
MID-CONTINENT
RAILWAY

Gazette

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Restoration Spotlight: 1385

When locomotive no. 1385 steams out of the station at Snow Train, it will have 140 new tubes in the boiler and a full set of superheater elements from China. The 1907 boiler hasn't changed, but a substantial part of the firebox has been patched. There still is evidence of the original boiler design—corrugated side sheets.

Months of labor by Mid-Continent's mechanical forces, supervised by Steve Siebel, went into the interior repairs, hardly distinguishable from the exterior to the untrained eye.

The final goal: a mechanically sound locomotive, in top condition to serve Mid-Continent passengers at North Freedom or off-line on excursions.

The locomotive went into the shop July 3. Exterior jacketing and lagging were removed, and the front end taken apart so the 2-inch tubes in the boiler could be removed. Scale inside the boiler was removed, and the boiler given a thorough inspection.

After a Federal Railroad Administration inspection Sept. 13, reassembly started. Extensive cleaning was needed before the new tubes were put in the boiler. With a small grinder, the workers must "ring the holes" until they are shiny and install ferrules in position.

With preparation complete, tubes were placed in the boiler Nov. 1, rolled (expanded until they fit tightly) Nov. 2-4, and beaded Nov. 4-5.

The full set of 24 Chinese superheater elements, three rows of 8 elements, also were installed. The large, 5-3/8-inch superheater flues did not need to be replaced. Locomotive 1385 has used superheated steam since 1931.

The outside of the boiler was painted with high temperature paint, and the inside of the cab painted green. Steam dome studs were replaced, and the top of the dome machined to assure a tight seal with the copper gasket.

Attention turned to the firebox. In 1983, when work was done in Milwaukee for the C&NW, about two-thirds of the rear tube sheet was replaced.

Now, a crack in the lower third needed repair. Starting Dec. 10, Becker Boiler Co., a certified welding shop, put in a patch, 10 inches by 40 inches by 20 inches. State of Wisconsin boiler inspectors approved the repairs.

When all is ready, the FRA will return for two days: to witness a hydrostatic test and a steam up without the lagging and jacketing. Finally reassembly is scheduled before Snow Train, so no. 1385 can lead the steam parade at the winter outing.

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Roundhouse 1

While Mid-Continent remembers a record season and the annual banquet, Snow Train quickly approaches. For members who have not visited recently, there's a new addition: the watchman's shanty towers over the Walnut St. crossing.

In 1991, the museum trains carried 49,908 passengers, an increase of 6,912 (16 percent) over the 1990 season and 4,257 over the previous record set in 1989. Gift shop revenues increased 10 percent. Average revenue per passenger was \$7.15.

Snow Train, Mid-Continent's 17th annual winter outing, gets underway at 10 a.m. Friday, Feb. 14, when a plow train opens the line for the weekend. Other runs for photographers will follow during the

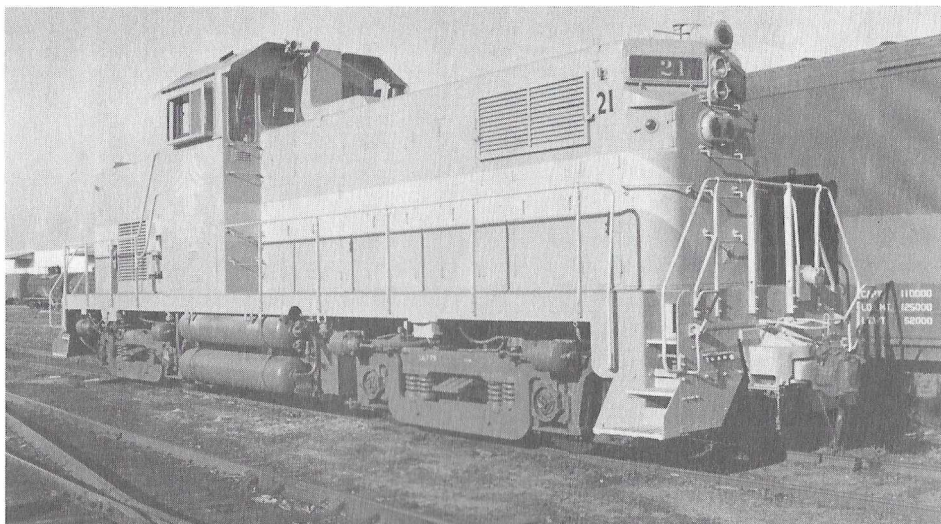
day. A Valentine's Day dinner train has been added in the evening.

Six passenger trains with coach and first class service are scheduled at 9, 10:30, 12, 1:30, 2:45 and 4 Saturday and Sunday, Feb. 15-16, plus extra midday freight trains with a caboose for passengers. A Saturday sunset special dinner train leaves at 6:30 p.m. Reservations for all trains are available at the office in North Freedom.

Autumn Color, Mid-Continent's second big special event, drew a record, 5,470 passengers, in two weekends. The total has increased since 1983, when trains carried 2,116 people. The museum added a second weekend in 1986; the first time attendance reached 5,000 was in 1987.



As a part of plans to make the former oil tank property a "front door" for visitors, the Buildings and Grounds Committee in September moved a building to the east yard area. Crews also have placed green directional signs.



Nekoosa Papers no. 21, photographed a few years ago, is ready to move.

At the annual banquet Nov. 9 in Baraboo attended by 86 members and friends, plaques were presented to Art Oseland in recognition of his service on the board of directors; and to Cindy and Jeff Haertlein for managing (since 1974) the gift shop, where revenues have been more than \$100,000 for the third year in a row. (Cindy also worked in the shop for three years, beginning in 1972.) Bob Baker presented slide shows; Oseland a carousel of Mid-Continent views.

Jeff Bloohm and John Gruber, incumbents, and Jerry Pitzen were elected to the board of directors at the annual meeting Oct. 12. Voting members cast 143 mail ballots; 27 voting members attended the meeting at Railway Inn Cafe.

The board on Oct. 20 reelected all officers: Bloohm, president; Tom O'Brien Jr., vice president; Gruber, secretary; and Skip Lichter, treasurer. Committees were reappointed at the same meeting; Sharon Crary heads the social committee.

