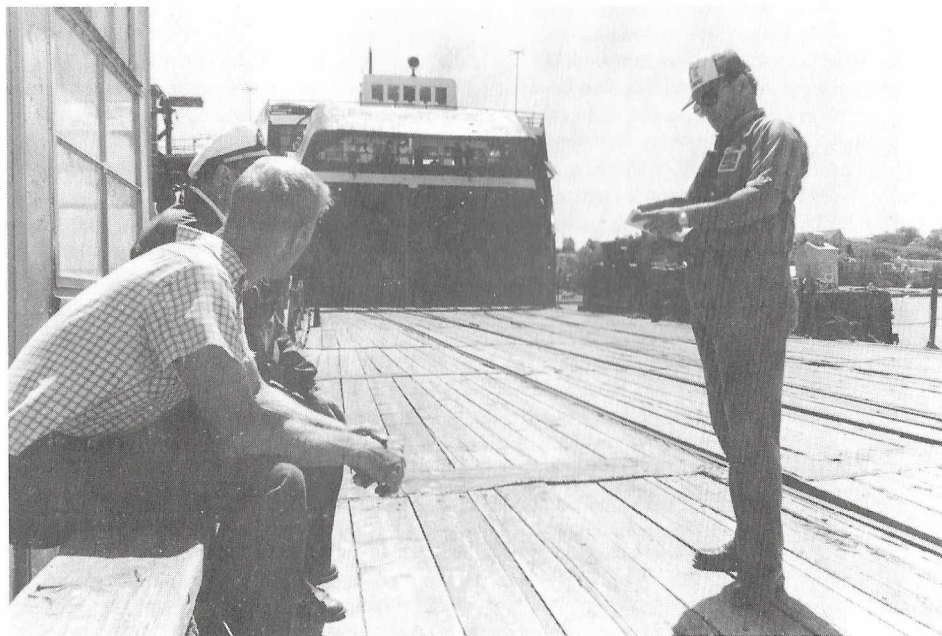
"That was a good, fast connection from Kewaunee to Winona. It took roughly eight hours. We didn't do any switching around. We changed crews at Green Bay and Wisconsin Rapids. Normally, the train

handled other commodities besides Ford parts. But there were some days that Ford was so short that we had to run a special train and highball right through with only Ford parts. There were days they couldn't wait. The Milwaukee Road did likewise. They ran a special. They were there sitting at Winona waiting for us. They grabbed the cars, got them to St. Paul so Ford could continue with the assembly plant," Knutson recalled. "We just highballed right across the state. After we got diesels back in 1947, we didn't even have to stop for water and coal."

Retired GB&W employees vividly remember the races over the years to get the high-revenue traffic to the west end of the line.

In a 1959 analysis, Ray Specht, a Stevens Point geography professor, explained that vehicle parts moving from Detroit to St. Paul accounted for 11 percent of GBW's revenue, leading all single commodities. It was a blow for GBW and the car ferries when the traffic started moving through Chicago.

The Ann Arbor's operations "went sour" about 1967, when westbound new auto-



Boat and railroad crews meet on the dock at Kewaunee in 1988.



mobile movements began deserting the ferries, according to George W. Hilton (*Trains*, Jan. 1975). In the next few years, both Ann Arbor (bankrupt in 1973) and C&O asked the Interstate Commerce Commission for approval to abandon the service. Applications and hearings dragged on. Testimony showed that in 1975, GBW's ferry traffic totaled 26,843 loaded cars; about 55 percent (14,978) originated or terminated on the GBW.

Eastern bankrupt railroads were eligible for inclusion in Conrail, but the U.S. Railway Association left out the Ann Arbor when it organized Conrail on April 1, 1976. Michigan, and later Wisconsin, used Regional Railroad Reorganization Act subsidies to support the Ann Arbor rail line and car ferries, contracting with Conrail until Michigan Interstate Railway took over Oct. 1, 1977.

Ford, which had been sending 20 to 30 carloads a day westbound on the boats, arranged with Conrail and the Milwaukee Road to handle auto parts through Chicago. It was still 24 hours faster through Kewaunee and across the GBW to Winona. But by handling the traffic in run-through unit trains, Ford could take advantage of volume rates permitted by the Transportation Act of 1958.

Traffic came back for a final surge when the Ann Arbor (Michigan Interstate) "flagged out" of a 7 percent rate increase authorized in December 1978 and snowstorms clogged the Chicago rail yards from late 1978 to February 1979. Although six boats a day operated to Kewaunee, about 500 carloads backed up along the GBW, waiting for a spot on the ferry.

The Staggers Act, passed by the U.S. Congress in 1980, was another blow. Deregulation of the rail industry especially hurt regional carriers such as GBW in the transcontinental market.

GBW, determined to maintain the cross-lake route, incorporated the Michigan & Western Railroad Oct. 21, 1981. The state of Michigan designated M&W as operator of the Ann Arbor. When Michigan ended the MI subsidies, and Michigan Interstate shut down the 292-mile Ann Arbor line north of the city of Ann Arbor and the ferries, GBW officials Curtis Hockaday and

