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MID-CONTINENT  
RAILWAY

# Gazette

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# Mid-Continent's Winter Workers



**Volunteer hours make Snow Train possible. Among the many members who helped with the winter event were Jeff Nelson, top left; Bob C. Welke, top right; Dave Schumacher and Art Oseland, bottom left; and Delrosa Bruns, bottom right.**

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# ROUNDHOUSE 1

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While heavy snow blanketed the state on the first day of spring, preparations for the 1992 season continued. Special events promise to draw more visitors as Thomas the Tank Engine brings attention to the gift shop.

**With mostly overcast skies**, Mid-Continent trains carried 2,311 passengers during the Feb. 14-17 Snow Train weekend: 209 on Friday, 1,082 Saturday, and 1,020 Sunday. Patrons include: coach, 1,577; first class, 512; caboose, 101; dinner, 97; and photo session, 24. The event opened Friday with a train headed by the restored wooden Russell plow. Saginaw Timber no. 2 and WC&C no. 1, assisted by ex-Milwaukee diesel 988, pulled the trains.

**Spring Fling** April 25-26 provides an opportunity for members to get acquainted

and help with work projects. The social committee is serving coffee and rolls Saturday morning and lunch at noon. A meeting for members interested in joining the train crew is at 9 a.m.

Ed Green, who recently retired as art director of the Milwaukee Public Museum, is the speaker at the dinner Saturday night at Pierce's Viking II restaurant, 323 South Blvd., Baraboo. Cocktails are at 6:30, buffet at 7:30. Costs is \$9; reservations are due at the office by April 18.

Green directs the Mitchell Gallery of Flight at Milwaukee's airport. He was largely responsible for what has become known as the "Milwaukee style" in exhibit techniques. During his 33-year tenure at the museum, he designed European Village, Old Milwaukee Streets, Japanese House, Hopi Pueblo, and many other



Saginaw Timber no. 2 is ready to leave North Freedom with the Snow Train passenger train. Photo by David Kahler.



**A father and son team helped at Snow Train, Ralph Marquardt (left) on the train crew and Ron Marquardt as a locomotive engineer. Ralph worked for the Chicago and North Western from Aug. 29, 1950, to Dec. 19, 1991. Although he spent most of the time in freight service, he occasionally worked on C&NW passenger trains until about 1963; his jacket dates from the passenger days.**

exhibits. His talk will include travel and field experiences as well as "Fifth Childhood," trains, soldiers, cars, airplanes, boats, dolls, and other collectable toys from before 1940.

**Season opening** is Monday, May 11. During the first weeks, Mid-Continent has special fares for school groups.

Although work was not completed for Snow Train, locomotive 1385 should be in good shape for the opening. State inspectors checked boiler work Feb. 24; FRA officials were at the museum March 7. Shop forces tested the locomotive under steam March 19-20. The lagging and jacket, with a fresh coat of paint, must be put back on the boiler, and many finishing touches are needed. Volunteers have put in long hours on the project, even on the coldest days of winter.

**Railfest**, May 23-24, the first special event of the season, includes additional trains, demonstrations with the ex-Missouri Pacific steam wrecker, and a railroadians flea market. A ribbon cutting ceremony marking the 29th anniversary is Saturday morning.

Three types of trains will be operated during the first two days of the Memorial

Day weekend on the following schedule each day: 10:30 a.m., steel passenger train with first-class service; 10:45 a.m., wood passenger train with first class service in the *Oak Park*; 11:45 a.m., freight train; noon, wood train; 1 p.m., steel train; 1:15 p.m., wood train; 2:15 p.m., freight train; 2:30 p.m., wood train; 3:30 p.m., steel train; 3:45 p.m., wood train; 6:30 p.m., dinner train (Saturday, and Friday if reservations warrant).

Freedom Day May 24 in the village of North Freedom includes a parade on the main street and other events.

On Memorial Day, May 25, trains run on the four-trips a day summer schedule. **John Hankey**, curator of the B&O Museum, Baltimore, will speak at a members meeting at 8 p.m. Saturday, June 20. Hankey (*Gazette*, March 1991) will be a guest at the museum that weekend.