The 1992 steam calendar, *Whistle on the Wind*, was delivered Dec. 18, and mailed to members the next day. The calendar features Midwest locomotive photos by Alfred W. Johnson (1896-1972), the Chicago photographer known for his imaginative views of passenger trains, presented through the generosity of

George Krambles. Dick Gruber wrote the captions; Phil Hamilton, chair of the UW art department, helped with design.

A questionnaire, mailed with the calendar, is a part of a review of the *Gazette* and calendar. The survey also asks about interests and backgrounds of members. Please return it to the office by Feb. 15. Results will be published in the *Gazette* when tabulated.

A railroad scene for the half-hour TV documentary, *Thunder in the Dells*, was filmed at Mid-Continent in late September. Dave Erickson of Ootek Productions, located between Sauk City and Spring Green, was working with co-producer Lance Tallmadge of Wisconsin Dells, taping an important event in Winnebago Indian history. The scene was a reenactment of an incident Dec. 26, 1873, when Reedsburg citizens prevented the forced exodus of Sunday Chief and his family.

Nekoosa Papers diesel no. 21, donated to Mid-Continent in 1990 (*Gazette*, May 1990), has new wheel sets. It is winterized and ready to move to North Freedom. Marshall Buehler, who arranged for the donation and coordinated the work in Port Edwards, also provided funds to help prepare the locomotive for the move.

Georgia Pacific people in Port Edwards assisted. Stan Kwiatkowski of the truck-

ing department made a flat bed truck available on which a short section of track was laid. The department made two round trips to Green Bay with the wheel sets.

The Green Bay & Western shops traded wheel sets, and ground flanges.

When it was time to fill the engine with cooling water, the turbocharger leaked. Georgia Pacific diesel maintenance mechanics Wayne Howard and Dan Krause removed the part, welded a crack, and reinstalled the turbocharger. Batteries, dead but not cracked, were charged.

Finally, on Friday, Nov. 1, Ed Durrant, switch crew foreman, called Buehler to tell him they were starting the Mid-Continent engine. It was running when Marshall arrived. At that point, under the operation of Wayne Howard and with Buehler, Durrant, and Krause as crew members, no. 21 moved under its own power from the engine house down the track about 100 yards and back. Buehler made sure that even the whistle worked.

The 1500 horsepower model C-415 was built in December 1966 as Southern Pacific no. 2409 (builder's number 3458-10). Alco built 26 between 1966 and 1968, with 12 including no. 21 with a high cab for better visibility. Nekoosa purchased it from Cramer Equipment Co. in 1980. Nekoosa retired the locomotive because of derailments on tight curves on industrial track and excessive flange wear.

Mid-Continent in print. While mechanical crews finish repairs (page 2), 1385 continues to draw recognition. "Iron Mountain memories" (*Trains*, Dec. 1991) by J. W. Swanberg includes two photos of no. 1385 in steam on Aug. 21, 1956. The C&NW locomotive is active today at Mid-Continent, "a lot shinier than when I last saw her in 1956," Swanberg writes.

Two Mid-Continent photos taken May 27 by Craig Robinson are in *A Big Click: Photographing Wisconsin, Memorial Day Weekend, 1991*.

Applications are being accepted for engineer, fireman, brakeman, and conductor for the 1992 summer train crew. Contact Supt. Bob C. Welke, 500 Columbia St., Horicon, Wis. 53032-1613.

Deaths. Steve Mattox, 71, Dec. 22 in Council Bluffs, Ia. He went to work for the C&NW in 1941, and when he retired in 1988, was the last steam qualified locomotive engineer on the West Iowa (west of Boone) subdivision. He was buried wearing an engineer's badge, C&NW years of service pin, and Union pin.

Gertrude Armstrong, wife of life member Bill Armstrong, Dec. 1, in Bradenton, Fla. (Armstrongs moved to Florida after Bill retired from the C&NW in 1981; they visited Mid-Continent last summer).

Myron Cobb, La Crosse, associate member since 1989.



Among first class workers at Autumn Color: Evan Richards; Larry and Monica Jensen; John Obst, coordinator; and Marshall Buehler.

Labor Day Laborers

Dick Gruber, who worked on the train crew for four summers, has been advertising and marketing manager for Locomotive & Railway Preservation, Richmond, Vt., since 1987. He interviewed members during a visit to Wisconsin.

Labor Day weekend at Mid-Continent traditionally has been a busy one for volunteers. This Labor Day, the *Gazette* slowed down many members at the museum and asked: "What are you working on this weekend?"

Brian Allen: Brakeman and general projects in the shop.

Brian Bachman: Preparing the ex-Oregon Short Line Rotary no. 762 for hydro testing.

Dana Bassett: Participating in the ex-C&NW locomotive no. 1385 tube replacement project.

Jim Bertrand: Rebuilding the temporary drawbar in front of the rotary.

Ken Breher: Electrical work in the new car shop.

Earl Clark: Sorting out scrap, getting the rotary ready for the hydro test and work on the Baraboo River pump.

James Eng: Work on no. 1385, removing lagging.

John Eng: Taking lagging off no. 1385.

Don Ginter: Work on the Soo Line Neenah crossing tower.

Mike Harrington: Continued work on the tower including completing the stripping and priming almost two sides as well as working on the brace to lift it into place.

Jerry Mennenga: Siding for ex-Great Northern coach no. 271. Setting up two cabinets, wood working machines and work benches on the new concrete slab in the car shop.

Chris Hornocker: Helping Mennenga in the car shop with cleaning up and organizing.

Dave Johnson: Helping in the shop on ex-Saginaw Timber locomotive no. 2, packing valves, injector packings, steam leaks, priming pipe on injector.

Skip Lichter: Bulk of work on no. 2 and also some work on the rotary.

Van McCullough: Locomotive operation.

Jim Neubauer: Conductor. Also taking "people pictures" for use in member slide presentations.

Brian Nordeng: Engineer.

Tom O'Brien Jr.: Nominating Committee work, Sewer and Water Committee work and other duties.

Kathy Pilon: Helping in gift shop, with tickets, and with picnic, preparing food.

Don Pingel: Track work.

Bill Raia: Locomotive inspections and car inspections on the Lackawanna cars including the Lackawanna combine due to leave the property.

Bob Ristow: Preparing the rotary for state hydrostatic test.

Ken Ristow: Saturday working in the shop and on rotary and fireman on Sunday.

Mark Rosemont: Servicing and cleaning the brake cylinders on the rotary (both the tender and the plow).

Steve Siebel: Setting the rotary up for hydrostatic test for state inspection.