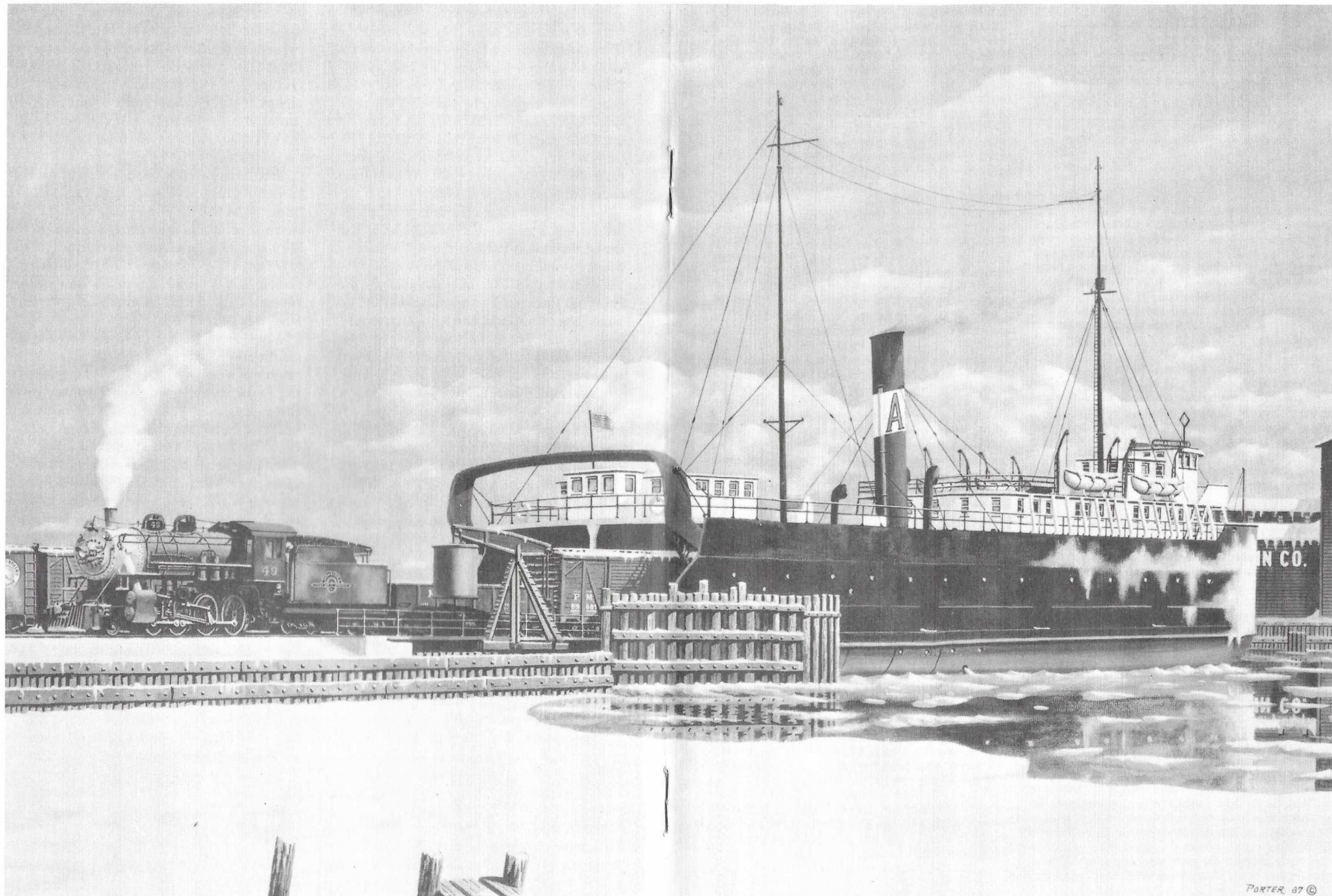
Stephen Selby went to Michigan to arrange for the change over. But Michigan Interstate wanted to keep its profitable Ann Arbor to Toledo line, and blocked the change in court. Michigan Interstate closed the ferry route April 5, but an injunction forced it to resume service April 8-26. GBW lost more than 30 percent of its business.

C&O successfully dropped its Milwaukee and Manitowoc routes, but had to hang on to the GBW gateway at Kewaunee. It transferred operations to Michigan-Wisconsin effective July 1, 1983. MWT agreements with CSXT (Chessie) ended July 1, 1989; after that time, ferry revenues came only from passengers and freight service.

When MWT took over, GBW boosted its marketing efforts to gain back some of the business lost when Chessie downgraded the Kewaunee gateway and rerouted traffic through Chicago. "Our traffic department had one salesman that was almost dedicated to the boat traffic and the other sales people all solicited traffic for the Kewaunee gateway. It was in the best interest of the GBW to route everything we could across the lake. That was our best rate division, and least costly line to operate. So we worked very hard, right up until the time the boat was discontinued. The day before Bowden closed down the boat, we finally had secured a good sized contract to handle molasses across the lake. Needless to say, there is no molasses moving across our railroad," Bruley said.

GBW, which weathered tough years with the dwindling the cross-lake traffic, resigned itself to the task of finding alternate routings. In a new quarterly newsletter for shippers, *the Action Line*, Bruley said "the move will have an effect on the Green Bay & Western, but we're working to make it minimal for us and for our customers."

GBW continues its freight runs to Kewaunee to serve local customers on an "as needed" basis. Said Bruley: "We're looking at all kinds of alternatives for the port. We have been for the last several years. If there are no other uses in the near future, the line most likely will be abandoned." JG



Russ Porter's work for Mid-Continent shows KGB&W #49 switching cars for Ann Arbor #3 at Kewaunee in the 1930s. Porter is a railroad and steam-

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ship artist and historian who started painting in 1939. He has been a draftsman for General Electric X-Ray Corp., associate editor of *Model Railroader*,

midwest editor of *Railroad Model Craftsman*, and technical illustrator for Ken Cook Co., Milwaukee. Porter, West Allis, owns a railroad car at Wisconsin

Dells. He donated reproduction rights to the Kewaunee print. A gift to Mid-Continent of at least \$35 brings an unsigned print or \$100 a signed print.

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# Board Minutes

John Gruber  
Acting Secretary / Secretary

**MAY 20, 1990**

Board members present were Jeff Bloohm, Art Oseland, Shirley Emhoff, Bill Buhmaster, Steve Brist, Stan Nordeng, and John Gruber. Interim Manager Ed Minihan also attended. Emhoff held a proxy for Tom Hruska, who had a previous commitment for a fund raiser with the Czech Museum; Buhmaster for Jerry Parr.

President Bloohm called the meeting to order. The minutes of the April 8 meeting were approved as corrected.

## VICE PRESIDENT OF OPERATIONS

In a verbal report, Steve Pahl told the board that the D&R 9 went into service May 15, a day after the season opened. Repairs on no. 1385 are going ahead, slowly but surely, in preparation for the Mazomanie excursion. Seventeen, 11 from the army reserve transportation unit, attended the brakeman's training May 5-6; for the May 19-20 fireman's training, 6 members and 8 army personnel were present. The engineering department has completed the Walnut St. crossing, except for blacktopping. Total cost is estimated at \$18,000, for a crossing expected to last 25 to 30 years, and rail is on hand for the Osborne Rd. crossing. The engineering departments plans to install 400 ties in the summer. It is requesting funds to inspect two bridges and spray the line. Cars have been moved into the new car facility. In discussion, the board asked Paul Swanson, supt. of the car department, and Don Ginter, curator, to jointly work out an agreement on use of the building. Moved by Brist, seconded by Emhoff, to accept the report. Passed unanimously. Personnel recommendations are being taken up under new business.