John Sorrel: Working on the rotary and trainman.

Lovina Tisler: Working in the office on things such as mailing lists and reservations.

Wally Tisler: Needle scale the boiler interior/drum barrel of no. 1385.

Fred Vergenz: Student brakeman and pitching in on projects in the engine house.

Bob Verkuyl: Work on the rotary ("a little of this and a little of that") and working on the Baraboo River pump.

Greg Vertein: Engineer.

Bob Welke: Repairing air line of ex-Milwaukee Road RSC-2 no. 988 and repiping under cab floor.

Darcy Welke: Working on air line and cab floor of no. 988

The *Gazette* also asked many of the members: "What do you like best about helping out at Mid-Continent?" The answers varied:

"Seeing people come and enjoy themselves, seeing stuff that is pretty unique and that most people don't see everyday."

"The satisfaction you get from thoroughly restoring something from an almost hopeless condition to operating showpiece condition."

"Keeping the old steam alive."

"The challenge, getting stuff running, getting it in better condition...it's not easy."

"Working on steam engines in the shop."

"Trying to preserve the era of railroading in the nineteen teens. Trying to keep the environment for the public in the same era."

"Working with other people, doing things that I like doing, working on engines. Sharing my ideas and other people's ideas, teaching and learning."

"The reward is there. It's long term and lasting."

"Dealing with people, dealing with the public, bringing the public in."

"It's something to do, I enjoy working with the other members."

"Comradery amongst the members. who are willing to open themselves up and not be nonstop critics. I like to listen to what people say about what they see and use it for guidance for future goals."

"Being able to help in all the areas and being well versed in all areas."

"When something gets done, seeing something get finished. The people."

"Satisfaction from seeing the equipment operate, to see old junk turn a wheel, to make it go."

"Being able to preserve and operate turn-of-the-century railroad equipment."

"Learning things that I can use to restore my own caboose, I've always had an interest in history, and the people are nice."

"For the personal satisfaction. We're saving something of history for a future generation. I grew up in a throw-away society. We should all learn to utilize more of our old things before we throw them away."

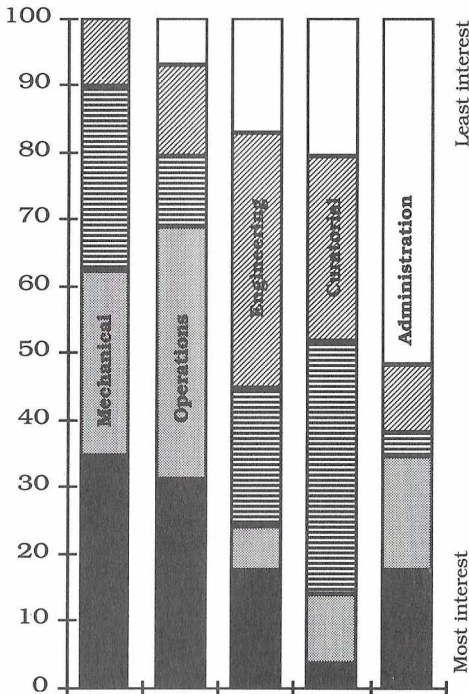
"My opportunity to contribute in a small way toward the operation of steam power."

"To see progress. To get things done, to see things moving forward like the car shop building."

"The fraternity."

"Because I love trains."

"Working with people and gaining experience."



Rating interest areas on a one-through-five scale, the members indicated that Mechanical (2.13) and Operations (2.27) were of greater interest than Curatorial (3.31), Engineering (3.52) and administrative (3.62).

Continued on page 15

Crossing Tower Highlights Activities

Mid-Continent continues to increase its preservation and education efforts. With help from private gifts in 1991, the museum placed a former Soo Line watchman's tower near the Walnut St. crossing, provided exhibit labels for equipment in the Coach Shed, started restoration of a former Chicago and North Western coach/baggage car, and continued landscape/cleanup on a former oil tank property.

With restoration nearly complete, the tower was lifted Oct. 26 to its permanent position 24 feet above the crossing. The tower, which stood at Winneconne Ave. street in Neenah for many years, served the Soo Line and later Wisconsin Central Ltd. Interested in seeing the tower preserved, Wisconsin Central donated it to the Soo Line Historical and Technical Society, which in turn offered it to Mid-Continent. Mid-Continent moved the building to North Freedom in July 1989. Gifts from the Soo Line society and individuals paid most of the restoration cost.

The towers once were a common sight, according to Curator Don Ginter, who is responsible for restoration. "They were often operated 24 hours a day and from their vantage point protected the crossings by operating warning bells, flashing lights, or crossing gates," he said. With the decline in rail traffic and improved automatic street crossing signals, the elevated towers began disappearing from the railroad landscape in the early 1950s. A highway overpass, built in 1988, doomed the Neenah tower.

Since repair and restoration work moved to the new car repair building

(finished in early 1990), the Coach Shed draws increasing attention as another educational facility for visitors. The curator's department placed nine exhibit plaques, providing information about each piece of restored equipment in the shed. In addition, two plaques will be placed in spring for the C&NW narrow gauge cars next to the depot.

Exterior restoration has started on the C&NW combine, no. 7409, but much remains to be done. During the winter, window sash will be taken out and refinished. Work will resume on the new roof in spring when the weather gets warmer. One truck has been rebuilt; the second truck will be rebuilt in the spring. The car, built by Pullman in 1915, fits well with the Lackawanna cars of the same era used in daily train service.

The former oil tank property continues to improve, as volunteers moved one of two remaining buildings and added signs. Landscaping efforts will resume next year.

As an energy conservation measure, insulation will be added to the west side of the engine house.

Gifts help Mid-Continent expand and preserve its collections. Fund raising appeals in 1990-91 brought in \$5,536 for the efforts outlined here; members and friends provided \$31,064 more for other projects. The railway restoration trust fund, started in 1982, stands at \$34,420, most of it earmarked for specific projects.

Gifts were received in memory of William P. Slichter and Bill Turk.





Mid-Century volunteers carefully guide the tower into position. Dan Griffith (page 8) and others firmly fasten the tower to the frame.

Mid-Century continues to boost its development program. With assistance from a consultant, Joel Skornicka, the museum is identifying new sources for corporate, foundation, and individual support. This process should be completed by spring. To provide a broader base for development, an advisory committee is being organized of individuals, interested in railroading and history, who can individually and collectively advise us on how we may grow effectively in the years ahead. The fund raising committee, advisory committee, and consultant are drafting a long range development plan.

Mid-Century looks forward to its 30th anniversary of service at North Freedom in

1993. In an assessment of Railfair '91, "Sacramento's Big Party" (*L&RP*, Sept.-Oct. 1991), California State Railroad Museum Director Walter Gray suggests "there are other suitable locations for major rail celebrations," including Mid-Century.

Building on 1991's record passenger count, the anniversary celebration—whatever form it takes—provides an opportunity for Mid-Century to step back, take a look at itself, be challenged, and demonstrate again its commitment to the "experience 1900" theme, for the "educational and historical benefit of the general public." *John Gruber*



Board Minutes

John Gruber, Secretary

AUGUST 11, 1991

Board members present were Bill Raia, Jeff Bloom, Tom Hruska, Stan Nordeng, Steve Brist, Art Oseland, John Gruber, and Skip Lichter. Also president were Vice President Tom O'Brien Jr., Lovina Tisler, and Chris Hornocker. Greg Verlein could not attend; he gave a verbal proxy to Bloom which will be confirmed in writing.

President Bloohm called the meeting to order at 9 a.m.

Minutes of the July meeting were approved as corrected. By unanimous consent, a deletion was made from the June minutes. Secretary John Gruber reported gifts from Francis Beecher, Irma Hall, Mary F. Mannlein, and Joseph and Jayne Phillips, in memory of Bill Turk; Robert J. Griffin, Donald M. Ives, Wayne R. Lager, Richard Lewis, Robert Millner Adams, Charles S. Mueller, Willard F. Nelson, Chester G. Olson, Calvin O. Schmahl, and James S. Vaughan, annual fund; and John F. Jenswold and Robert Scherkenbach, gifts in kind.

Ken Breher appeared, to speak about electrical concerns. He requested a plaque in the depot to recognize Square D Corp. for its donations. He is meeting Monday with a Wisconsin Power and Light Co. representative to get estimates of cost for changes to shop and additional of coach repair building. He requested a lock on the depot basement.

Vice President Tom O'Brien Jr. reported TRAIN is working with a Washington, D.C., attorney to represent TRAIN in dealing the Federal Railroad Administration. O'Brien, who chairs the nominating committee, has contacted potential candidates for the board election in October.

Treasurer Skip Lichter said the museum has \$37,000 in accounts payable. By the first week in August, bills should have been paid and funds should start to be set aside for the non-operating winter season. He reminded the board that funds would need to be set aside for the quarterly insurance payments, also. A written summary from Chief Financial Officer Bill Buhrmaster was distributed, as well as the accountant's statements for the eight months ending June 30.

Lovina Tisler presented an office report. Ridership is up five percent for the year. The museum showed a 17.5 percent increase in July. For the first ten days of August, ridership averaged 538. The trains carried 878 people on Aug. 7, a record for a weekday. Group tours tripled; we carried 28 groups in 1991, compared to 10 in 1990. Camp car insurance and fees have been sent out; the office

has received one response to Steve Brist's memo on leases.

Supt. Robert C. Welke presented a written operations report. Timetable no. 10 is printed. At Autumn Color weekends, two crew "jobs" per day will be used, rather than trip by trip, to ease record keeping. Ads will be coming out shortly for the Railfan Friday before Snow Train and for the crew for next summer. Jim Boyd, editor of *Railfan and Railroad*, will cover Railfan Friday with Marc Balkin of Marc Video I. Welke requested a special events committee, and proposed these events for 1991: Snow Train, Railfest, July 4, and Autumn Color (one weekend only). Portable derrails, blue flags, and the camp car light are here. Welke is representing Wisconsin & Southern Railroad on the Operation Lifesaver Committee.

Bloohm reported on the disposition committee meeting yesterday. Don Ginter, curator, wants to dispose of cars that do not fit the collection. A letter is being sent to Raia and Lichter, asking for action within a year on the A. O. Smith and Consolidated cranes. If disposition is a possibility, donors will be contacted. Mid-Continent prefers to sell, not scrap, equipment. The UP tender will be advertised for sale. ACY and refrigerator cars must be kept until more buildings are built. The curator would like the flat car being used to store superheater tubes returned for display with the hoisting engine. Dick Goddard, a committee member, is looking into loan or lease of a small diesel to Circus World Museum.

Old Business

Raia moved, Nordeng seconded, to have Brist represent Mid-Continent in the Follendorf/Vivid billboard matter. Mid-Continent will make an offer to Follendorf if he has rights to the sign in Baraboo near Circus World.

The full time mechanic committee, headed by O'Brien, reported four people had applied for the job. The committee presented an information booklet for the position. Brist moved, Raia seconded, to approve the information as revised. Carried.

The committee recommended that Bob Verkuyl be hired for the position, at a salary of \$20,900 for the first year. Hruska moved, Brist seconded, to hire Verkuyl. Carried with Lichter abstaining. Verkuyl will start work about Sept. 1, and will be working weekends. Volunteers are needed as helpers.

Brist reminded the board that Mid-Continent must do its share of brushing at highway crossings. Lichter moved, Raia seconded, to direct the section foreman to brush the crossings back 330 feet, to our property line. Tisler will send a letter to Shimniok

Brothers, thanking them for a verbal OK to cut brush at highway W.

Locomotive leases were discussed. Lichter, representing owners of Saginaw Timber no. 2, objected to 3-4 items in the new draft. Owners were asked to put questions in writing.

Lichter moved, Brist seconded, to raise switching fees to \$200 to move equipment off the property, unless other action is taken by the board of directors. Carried.

Bill Raia reported the Federal Railroad Administration will be here Sept. 13 to inspect locomotive 1385.

Speaking about a possible film in the Chicago area, Raia said Mid-Continent had lost an opportunity for substantial revenue; we should not let it happen again. Brist suggested the price needed to be open to negotiation. Nordeng said there was more competition now.

Off-line excursions for 1992 were discussed. A decision will be made Sept. 22. Brist moved, Nordeng second, to have Raia begin preliminary discussions in Chicago. Carried. Hruska suggested strengthening exhibits to go with excursions.