## VICE PRESIDENT OF FINANCE

Buhmaster distributed a financial summary, showing a checking account balance of \$5,844 and accounts payable of \$41,999 at the end of April. Total income to date is \$83,115, expenses are \$151,672. To help control costs, summaries by departments are being distributed to department heads. A Chicago and North Western bill for October 25, when its crew showed up in North Freedom a day early to move the excursion train to Madison, was settled for \$500. Brist moved, Emhoff seconded, to accept the report. Passed unanimously.

## SECRETARY'S REPORT

Donations include Lovina Tisler, railroad books; Ralph Pierce, roller ramp; and Eliot Keller, Dave McConnell Sr., Paul H. Stringham, Jane W. Eastin, and Warren M. Scholl, cash. Two letters from Ken

Breher were referred to the interim manager. Letters and notes from Christopher S. Baker, Hudson; Scott E. Downing, McFarland; Robert E. Kaylor, Gowanda, N.Y.; Randy Jacques, New Berlin; Al Ringate, Minneapolis, Minn.; and J. A. Rothamel, Mason City, Ia.; explained why they were not renewing their memberships. E. F. Skafar, Elm Grove, requested an allowance for senior members. A list of members being dropped June 1 was passed around for the board to review. The Wales Elementary PTO thanked the museum for a contribution to its ice cream social raffle.

## TREASURER'S REPORT

In a verbal report, Emhoff said she had talked with Wava Verstein, assistant treasurer. An extension on IRS form 990 has been requested. Moved by Brist, seconded by Nordeng, to accept the report. Passed unanimously.

## MANAGER'S REPORT

Interim Manager Ed Minihan reported that the museum was receiving better than usual publicity, especially because of support from Wisconsin Tourism Development. Circle Wisconsin has been a good investment. He predicted that, even with the detour, ridership would be up for the season. He has obtained approval from the village of North Freedom to connect with its sewer and water systems without annexation. He distributed a Wisconsin Department of Industry, Labor & Human Relations inspection report of the new car facility, showing "no apparent violation" and a notation that "owner agrees to install illuminated exit signs to mark required exits when electricity provided and provide portable fire extinguishers."

He introduced a guest, Warren Mott, a retired C&NW trainmaster who serves on the board of directors of the National Railroad Museum, Green Bay, and was its acting director for seven months. Mott talked about the Green Bay board and how it works with its general manager. The board, consisting of 15 people with business or railroad knowledge, meets monthly for two hours. The Green Bay museum has six committees, each chaired by a member of the board; the committees are expected to report monthly. About half the meeting is devoted to the manager's report; the manager is responsible for day to day operations of the museum. The treasurer, manager, and others spend about 200 hours over four months preparing the annual budget of \$175,000. After approved, the manager may spend money for projects authorized in the budget. He also may write checks for up to \$200 for emergencies. To diversify, to cover additional financial needs and business contacts, the board is being expanded to 20 people. A major fund raising drive in 1985, organized by a Columbus, Ohio, company, brought in more than \$1.1 million. Among its activities, the company trained some 142 volunteers to make calls. Phase two of the development campaign begins this fall. About the length of Mid-Continent board meetings, Mott said, "I saw that in your minutes. I couldn't believe it."

Minihan continued his report with comments about insurance for private equipment owners. If you own motive power and Mid-Continent names

the owner as another insured, Mid-Continent will defend you in case of litigation. Conservative owners also would carry their own insurance. But camp car owners are on their own, and he recommended that they carry their own insurance. All camp car agreements should be rewritten to require camp car owners to have liability insurance.

Financially, the museum is closer to the edge than ever before. He recommended that no new projects be started until at least \$50,000 is set aside. By the nature of its business, Mid-Continent is exposed to a great deal of liability and needs a reserve fund.

In preliminary comments about his months as manager, Minihan said Mid-Continent has the potential to become the best operating museum in the world. If factions can get together, nobody can stop you. You can draw on a national market for support and fund raising. Details are in the May *Gazette* (page 6). Take pride in what you have accomplished, he said.

#### COMMITTEE REPORTS

The executive director search committee has scheduled three interviews at North Freedom in early June, John Gruber reported. After the interviews, it hopes to be able to recommend a candidate to the board. Steve Brist distributed a draft of an employment contract.

The camp car committee submitted proposed private car policies. The report was moved to new business.

#### OLD BUSINESS

Blohm reported that the C&NW has provided a rate for moving the train to and from Madison for the Mazomanie excursions. With additional coaches, \$50,000 gross is possible from ticket sales, according to information Charles Wiesner gave Blohm. The gross is divided between Mid-Continent, Wisconsin and Calumet, and Mazomanie, according to terms of the contract. Mid-Continent keeps all its gift shop revenues.

Brist moved, Nordeng seconded, to take up to \$3,000 from excursion revenues to take care of erosion problems. Passed unanimously. Seed is being donated to cover the washed out area.

Nordeng moved, Oseland seconded, to approve a contract with the Army Reserve 757th Transportation Battalion, West Allis, and its 1150th and 1152nd (locomotive and car repair personnel), 226th (maintenance of way personnel), and 1151st (locomotive operating personnel) transportation companies pending details being worked out with Brist. Passed with Buhrmaster abstaining. Under the contract, discussed at a previous meeting, the Army Reserve provides labor, special tools, and know how, and Mid-Continent provides parts, materials, fuel, and supplies for training at North Freedom.

Employees for the summer season, not approved at earlier meetings, and their wages were discussed. Buhrmaster moved, Oseland seconded, that B. G. Miller and Lance Browskowski be hired for the track crew at \$6 an hour, and Earl Mannie as locomotive engineer for \$6 an hour. Nordeng moved, Brist seconded, that Jim Engelke be hired as brakeman for \$5.25 an hour. Passed with Parr's

proxy voting no. Moved by Nordeng, seconded by Buhrmaster, that Chris Burdick be hired for the track crew at \$5 an hour. Passed with Emhoff, Hruska's proxy, and Brist voting no. Brist moved, Nordeng seconded, to hire temporarily Lovina Tisler to assist in general operations and to assist the assistant treasurer and acting general manager at \$5.50 an hour. Passed unanimously.