A letter and proposal, dated Aug. 9, has been received from Walter D. Smith, Baraboo CPA, for "a review of bookkeeping methods, procedures, and controls (bookkeeping, management, and operation)." The proposal also said, in part: "A report will be issued describing findings and recommendations to help you fulfill your fiduciary responsibilities. At the moment, it appears you have personal exposure in excess of comfortable limits." Gruber moved, Brist seconded, to authorize up to \$1,800 from the museum budget to retain Smith to review procedures as outlined in the Aug. 9 proposal. Carried with Oseland voting no.

Charles Wiesner wrote Bloohm July 16 that "ownership of DL&W Combination Car 425 has been transferred to Mr. Steve Zuiderveen, DL&W Car Co." Raia moved, Nordeng seconded, to authorize the car foreman to do the work obligated on the truck and brake rigging on the truck on the baggage end only. Carried.

O'Brien reported he had talked with people at the University of Iowa about the sewer and water connection. He also is looking into fire detection and sprinkler systems for buildings. Ralph Pierce has offered to ask Mid-State Associates, Baraboo, for assistance; he was asked to follow up on this idea. Bloohm appointed a sewer and water committee, including Jerry Pitzen, Gruber, John Sorel, Ken Breher, Jack Ahles, and O'Brien (chair). Oseland moved, Nordeng moved, to approve the appointments. Carried. Bloohm will notify the committee members.

Gruber presented a report from the fund raising committee, which met yesterday. Our consultant, Joel Skornicka, has sent a list of about 50 potential corporate and foundation funding sources. A fund raising letter, drafted by Gruber, signed by Bloohm, has been mailed to members and year-ago donors. A list from a railway historical society, about 2,500 names, is on its way. Thanks to Don Bayer and Steve Maertz, computer discs from the previous fund raiser have been translated.

The fund raising committee presented a list of 22

names for an advisory committee. Board members reviewed the list, suggested additions. Gruber and Skornicka will contact the people to ask them to serve. The fund raising committee also presented suggested restoration, grounds improvement, and education priorities for fund raising in the next year. Board members reviewed the priorities, indicating the fund raising committee should continue its efforts. Board discussion centered on which locomotive should be considered next for full restoration. Raia moved, Nordeng seconded, to request funds from the Railway Restoration Trust Fund to determine if WC 2645 or KGB&W is the priority. Carried.

Chief mechanical officer Steve Siebel, who was also present for the fund raising discussion, presented a mechanical department report. For Autumn Color, the Montreal and Saginaw no. 2 will be the locomotives. For Snow Train, Saginaw no. 2 and no. 1385 will be used. The Rotary went into the shop today in preparation for Snow Train.

The 2-inch tubes are out of no. 1385, and boiler jacket and lagging taken off, in preparation for the FRA inspection. If things go well, work could be finished by early November. New tubes (140) will cost \$4,570 delivered. Siebel would be "surprised" if the entire project cost more than \$7,000. Brist moved, Raia seconded, to take up to \$7,500 from the excursion savings account for the 1385 repairs. Carried.

Carl Ulrich, who is at Mid-Continent today, says he no longer wants to sell W&OV no. 1, and is interested in running it again at North Freedom.

Siebel requested funds for a used 1-ton bridge crane, 50 feet by 24 feet, for track 1. He estimated total cost at \$3,600, including installation. Brist moved, Hruska seconded, to take \$800 from the donation box to purchase the crane. Carried.

New Business

Vince Mathews has written a letter about holes at the Quartzite Lake platform, and offered to cover a part of the expense of filling them. The president will instruct the track crew to fill the holes.

Lichter moved, Brist seconded, to recognize Square D with a plaque in the depot. Carried.

President Bloohm appointed John Obst as first class coordinator for Autumn Color and Snow Train. Brist moved, Hruska second, to accept the appointment. Carried.

Bloohm will ask the buildings and grounds committee to place an appropriate lock on the depot (previous lock removed after fire department inspection).

Gruber presented a proposal, under which he would act as executive director for about a year, working 60 percent time, while decisions are made about how to fill the position permanently and a search is made. Mid-Continent faces "many severe problems," he said. His seven-point proposal included plans to "continue the development and fund raising program, building toward a major capital campaign for 1993." Because it was late in the afternoon, he requested further discussion be put off until the next meeting.

Nordeng moved, Lichter seconded, to adjourn. Carried at 3:46 p.m.

Board members present were Skip Lichter, Jeff Bloohm, Tom Hruska, Stan Nordeng, Steve Brist, Art Oseland, Bill Raia, and John Gruber. Greg Vertein sent a written proxy for Stan Nordeng. Also present were Dave Schumacher, John Obst, Bob Welke, Lovina Tisler, and Joel Skornicka.

President Bloohm called the meeting to order at 9:15 a.m.

Joel Skornicka, Mid-Continent's consultant, reported on the development program. He has finished research on corporations and foundations, and is beginning individual donor research. Letters are being sent to prospective members of an advisory committee. The fund raising committee and board are setting priorities, in preparation for the December appeal and a 1992 campaign. He will report again at the Nov. 10 board meeting.

Approval of the August minutes was put off until October. Secretary John Gruber reported gifts were received from William F. Aull, William P. Beaman, Charles W. Bohi, Gurdon Buck, Rev. Everett I. Campbell, W. Tandy Chenaault, Glen W. Coleman, George W. Cook, Millard Y. Crisp, Art Daehler, Louis A. Edwards, Lasker Ehrman Jr., Meredith J. Ford, E. Tunnichiff Fox Jr., Richard D. Green, Larry A. or Patricia A. Hanson, Chris Hornocker, Milford Jones, Lamar J. and Sheryl L. Karow, William J. Kerrigan, E. W. Klosterman, Alfred R. Leisering, Richard L. Linder, R. J. Mackay, Richard A. McLeod, Irvine G. Milheim Jr., Harry B. Mathews III, John M. McNamara, Jay Nibbe, Herman Page, Dr. Otto V. Pawlisch, John T. Samdahl, George Slavsky, Dan M. Snyder, Carl A. Traub, Donald A. Wildman, Raymond B. Zilvitis, annual fund; David Mattoon, air gauges; and Mrs. Carl Klenzing, picture and CNW towel, gifts in kind.

Treasurer Skip Lichter suggested we consider paying down the loan for the car repair building. Many expenses are coming soon, such as electrical, river bank, and coaches. With Bloohm's concurrence, he arranged to have brush cut at the highway W crossing.

Bill Buhrmaster's written financial summary for August showed budgeted income of \$292,250, budgeted expenses of \$271,233, savings income of \$25,860, and savings expense of \$10,207. Accounts payable are \$7,313.

The engineering department requested funds to install about 90 new ties before the end of the year. Dave Bierman recommended spending \$1,000 for rail to move comp. bars away from the W crossing; it was suggested this be included in the 1992 budget.

Bloohm reported antique Milwaukee Road flanger signs are being stolen from along the tracks. Lovina Tisler will call the sheriff.

Vice President Tom O'Brien Jr. sent a written report covering FRA, water and sewer committee, and nominating committee.

Tisler's office report showed ridership for August up almost 30 percent; for the year, the increase is 12 percent. Group tours have increased. Nancy Miller is working in the gift shop and cleaning rest rooms. Chuck Wiesner sent a certified check for

the Snow Train tips. Tisler recommended not increasing school or adult tour group rates.

Food service proposals should be submitted at the November board meeting.

Raia moved, Oseland seconded, to go into executive session to discuss an employment matter. Carried. Raia moved, Oseland seconded, to go out of executive session. Carried.

Gruber requested that his proposal to serve as a part-time executive director be put off until the employment matter is settled.

Gruber left the meeting to take Skornicka to Madison and attend the opening of a "Railroading" art/photo exhibit in Milwaukee. He gave a proxy to Brist. Hruska is taking minutes.

Buildings and Grounds committee reported the Coach Shed should have no smoking signs, the fire extinguisher is missing from the box, and the building needs a general clean up. The locomotive wood bin has been cleaned; it is not to be used for trash.

The Camp Car Committee wants new leases signed by all owners.

Old Business

Brist will continue working on the Follendorf/Vivid billboard lawsuit, which will be going to pretrial meetings.

Oseland moved, Nordeng seconded, to submit a copy of the new locomotive lease to all locomotive owners for approval. Owners are to return the lease to Mid-Continent by Jan. 1, 1992, with addendums as required. Carried with Oseland, Hruska, Nordeng, and Gruber voting yes. Bloohm, Lichter, Raia, Vertein, and Brist abstained.

Lichter left the meeting. He gave a proxy to Raia.

Mid-Continent has not received its share of the Snow Train night photo session revenue from Tom Schultz. Brist moved, Hruska seconded, to submit a bill to Schultz for reimbursement of the funds. Carried.

Bloohm appointed Brist as excursion coordinator. Nordeng moved, Hruska seconded, to approve the appointment. Carried.

Brist moved, Raia seconded, to purchase two paint cabinets for storage in the depot basement. Carried.

Brist reported the Wantz cabin is in the farmland preservation program. Wantz will pay the \$200 required to get the land out of the program.

Letters have been sent to land owners along the railroad about clearing brush.

Grade crossing signals were discussed. State Rep. Dale Schultz is willing to help get state funds for the signals. Oseland moved, Nordeng seconded, to ask Monica Burkert-Brist to register as a lobbyist for Mid-Continent. Carried.

The board took a 40-minute break for lunch.

New Business

Nordeng moved, Gruber seconded, to authorize spending \$1,040 from the engineering department budget for brush cutting at the highway W crossing. Carried.

Nordeng moved, Raia seconded, to authorize the engineering department (B. G. Miller, at his summer wage; and Wally Tisler, at the same rate he was

paid for summer train crew) to work up to 3 weeks more to install 90 ties on the main line and switch ties for the west yard track. Carried.

Brist moved, Hruska seconded, to keep rates for school (\$2.50) and adult (\$5 each) groups the same as in 1991. Carried.

Raia moved, Nordeng seconded, to appoint Lovina Tisler as registered agent with the Wisconsin Secretary of State. Carried.

Bloomh will contact Carl Ulrich about a lease on W&OV #1.

Brist moved, Raia seconded, to accept the donation of a Trackmobile and transportation to North Freedom, at no cost and with no strings attached. Carried.

Brist moved, Nordeng seconded, to purchase display stands for use at railroad shows, at a cost not to exceed \$74.03. Carried.

Mid-Continent has received another inquiry about purchasing the Louisiana Cypress locomotive. Mid-Continent will contact the people, requesting an offer, and notify the museum initially expressing interest that a second inquiry has been received.

Paul Swanson reported on car department priorities: 1, CNW combine; 2, Jordan spreader; 3, Milwaukee Road caboose; 4, drover's caboose.

Steve Siebel reported on the mechanical department. No. 1385 work continues. FRA inspected the locomotive this past week. Some welding, some stay bolt replacement is needed. No. 1385 will be ready for Snow Train.

For Saginaw Timber no. 2, lagging and 6 tubes must be pulled for FRA inspection after Snow Train. D&R no. 9 also needs lagging and 6 tubes pulled for inspection, and work on the tender in the spring. The Montreal needs major running repairs, tubes, and rear flue sheet. Work is scheduled to start in summer 1992.

Brist moved, Nordeng seconded, to approve interim actions taken by President Bloomh concerning the management letter from CPA Walter Smith. Carried.

Nordeng moved, Brist seconded, to have no new deposits made to money market account 813001. Money in this account is to be used for the purposes stated in these accounts. The president has authority to zero out remaining negative balance accounts. Carried.

Brist moved, Raia seconded, to allow office and department heads to issue blanket purchase orders for up to one year for ongoing expenses. Carried.

Brist moved, Nordeng seconded, that an entry for accounts payable be made each month. Carried.

Brist moved, Raia seconded, to require quarterly breakdowns for the annual budget. Carried.

Brist moved, Oseland seconded, to request the accountant to contact the IRS to change the fiscal year to agree with the bylaws. Carried.

Brist moved, Nordeng seconded, to change the date in the bylaws to April 30, 1959, the date the museum was incorporated. Carried.

Brist moved, Raia seconded, that all interest be placed in NOW account as unrestricted and marked as interest earned. Carried.

Nordeng moved, Brist seconded, to create a ledger for the NOW checking account, to show what money is in the account. Carried.

Brist moved, Raia seconded, to create a money market account for restricted funds, and to establish procedures for tracking the funds. Carried.

Nordeng moved, Raia seconded, to request office employees to submit written procedures and policies for internal accounting. Carried.

Nordeng moved, Brist seconded, to adjourn. Carried at 3:25 p.m.