The board recessed for lunch. After the break, Bob and Darcy Welke and Jeff Nelson joined the meeting.

Oseland moved, Emhoff seconded, to sell an insulated refrigerator car, NWX 19786, to the owners of Milwaukee Road 988 for \$200. In a letter from Robert C. Welke, the owners said they would restore the exterior as soon as possible for use as a display and pay the annual camp car fee for storage of the car. Pass unanimously. Funds are to go to the track shed fund.

Blohm reported on the status of the building donated by Odd Johnson at Colgate. Buhrmaster moved, Oseland seconded, to scrap the building, with funds to go to the track building. Passed unanimously.

Brist moved, Nordeng seconded, to approve sufficient funds to finish the Walnut St. crossing. Black topping needs to be done.

Blohm reported that Thomas O'Brien Sr., treasurer of Railway Restoration Trust Fund, is being asked to transfer to museum accounts \$3,000 for the ex-C&NW combine, now at Janesville, and \$1,385 donated for the new building. Buhrmaster moved, Nordeng seconded, to spend up to \$500 from the interest account to match a donation from Vince Mathews for steps for passengers to view the locomotive at Quartzite Lake. Oseland will work with Mathews in getting steps built. Passed unanimously.

Buhrmaster moved, Nordeng seconded, to approve in concept Carl "Skip" Pierce's plan to build a two-story, 1888 gate tender's tower, as living quarters. A lease or contract must be approved at a later meeting. Passed unanimously.

Buhrmaster moved, Brist seconded, to table the proposed camp car policies until the July meeting. A discussion of the lock system was put off until the next meeting.

The car and engineering departments are splitting the cost of putting the hi rail truck back into service. Title and license have been obtained, the insurance of \$529 will be paid. Only drivers listed on the policy may use the truck.

Brist moved, Nordeng seconded, to express the desire of the board that the sawmill building be razed as soon as the contents are removed. Passed with Oseland voting no.

Brist reported that the museum now owns the Shay locomotive free and clear. He and Paul Wolfe have donated their interest in the Shay corporation to Mid-Continent.

Blohm reported that Nekoosa Papers has transferred ownership of Alco no. 21 to Mid-Continent. A May 15 letter from J. Marshall Buehler, manager of customer relations and transportation, explains stipulations. Wheels need to be turned on one truck before the engine is moved.

Brist moved, Nordeng seconded, to approve arrangements for an exchange of passenger cars, as

outlined in a May 16 letter from Charles Wiesner to Gunnar Bergersen, vice president of Wisconsin and Calumet. Mid-Continent will use two WICT coaches for the June 16-17 Mazomanie excursions, WICT will use one Mid-Continent Lackawanna coach and the CB&Q coach for a June 23 picnic train. Passed, with Buhmaster, Emhoff, and Oseland opposed.

Member David Schroeder wrote that the Wisconsin Central south Oshkosh depot is available for \$1. No action was taken.

Brist moved, Nordeng seconded, to accept a May 16 offer from Thomas Hruska, subject to approval of Blohm and Minihan. "Hardware, tools, and supplies valued at over \$20,000 is available to the museum for \$5,000," he said. He offered to donate \$2,500, with a matching funds of \$2,500 from his employer, US West, if the offer is accepted by May 25. Passed with Buhmaster and Gruber opposed.

A May 16 letter about air brake conversions, costing \$4,800 for each car, was referred to the car department.

Nordeng moved, Brist seconded, to authorize up to \$3,000 for bridge inspections from the engineering budget. Passed unanimously.

Blohm read a proposal from Railroad Associates, Hammond, Ind., to lease to Mid-Continent three ex-Canadian National coaches, stored at North Judson, Ind., for \$250 per car per day. Blohm will get more information.

The board informally approved using batteries from Montana Western car for Soo Line 2017 for the Mazomanie excursion. Paul Swanson of the car department will handle details. A discussion of insurance coverage (\$3 million or \$5 million) was postponed until the July meeting. Weekend managers will be reinstated, and be on the agenda for a future meeting.

Nordeng moved, Emhoff seconded, to authorize up to \$500 from museum accounts to pay expenses for executive director candidates traveling to North Freedom for interviews. Passed unanimously.

After discussion, the board agreed to hold a short June meeting at 8 a.m. June 17 at Mazomanie. [president postponed meeting to 9 a.m. June 24 in North Freedom]

The meeting adjourned.

## JULY 15, 1990

Board members present were Jeff Blohm, Art Oseland, Shirley Emhoff, Bill Buhmaster, Jerry Parr, Stan Nordeng, and John Gruber. Emhoff held a proxy for Tom Hruska, who had a previous commitment; Gruber for Steve Brist, who also had a previous commitment. Lovina Tisler, assistant interim manager, and Chris Hornocker also were present.

President Blohm called the meeting to order at 9:05 a.m. The minutes of the June 24 meeting were approved as corrected.

Skip Lichter requested permission of bring a 1,000 gallon oil tank on the property. He also said tubes replaced in the boiler of D&R 9 "compromised" the boiler, and were "a waste of our resources."

Blohm reported that the train ride and slides (by Jeff Nelson and Bob Welke) at the members meeting the previous night had been well received.

Gruber passed around photo copies (38 pages) showing some of the advertising and publicity for the 1990 season.

### VICE PRESIDENT OF OPERATIONS

Steve Pahl did not present a report. He is on his way east. Individual departments shared activities. Engineering has installed 175 ties; the goal is 400 for the year. In Operations, the train crew has changed. Orton Johnson is locomotive engineer; Bruce Parfitt, fireman; Wally Tisler, conductor; and Ken Ristow, brakeman. The main bearing on the fireman's side of #1385 is running hot; #1385 is out of service.

### VICE PRESIDENT OF FINANCE

Buhmaster presented a financial summary. Year to date totals are income, \$160,150; expenses, \$259,754; budget, \$213,333. Accounts payable are about \$77,382. Departments are within their budgets, except engineering. He recommended that spending continue on the track. In June, the museum spent \$1,500 to rent a Bobcat. The Bobcat is still on the property. He did not know who authorized its use and which budget the expenses are coming from.

Nordeng moved, Oseland seconded, that engineering department work continue to the end of August. Passed unanimously.