OCTOBER 20, 1991

Board members present were Skip Lichter, Jeff Bloomh, Tom Hruska, Greg Verstein, Steve Brist, Art Oseland, Stan Nordeng, and John Gruber. Bill Raia was locomotive engineer during part of the meeting. Also present was Dave Schumacher.

President Bloomh called the meeting to order.

Minutes of the August meeting were approved as presented. September minutes were approved as corrected.

Secretary John Gruber distributed minutes of the annual meeting Oct. 12, summarized here. 27 voting members, a quorum, were present at the Railway Inn Cafe. The three elected to the board were Bloomh, 103; Jerry Pitzen, 90; and Gruber, 77. Life and regular members cast 143 ballots. Bloomh recognized Art Oseland for his service on the board in the last three years, and thanked the owners for use of the restaurant.

Correspondence was received from Mike Harrington, acquisition of a sand tower, wheel derrick, and interlocking levers; and Melvin W. Meredith, "interested in purchasing a caboose for permanent display on the museum grounds." The secretary also reported gifts from Edward Fuller; Jeff Haertlein, *Model Railroader* ad; Chris Hornocker, west yard; Vincent R. Mathews, paint, brushes, postage, maintenance; Doris Pingel, 49 funds; and Lanoy Prine, coach seats.

Annual fund gifts were from Douglas Anderson, Philip J. Anderson, John E. Anderson, Richard K. Bates, Percy T. Andress, Forrest H. Bahm, Dwight Bernot, Paul G. Bohrer, Robert Breseman, Louis J. Buehler, Jonathan G. Brown, Barton S. Burch, Edward A. Burkhardt, Kenneth F. Campbell, Edward M. Cummings, William R. Dewey, R. B. Erickson, William M. Folger, John W. Gates, James F. Greger, Gary H. Grossman, Stanley J. Grisko, Alan Gruber, James Hastings, Richard J. Hastings, Thomas R. Hill, Robert D. Hopper, Charles L. Horton, Philip J. Hulsman M.D., Karl L. Johnson, William R. Joslyn, John W. Kachel, John M. Kaufholz, James S. Keith, Leon Keune, Robert J. Kiefert, James P. Kostibos, Fred G. Kraege, Wm. S. Kuba, Edward P. Leight, James Lilly, Keith Martin, James W. Maki Sr., Daniel J. Maxwell, Edward Mayer, John W. Medd Jr., George Millian, Melvin R. Monson, Charles S. Mueller, Nabisco Foundation (matching), Robert L. Neff, Norbert Novak, Tom and Lu Ann Opperman, Robert F. Pederson, Harrison R. Raynis, William B. Redmond M.D., Ted Rose, Frank E. Ruggles, John and Helen Dal Santo, Mr. and Mrs. Edward Schneider, Carl Schwab, Jerry L. Severson, David W. Smith, Edward C. Sterba, Lester J. Stintzman, Roland W. Tetzlaff, Dr. L. L. Titsworth, Steve Whitsitt, G. R. Wilson, Charles Alan Wright, and James S. Yeager.

The financial summary from Bill Buhmaster showed, through September, budgeted income, \$318,874; budgeted expenses, \$328,257; savings income, \$28,513; and savings expenses of \$12,030. Accounts payable are \$11,959.

Treasurer Skip Lichter outlined anticipated expenses: Wava Vertein estimates we need \$50,000 through Snow Train, Bill Buhmaster recommends we pay down the car repair building loan, Ken Breher suggests putting money aside for electrical costs. Lichter added that there is a deadline (July 1, 1992) for the DNR permit for river bank erosion. Some bills are not being paid on time; Lichter will look into this.

Vice President Tom O'Brien Jr. has written the village of North Freedom about the sewer and water project. The FRA user fee is due Nov. 30; he recommends that it not be paid until after the TRAIN convention, and if paid, be paid under protest.

Lovina Tisler presented a verbal office report. In two Autumn Color weekends, we carried 5,470 people, a record. Ridership for the year is up 14.1 percent, revenue is up 10.2 percent plus service income. The total will set a record. We have carried 49,332, not counting this weekend and a special event. M&I Insurance needs a letter from the treasurer confirming the auditor's compilation (Gruber will draft for Lichter's signature). A bill for \$695 for the 91 Snow Train photo session has been sent to Bill Schultz. Wiesner still owes \$205 for movement to Mazomanie and check overdraft.

Art Oseland reports that the membership committee has arranged the spring fling banquet April 25 at Pierce's restaurant in Baraboo, with Ed Green of the Milwaukee Public Museum as speaker. Oseland recommended art, photo, and antique train displays for Railfest.

The Social Committee presented a list of recommended events. The current chairperson, Susan Oseland, desires to turn over her responsibilities to Sharon Crary for the 1992 year.

Oseland presented a list of board of directors' policies as of October. After discussion, several redundant items were deleted.

Old Business

Bob Welke, superintendent of operations, reported he had sent the FRA, to meet an Oct. 31 deadline, a list of qualified locomotive engineers.

Because there was no conductor for the train, the board took a 10 minute recess. Art Oseland left the meeting (10:40 a.m.) to be conductor.

Gruber reported good response from a fund raising appeal sent to the museum's old donor list, which now will be kept up to date. He distributed an Oct. 3 letter from consultant Joel Skornicka, saying, in part, that "it is imperative that priorities be established for fund raising purposes." Skornicka will be at the next board meeting.

The board discussed the need for more passenger cars. Lichter moved, Vertein seconded, to appoint O'Brien Jr. and Brist to investigate buying Soo 2017 and CB&Q 8903, and report at the next board meeting.

Paul Swanson, car department superintendent, and Don Ginter, curator, will be invited to be at the

next board meeting to discuss coach needs. The board is requesting reports on restoration of the GN and 104 coaches, and when they would be ready for train service.

With old business complete, the board adjourned.

New Business

The board immediately reconvened, with board members elected Oct. 12 taking office. All board members were present, except Raia and Jerry Pitzen.

President Bloohm thanked Art Oseland, the outgoing board member, for his service.

Bloohm, a candidate for reelection, handed the gavel to Hruska.

Vertein nominated, Nordeng seconded, Bloohm for president. At Lichter's request, Bloohm discussed his goals for the year. Brist moved, Nordeng seconded, to close nominations and cast a unanimous ballot for Bloohm. Carried.

Hruska returned the gavel to Bloohm, who suggested that present officers be reelected.

Brist nominated, Hruska seconded, O'Brien Jr. for vice president. Nordeng moved, Vertein seconded, to close nominations and cast a unanimous ballot. Carried.