### ASSISTANT INTERIM MANAGER

Lovina Tisler distributed a written report. Revenue for June was down. Ridership is up for the month of July. Heavy rains on the evening of June 28 caused damage at Quartzite Lake and near the engine house. Track #2 is out of service. Carl Ames Communication, Madison, did filming for a poster. The maintenance person quit this week.

### EXECUTIVE DIRECTOR

The board interviewed two candidates for executive director.

Parr moved, Buhmaster seconded, to go into executive session to discuss the executive director position. Nordeng moved, Buhmaster seconded, to go out of executive session.

Buhmaster moved, Emhoff seconded, to authorize the search committee to negotiate a one year contract with David Henke, La Crosse. Motion passed on a 6-3 vote.

### OTHER BUSINESS

Sandy Retzlaff proposed a food concession. After discussion, Oseland moved, Emhoff seconded, to authorize Retzlaff to provide food service on museum property at no cost to the museum. She will provide insurance and licenses, and pay estimated power usage and \$25 a day each day the concession is open, through Feb. 21, 1991. Passed unanimously. She plans a nice looking unit, located between the swing set and shelter.

The board took a break at 1 p.m. Emhoff gave her proxy and Hruska's proxy to Nordeng.

The board reconvened at 2:11 p.m.

Chuck Wiesner presented a report and answered questions about delays in getting two coaches, loaned to WICT after the Mazomanie excursion, back to Mid-Continent. Board members felt that he should, in his capacity as excursion coordinator, arrange to have the cars returned on the best possible terms.

The secretary presented a July 2 letter from F. A. DuVall, in which DuVall explained a problem he faced as conductor on June 24, the day of the previous board meeting. Board members suggested the problem was the responsibility of the vice president of operations, and referred the letter to Pahl.

Bloohm left the meeting at 2:38 p.m. He gave his proxy to Nordeng.

The private car policies, approved by the camp car committee in April, were discussed. Nordeng moved, Oseland seconded, to approve the policies as corrected, except item III, 11 (insurance requirements), which will be brought up at the next meeting. Passed unanimously.

Gruber moved, Nordeng second, to appoint two people to the railroad photography and art committee: Margaret (Mrs. David) Morgan and Bill Raia. Passed unanimously.

For information, Gruber reported 1991 dates being used on the calendar: Feb. 16-17, Snow Train; May 13, daily operation begins; May 25-27, Railfest; July 4, Independence Day Special; Sept. 2, last day of daily operation; Oct. 5-6, 12-13, Autumn Color weekends; Oct. 20, last day of weekend operation.

Oseland moved, Parr seconded, to establish a buildings and grounds committee, as recommended by the membership committee. Passed unanimously. Committee includes Phil Watson, leader; Dave Schumacher, alternate leader; Marshall Buehler; Vince Mathews; Larry Hinz; Roy Sauer; Bryon Schumacher; and others interested.

Gruber reported that the short term fundraising project, to clean up and landscape the former bulk tank property, was underway. A letter has been mailed to members, and previous non-member supporters will receive the letter soon.

Buhrmaster moved, Nordeng seconded, that the coal track repair be under the direct supervision of Ed Minihan or Jeff Bloohm. Otherwise, no work shall proceed. Passed unanimously.

Jeff Haertlein, gift shop manager, explained problems with the fiscal year ending April 30, as provided in the bylaws. Doing the inventory in the unheated attic after Snow Train is an inconvenience, and would come at a time when he has to check in merchandise for the summer operating season.

Oseland moved, Nordeng seconded, to adopt dues deadlines outlined in the membership committee report. Memberships will be terminated April 1, as provided in the bylaws, if dues are not paid. The committee also recommended that new members be sent an informational packet. Passed unanimously.

Nordeng moved, Oseland seconded, that Mid-Continent purchased \$3 million liability insurance coverage for the year beginning Aug. 1. More insurance can be purchased later if needed for excursions. Passed unanimously.

Gruber moved, Nordeng seconded, to hire Green Thumb Lawn Care, Baraboo, at \$150 per week to cut grass and weeds at the museum (including La Rue), as recommended by the interim general manager. Passed unanimously.

Steve Brist sent a proposed resolution, saying in part, "Despite the extra efforts of many Mid-Continent volunteers the society continues to have problems maintaining and restoring its locomotives." Gruber moved, Parr seconded, that it is the goal of the board of directors to hire a person to work in the shop on locomotives. Passed unanimously. Bloohm will carry out Brist's second suggestion, that the president contact Norm Sandley regarding the possibility of working for the society.

Norden moved, Oseland seconded, to adjourn. Passed unanimously at 4:15 p.m.

## DEC. 2, 1990

Board members present were Jeff Bloohm, Stan Nordeng, Greg Vertein, Skip Lichter, Bill Raia, Art Oseland, John Gruber, and Steve Brist. Also present were David Henke, executive director; Tom O'Brien Jr., vice president; Bob Welke, superintendent operation; Jerry Pitzen, Wally Tisler.

President Bloohm called the special meeting to order. The board discussed advantages and disadvantages of entering into an agreement with Edward Kraemer & Sons, Plain, allowing Kraemer to ship rock from the La Rue quarry over Mid-Continent's tracks. Bill Raia, who has talked with Federal Railroad Administration officials in Chicago, reported that Mid-Continent would become subject to FRA rules for tourist railroads, whether or not Mid-Continent carried freight for Kramer & Sons; a letter is expected from the FRA soon.

There was a consensus that Mid-Continent has four alternatives: (1) do nothing; (2) offer the service as a part of museum operations; (3) organize a cooperative company to provide the service as an industrial spur, not a common carrier; or (4) hire an established common carrier railroad to operate over the museum's tracks. Most directors felt that a full track rehabilitation would be necessary before any rock trains could be operated on Mid-Continent tracks.

The meeting reconvened Sunday afternoon. Members Dave Bierman and Dan Griffith joined the group.

Thomas C. Hubbard, marketing director for Edward Kraemer & Sons, informally discussed Kraemer's plans to develop the quarry at La Rue. His presentation is summarized here.

The company sees a future in hard rock markets. La Rue is well laid out from a quarry standpoint. It appears to be a good quarry to operate. It is in a good location logistically for midwest markets served by the Chicago & North Western. To get started and evaluate markets, Kraemer would want to ship 35,000 to 50,000 tons in 6-7 months in 1991. If all goes well, that would increase to 60,000 to 80,000 tons by the third year.