Vertein nominated, Brist seconded, Gruber for secretary. Nordeng moved, Lichter seconded, to close nominations and cast a unanimous ballot. Carried.

Nordeng nominated, Vertein seconded, Lichter for treasurer. Gruber moved, Nordeng seconded, to close nominations and cast a unanimous ballot. Carried.

Lichter moved, Vertein seconded, to establish the official office at North Freedom. Carried.

Hruska moved, Nordeng seconded, to designate as official depository the North Freedom branch of the Reedsburg bank. Carried.

Nordeng moved, Hruska seconded, to designate Lovina Tisler as registered agent. Carried.

Hruska moved, Nordeng seconded, to conduct business using *Parliamentary Procedure at a Glance* by O. Garfield Jones. Carried.

Dave Schumacher presented the buildings and grounds budget. The board thanked him for his work, and for the reminders about handicapped accessibility.

Vertein moved, Brist seconded, to apply for the J.O.B.S. program of UAW local 95, Janesville, under which job banked employees do work for nonprofit groups. Carried. Bloohm will fill out the questionnaire.

Nordeng moved, Hruska seconded, to go into executive session to discuss an employment matter. Carried. Nordeng moved, Hruska seconded, to go out of executive session. Carried.

Nordeng moved, Lichter seconded, that Mid-Continent disagrees with David Henke's claim that the contract was extended to Oct. 31, but will offer severance pay of two week's salary in exchange for his signing a release. Carried.

Bloohm requested that committees continue to serve for another year, with Sharon Crary as head of the social committee. Gruber objected to the nominating committee's editorial comment about Art Daehler's candidacy.

Brist moved, Hruska seconded, to designate O'Brien Jr. as official delegate to the TRAIN convention in Duluth. Carried.

Nordeng moved, Brist seconded, to join the Association of Railway Museums. Carried. Dick Gruber has offered to pay the first year's dues.

Vertein moved, Lichter seconded, to approve Oseland's request to solicit three Milwaukee corporations for funds for childrens' education. Carried.

The Circus World Museum has requested a proposal for use of locomotive 1385 on the circus train in 1992. Mid-Continent will have to arrange for locomotive water, fuel, and servicing and the return to North Freedom. Vertein moved, Hruska seconded, to negotiate an agreement with Circus World, pending approval by the C&NW. Carried.

Lichter moved, Vertein seconded, to have Brist negotiate with Circus World on the loan of the 25-ton WP&L diesel locomotive. Carried. Repairs to operating condition would be the responsibility of Circus World.

Brist moved, Nordeng seconded, that we cooperate in a Quality Inn package to kick off Railfest weekend. Carried. Lovina Tisler will follow up.

The board took a break before discussing the proposed 1992 budget of \$340,000, prepared by Buhrmaster. Raia joined the meeting. After approval, quarterly breakdowns will be provided for department heads.

Steve Siebel, chief mechanical officer, presented the equipment department budget of \$58,000. Lichter suggested the department look into insulation and sheeting for the west side of the engine house, to offset utility bills. Nordeng moved, Raia

moved, to approve the budget, with quarterly breakdowns. Carried.

Raia and Lichter suggested that the small Soo Line crane, X81, be the next crane to be returned to operation, and offered to assist in the work. The crane needs a boiler ticket.

As a part of the discussion of the operations budget, Nordeng moved, Brist seconded, that, subject to approval of the superintendent of operations, Mid-Continent operate under the current edition of the general code of operating rules. Carried.

Nordeng moved, Raia seconded, to approve \$46,300 for the operations department budget. Carried.

Lichter moved, Nordeng seconded, to set up a separate account for first class service with a budget of \$6,000. Carried.

Brist moved, Raia seconded, to approve \$13,125 for the car department budget. Carried.

Raia moved, Gruber seconded, to approve \$8,600 for the curator's budget. Carried.

Brist moved, Raia seconded, to tentatively approve the engineering budget as presented (\$24,200). Carried.

Nordeng moved, Raia seconded, to approve \$56,000 for the gift shop budget. Carried.

Nordeng moved, Raia seconded, to approve \$165,800 for the museum budget. Carried.

As approved, the budget totals \$378,100, an increase from the \$340,000 proposed by Buhrmaster.

Nordeng moved, Vertein seconded, to adjourn. Carried at 4:03 p.m.

Labor Day

Continued from page 7

"Railroad hobbyist, lifetime interest in railroading."

"To work on steam engines. The best part is the gratification of seeing something work after you've worked on it."

"I want to see the thing survive. It's going to take some big bucks."

"Learning new skills. There's a sense of satisfaction in completing any given job."

The *Gazette* also asked if there was anything that the members disliked:

Five members answered no. Fourteen dislike feuding, infighting, back-biting, politics, cliques and personality conflicts among the membership. Four members dislike a lack of organization, three more dislike the shortage/reliability of volunteers, while another two dislike the speed of projects being completed. Two more

members dislike a shortage of space for storing equipment. Other things that members mentioned they dislike include a lack of facilities for members, a lack of advance notification of projects, a lack of a common goal, a lack of reliable equipment, unfinished projects, and a lack of money

Ten of the 16 associate and regular members questioned anticipate that they will be upgrading their membership within the next two years. Another 15 were already life members.

Fourteen of the thirty-one members expected to become more active with Mid-Continent for the coming year and another sixteen expected to remain as active.

SCHEDULED

January

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

February

- 8 Members meeting, 8 p.m.
- 9 Directors meeting, 9 a.m.
- 15-16 Snow Train '92

March

- 14 Members meeting, 8 p.m.
- Conductors class, 9 a.m.,
village hall
- 15 Directors meeting, 9 a.m.

April

- 4-5 Safety class, 9 a.m., village hall
- 12 Directors meeting, 9 a.m.
- 25-26 Spring Fling. Ed Green
of Milwaukee Public Museum
speaks at banquet Saturday night
at Pierce's restaurant, Baraboo.

May

- 11 First day of daily operation
- 23-24 Railfest
- 24 Members picnic, after last train.

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

Cover. Steve Siebel stands in the firebox of locomotive 1385, "rings the holes" in preparation for placing new tubes in the boiler. See page 2.

MID-CONTINENT RAILWAY

HISTORICAL SOCIETY / NORTH FREEDOM

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in Sauk County in '93**