At Kraemer's expense, Railroad Service of Lakeville, Minn., finished an inspection of the line Wednesday (Nov. 29). Kraemer's plan calls for tie replacement (at least 1,000) the first year and rail

replacement the second year, so by the end of the third year, Mid-Continent would have a fully rehabilitated railroad. Railroad Service estimates it would cost \$32,000 to bring the line up to safe museum operation for 1991, without any other traffic. The cost for freight operation would be higher. Kraemer will share the report with Mid-Continent when it is completed. Kraemer's staff will do a bridge evaluation.

Bill Kraemer is looking into funding for a rehabilitation. Some Wisconsin Department of Transportation funds may be available in 1992.

In the first year, Kraemer expects to load 20 cars in a day in two 10-car increments. For the long term, Kraemer needs to load at least 30-car units to be competitive. With big machines, loading 30 cars would take 30-40 minutes.

If available, Kraemer would prefer to load 80 to 100 tons in jumbo hopper cars. (Jerry Pitzen said Mid-Continent's rail would not hold jumbo hopper cars.) Car supply and other logistics were discussed with Robert Sullivan, C&NW terminal superintendent, Janesville, 2-3 weeks ago.

To be competitive, Kraemer needs a competitive switching arrangement. Railroad ballast, the primary product especially in the first year, is not a high value item. Having a crew to serve only the quarry is not economically justified. A possibility is to have Kraemer lease the line and a locomotive, have its people checked out on MC procedures, and operate the freight trains.

Kraemer operates about 100 quarries, including Tork Quarry, opened 9 years ago near Wisconsin Rapids. Tork sells ballast to C&NW, Green Bay & Western, and Wisconsin Central. Tork ships 200,000 to 300,000 tons annually, half by rail, half by truck.

When Kraemer operates a quarry, everything is neat, orderly, well laid out. Kraemer has a good record for reclamation and mine safety. Dust suppressant equipment is used. Blasting is done selectively (probably about 3 shots a season) and scheduled. Aesthetics are maintained. Tours inside the facility are feasible. A fully screened product is sold; the quality of water in Quartzite Lake will not be affected.

The biggest thing to tackle is maintenance. The cost figures in the Railroad Service report are a key ingredient. To get into the market, the numbers need to be competitive. The tie should be a good thing in the long term for Kraemer and Mid-Continent. We have to dovetail the two operations so they don't conflict. The traffic would move before or after Mid-Continent's working hours, maybe during a "window"—a time when Kraemer is assigned use of the line. Operating details can be worked out once a track maintenance agreement is reached.

Jerry Pitzen, who is advising the board on engineering issues, said Mid-Continent is especially concerned about the rail. About 60 percent of the line, the straight track, is laid with 60 pound rail from 1884. Curves have second-hand 72 pound rail rolled in 1900. In some places, there are no tie plates. The rail will not support jumbo hopper cars, Pitzen said. The line has 100 year old track,

with hand hewn ties; some of it should be preserved, he added.

After additional discussion, the meeting adjourned. Another meeting will be scheduled after the report from Railroad Service has been received and analysed.

## DEC. 9, 1990

Board members present were Art Oseland, Jeff Bloohm, Tom Hruska, Stan Nordeng, Steve Brist, Greg Verstein, Bill Raia, and John Gruber. Executive Director David Henke also was present.

President Bloohm called the meeting to order.

Minutes of the October meeting, prepared by Hruska, were approved as presented. Since he has not completed the November minutes, approval was tabled until January. Although approved, he has not typed June, August, and September minutes in final form. Minutes of the Dec. 1 special meeting, prepared by Gruber, were approved as presented.

Gruber acknowledged gifts from Bruce Friesch, Russ Porter, Vera M. Fiedler, and James Vaughan, and memorials for William C. Slichter, a former executive director at AT&T Bell Laboratories in New Jersey.

Brist moved, Nordeng seconded, to accept the resignation of Robert P. Welke as treasurer.

Skip Lichter joined the meeting.

## EXECUTIVE DIRECTOR'S REPORT

As a part of his report, Henke presented a review of museum activities which included operations and finance. He has prepared 1991 fund raising and events schedules. He made a presentation to the Menasha Corp. Dec. 8. He has notified private locomotive owners of the board's desire to review and renegotiate leases. Timbers and other items have been reported missing to the Sauk County sheriff. He needs year-end reports from operations, excursions, volunteers. Operations Supt. Robert C. Welke reports that planning has started for Snow Train '91. Finance Supt. Bill Buhmaster reports that, for November, checks written totaled \$20,519 and payroll amounted to \$2,347. Accounts payable are \$18,399. Budget requests, due Nov. 29, have been received from curator, car, engineering, and gift shop departments. He and Henke will present a proposed 1990-91 budget in January. Raia moved, Oseland seconded, to accept the report. Motion carried.

## COMMITTEE REPORTS

Tom O'Brien Jr., delegate to the TRAIN convention, sent a written report on the TRAIN directors meeting Nov. 2. Among significant discussions: impact of Federal Railroad Administration's intent to inspect tourist railroads, TRAIN drafts of an emergency response plan and guide to general operating rules, federal legislation on handicapped access, and state boiler laws.

John Gruber reported that a Nov. 28 letter from Joel Skornicka to Henke, summarizing the Nov. 10 workshop in Baraboo, had been mailed to board members. Henke will prepare a one-page summary of the top priority, maintaining daily operations,

and present it to the board. Henke is arranging to pick up Mid-Continent materials from former fund raiser Bob Sladky. Gruber has prepared a 1990 Railway Restoration Report and annual fund letter.

The bylaws committee will meet Jan. 20.

#### OLD BUSINESS

Brist asked for guidelines from the board for drafting revised locomotive leases. He suggested a uniform lease expiring at the same time for all, liability coverage for owners in the same amount purchased for the museum (if not acceptable to the owners, they could withdraw the locomotive), full insurance to a mutually agreed on replacement amount, maintenance and repair standards, and a procedure or formal way for owners to object to museum operations. Bloohm asked Brist to draft a lease, bring the draft to the board, and then send the draft to the owners.

Because Steve Pahl is taking a job in Kansas City, he will not be able to serve as chief mechanical officer. Steve Siebel appeared to present his ideas and request appointment to the position. Siebel spent six years in the Navy working with high pressure steam; he now is employed by Becker Boiler. He will implement the new organization chart, be at Mid-Continent almost every weekend, clean up and organize the shop, bring in more volunteers, and ask experienced members to train new members. He assured the board he would have specific plans for the next board meeting. Brist moved, Hruska second to appoint Siebel. The motion passed with Lichter voting no.

Chuck Wiesner did not present an excursion report. Bloohm was asked to get copies of letters from the Chicago & North Western about excursions.

Rick Peters has prepared a locomotive status report, as of the end of the 1990 season. No. 1385 is operable for Snow Train, but not available for mainline service, he says.

After a brief discussion about the oil house, there was a consensus that it should be moved to a new location between the engine house and road. Camp car fees will be deferred to the January meeting. Brist moved, Nordeng seconded, to extend to July 1 the offer to match, from the interest account, donations, up to \$500, for concrete for the new car building. Motion carried. Raia moved, Brist seconded, to ask the curator to include repairs for car 104 in the curator's budget. Motion carried. Improvements at the Quartzite Lake platform area are on hold pending the quarry operations. A reply to Wisconsin Department of Transportation letters about excursion operations was put off until January. Lichter is waiting for estimates for the shop extension.

Lichter, who is coordinating work on a 1,000-foot storage track in the west yard, reported that Jerry Pitzen has surveyed the line in its permanent location for another coach shed. Lichter has leveled the ground, except next to the main line. With every fourth tie new, 125 ties are needed. Gruber moved, Hruska seconded, to place a surcharge on every private piece of equipment of \$25 with a day's labor or \$50 without labor. Motion carried.

Bloohm reported Bob Welke is arranging crews for Snow Train. Henke will supervise the ticket office.

Locomotive C-415, donated by Nekoosa Papers in May, is still at Port Edwards. Bloohm reported batteries would be charged at the first opportunity; he will arrange to move it to Green Bay. Estimated cost is \$5,000 to turn four axles and move the diesel to a new location; so far, \$2,000 has been donated.

#### NEW BUSINESS

Brist moved, Nordeng second, to authorize Lichter to co-sign checks until a treasurer is elected. Motion carried.

Vertein moved, Raia seconded, to accept donation of a 20 ft. by 30 ft. steel Trachte building at Waunakee from Margie Borgrud (for the Wm. F. Statz Family Trust). Mid-Continent will take the building apart and move it, at its expense, for use by the track crew. Motion carried.

Moved by Gruber, seconded by Brist, that Bill Raia be requested to organize a committee to study restoration of the museum's steam locomotives to operating condition. The committee shall recommend which locomotive should be restored first, and provide a plan and budget for restoration. Committee members are subject to board approval. Motion carried.

Funds for the Lackawanna cars are to be a part of the annual budget, rather than a separate appropriation.

Brist moved, Hruska seconded, to approve the president's committee appointments. Motion carried. *Buildings and Grounds*: Phil Watson (ch), David Schumacher (vice ch), J. Marshall Buehler, Vince Mathews, Larry Hinz, Roy Sauer, Dan Griffith, Byron Schumacher. *Membership*: Art Oseland (ch), Shirley Emhoff, Doug Crary, Robert F. Welke, Roy Sauer, John Sorrel, David Henke. *Camp Car*: William Raia (ch), Robert C. Welke, James Neubauer, Stanley Nordeng Jr., Robert Ristow. *Railroad Photography and Art*: John Gruber (ch), Robert McMillan, Gil Reid, Margaret Morgan, Peter Bunde, Chris Burger, Ralph Pierce, William Raia, Steve Brist. *Memorial Fund*: Wava Vertein (ch), Betty O'Brien, Elizabeth Buhrmaster, Betty Gorman, Lovina Tisler. *Peer Review*: Pete Gorman (ch), Alan DuVal, Geoff Blaesing. *Social*: Sue Oseland (ch), Joanne Engelbertson, Sharon Crary, Betty Gorman, Darcy Welke. *Rules Interpretation*: John Winter (ch), David Bierman, Robert C. Welke. *Long-Range Planning*: Gerald Pitzen (ch), William Buhrmaster (vice ch), Skip Lichter, Jay Slinde, C. P. Fox, David Bierman, Jerry Parr, Don Ginter (curator, non-voting), Jeff Bloohm (president, nonvoting). *Acquisition and Disposition*: Don Ginter (ch), Ray Buhrmaster, Jeff Bloohm, Richard Goddard, William Raia, Ray Zilvitis, Art Oseland. *Fund Raising*: John Gruber (ch), Ed Minihan (vice ch), Steve Brist, Tom O'Brien Sr., J. Marshall Buehler, John Obst, David Henke (executive director), Jeff Bloohm (president). *Nominating*: Tom O'Brien Jr. (ch), Rick Peters, Robert Ristow.

Brist moved, Lichter seconded, to adjourn meeting. Motion carried.



June 24, 1990

Board members present were: Nordeng, Gruber, Buhrmaster, Emhoff, Oseland, Bloohm, Brist, and Hruska. Parr was unable to attend because of illness in the family. His proxy was given to Buhrmaster. Also attending the meeting were: Ed Minihan, Lovina Tisler, Wally Tisler, and Monica Burkhart-Brist.

The meeting was called to order by President Bloohm at 9:00 AM in the general office.

The minutes of the May meeting stand approved as corrected.

#### VICE PRESIDENT OPERATIONS REPORT

No report was received from Steve Pahl. Gruber asked for a report on the condition of the C&NW combine.

#### VICE PRESIDENT FINANCE REPORT

Buhrmaster reported that the financial status of the museum as of the end of May 1990 was as follows: The checking account balance \$1,394, the savings account balance is \$35,456, the Railroad Restoration Trust Fund balance is \$37,622 and the museum presently has an outstanding loan balance of \$67,007. The total income for the month was \$21,123 while \$33,710 in expenses were paid, leaving an accounts payable balance of \$73,758. For the 1989/1990 fiscal year to date, the total income for the museum is \$106,916 and the total expenses for the year are \$217,141. Buhrmaster pointed out that much of the accounts payable is due to gift shop purchases and expenses for the Walnut Street crossing work. Income for June is already over \$32,000. Motion by Nordeng, second by Oseland, to accept the report of the VP of Finance. Passed unanimously.

#### SECRETARY'S REPORT

Hruska reported that there was no correspondence. John and Crystal Hoeffler donated a 1908 railroad map. A box of railroad magazines was donated by Harold Tyler. Robert Millner-Adams donated a quantity of manuals and time tables. A pack of magazines was received from Arthur Nessler. Bunk beds have been given by Doug Crary and Jon Neuman. Robert Zimmerman has made arrangements to have seedling trees provided from the National Arbor Day Foundation to be used to beautify the grounds of the museum. Steve Brist and Paul Wolff have each donated money toward the Shay locomotive purchase. Al DuVal donated money in memory of Warren Tisler. A cash donation toward the walkway at the pit was received from Vince Mathews. An anonymous donor provided money to purchase a mail cabinet for the office building. Tom Hruska donated cash toward the purchase of new hardware for use by the mechanical department.

#### MANAGER'S REPORT

Ed Minihan reported that, for personal reasons, he has cut back his hours as much as possible. Although ridership is up and gift shop sales are up, total revenue is down 1.7% - apparently due to increased use of discount fares and passes. Items are still turning up missing at the museum. The museum needs to pursue these thefts to prosecution. Minihan indicated it would cost about \$1,500 to install concrete walks around the restrooms and leaving brick in the area under the pavilion. Need to finish up payments with former fund raiser, Bob Sladky. Bad weather and short promotion time lead to poor attendance at the Mazomanie excursion. Plans are continuing for the McFarland excursion in September.

#### COMMITTEE REPORTS

The Search Committee reported that their first choice for Executive Director declined the offer yesterday. The committee needs to select a new first choice person for the position.

#### OLD BUSINESS

The Mazomanie excursion had 2,226 riders with a total revenue of \$24,483. These figures were influenced by the rainy weather and short promotion. After deductible expenses, there was \$17,406 in revenues to be divided. Mid-Continent received 47% for \$8,181. The Wisconsin and Calumet Railroad received 31% for \$5,396. The remaining 22% went to the Mazomanie Railroad celebration for \$3,829.

The Walnut Street crossing work is virtually complete. Since damage to this

crossing goes back to and includes the time when the earth moving project was in progress in the west yard, the museum will ask the trustees of the Railroad Restoration Trust Fund if they will contribute toward these crossing repair expenses.

The new display steps at Quartzite Lake have been constructed. The cinder platforms still present some problems. Plans need to be formulated for improvements in the Quartzite Lake area.

The standardization of locks to museum facilities continues. Hruska indicated that there should be enough cash in the key account to pay for the material costs of installing a lock with an "O" key on the north door of the coach shed and a lock with an "S" key on one door of the car shop. Labor will be provided by museum volunteers.

It has been suggested that during special events, two ticket locations should be operated for the selling of coach tickets.

The Board decided to reestablish the policy where Board members work as weekend managers. Board members were asked to sign up for weekends.

Monica Burkhart-Brist reminded the Board that the museum has not paid toward the legal fees of the Vodak trial since the initial payment. She also pointed out for the record that she is salaried and the amount of fee paid to the law firm does not alter the amount received by her. Buhrmaster indicated that \$3,500 was paid in late May and \$2,500 per month will be paid starting in July.

#### NEW BUSINESS

The Camp Car Committee pointed out that two cars are on the property that do not belong to life members. Motion by Oseland, second by Emhoff, for the President to send letters to G. Bensman and D. Yager for Milwaukee #437 and to R. Pierce for car #111 for the billing of \$100 per month starting August 1, 1990, for storage of their respective railroad cars because they are not life members of the society. Motion passed with Gruber voting no because of the listed date.

John Gruber, Steve Brist, and Ed Minihan have endorsed a program for short term fund raising at the museum. This letter is dated June 13, 1990. Motion by Oseland, seconded by Hruska, to accept the concept and to implement the short term fund raising and workshop as proposed in the letter of June 13, 1990. Passed unanimously.

Motion by Brist, second by Nordeng, to adjourn the meeting. Passed unanimously. The meeting was adjourned at 11:50 AM.

received for publication 2/20/92

Thomas Hruska, Secretary

**In the next Gazette:** A review of interlocking plants in Wisconsin, including the historic Grand Crossing tower in La Crosse, closed in January; Tony Green of the Worth Valley Railroad in England remembers visits to Mid-Continent.

## Gifts to Mid-Continent

Mid-Continent is receiving recognition for its preservation efforts, and especially for its important collection of wood passenger and freight equipment. Your continuing support will help us achieve national prominence as a turn-of-the-century, steam short-line railroad museum. Send gifts to Mid-Continent, P.O. Box 55, North Freedom, Wis. 53951.

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# SCHEDULED

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## April

- 13 Safety class, 9 a.m.
- 14 Board meeting, 9 a.m.
- 27 Safety class, 9 a.m.
- 27 Morse telegraph day
- 27-28 Spring fling; banquet Saturday night at Pierce's, Baraboo
- 28 Fireman training class, 9 a.m.

## May

- 3-5 TRAIN, California State Railroad Museum
- 4-5 Brakeman training class, 9 a.m.
- 13 Daily operations begin
- 19 Board meeting, 9 a.m.
- 25-27 Railfest
- North Freedom days
- 26 Members picnic, after last train.

## June

- 15 Members meeting, 8 p.m.
- 16 Directors meeting, 9 a.m.

## July

- 4 Independence Day train
- 13 Members meeting, 8 p.m.
- 14 Directors meeting, 9 a.m.

## August

- 7-10 NRHS convention, Huntington, W.Va.
- 10 Members meeting, 8 p.m.
- 11 Board meeting, 9 a.m.

## September

- 1 Members picnic, steamed corn
- 2 Labor Day, last day of daily operations.

Meetings are at the office building or depot unless announced; call 608/522-4261.

**Cover.** Recently restored Jordan spreader performs for Snow Train. Photo by Bill Raia.

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# MID-CONTINENT RAILWAY

HISTORICAL SOCIETY / NORTH FREEDOM

P.O. Box 55  
North Freedom, WI 53951

Address Correction Requested

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Nonprofit Organization  
U.S. Postage Paid  
Permit No. 2  
North Freedom, WI 53951

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