**Drake Hokanson** will be picture editor for the 30th anniversary calendar, featuring a Mid-Continent theme.

"Mid-Continent has been around long enough to have a substantial history of its own. We should pay attention to it. The calendar is a good way to do it. I am happy to sift through the photos that depict the



history I have been a small part of since 1974," said Hokanson, a member of the faculty at Lakeland College since last fall and author of *Lincoln Highway: Main Street Across America* (University of Iowa Press, 1988). Photos may be sent to Hokanson, 1617 N. 10 St., Sheboygan, WI, 53081 or to John Gruber, who will be the publisher and coordinate the printing. The deadline is May 1.

**Thomas the Tank Engine**, introduced in the U.S. by "Shining Time Station" on PBS television stations, has hit our gift shop. The original 104 stories, known to Britons as the Railway Series, were written by the Rev. Wilbert Awdry from the mid-1940s to the mid-1970s.

Of 58 Thomas items, the most popular proved to be the die-cost toys from ERTL, "so much so that we couldn't keep the product in inventory, and the ERTL Co. couldn't supply us or the nation," according to Jeff Haertlein. The gift shop has "corralled quite a bit a mail order business" and has a mail-order list available.

**As the Gazette** begins volume 25, its page size has changed. The larger, 6-inch by 9-inch format provides a 15 percent increase in space with only a 6 percent increase in the base cost.

Results of a survey, mailed in December with the calendar, are being tabulated by Charles Kratz, Homewood, Ill. Members returned 171 usable questionnaires. A preliminary look at the questionnaires showed many members would prefer a larger size, and the beginning of a new volume seemed like an ideal time to initiate the change, according to John Gruber, editor, who thanked members for returning the surveys. Full results will be in the *May Gazette*.

**The annual financial audit**, prepared by Walter D. Smith, a Baraboo CPA, shows assets of \$1,003,600 for the year ending Oct. 31. Support and revenue totaled \$410,899; costs and expenses were \$388,646.

"The society does not have documentation to support the valuation of donated property and equipment or the cost of some which was purchased. The society's records do not permit the application of other auditing procedures to property and equipment. Since we were not able to apply other auditing procedures to satisfy ourselves as to the cost of property and equipment, the scope of our work was not

sufficient to enable us to express, and we do not express, an opinion on these financial statements," Smith said in an accompanying letter to the board of directors.

**The December appeal** for debt reduction on the new car repair building brought in \$6,743. With monthly payments and the gifts from members, the car shop loan, taken out in November 1989 for \$62,803, has been reduced to \$52,191. President Jeff Bloohm thanked members for their gifts.

**Equipment gifts** include a 24-duplex roomette sleeper, ex-VIA Ingramport, from Northern Rail Car Corp., Cudahy. The car was built by Canadian Car and Foundry Co. in 1950 as Canadian National 2002; it was transferred to VIA in March 1978. The car is equipped with steam heat. It has moved to North Fond du Lac, where Wisconsin Central is painting the car.

Curt Weber, Ft. Collins, Colo., donated a steam heater car, stored at Janesville. The car was built for the Great Northern, later used by Western Pacific.

**Rock Island** Technical Society featured RI baggage-coach no. 1094, owned by Jim Neubauer, in data sheets 15 and 16. The car has been at Mid-Continent since 1968. "RI 1094 certainly is a relic worth of preservation, since it represents wood passenger car construction as it existed just before 1910, and as modified over the years following," says sheet 16 (January 1992).

Neubauer advises: "Have good relations with your service station owner, and get our folders in his rack. If each of our volunteers put a handful of brochures in such locations, our patronage would increase." Snow Train brochures Neubauer put in a service station folder rack brought satisfied Mid-Continent customers.

**Planning ahead.** The C&NW Historical Society meeting is scheduled in Baraboo in May 1995.

**Deaths.** James J. Kin, 73, Waukesha, Dec. 11. For 20 years, he was a truck driver for Jennaro Brothers, Milwaukee. He also worked for the Elegant Farmer and, most recently, Mathison Metalfab. "Please know that he was proud of his life membership for these many years. He worked as a volunteer as long as he was able, and he was happy for the friendships that resulted," his wife, Vera, wrote.

# Family traditions reach back to beginnings of GBW railroad

Family ties spanning several generations—once a tradition for railroad workers across the country—continue today on the Green Bay and Western.

For example, for as long as anyone can remember, a Schultz has worked for GBW. “I don’t know if anybody in the Schultz family ever thought of going any place else,” said Myron “Mike” Schultz, who retired as a locomotive engineer in 1984.

Mike, who hired out in 1941 as a fireman, made his first paid trip on steam locomotive #350, on a 16-hour extra freight run from Green Bay to Sturgeon Bay and back. “That locomotive and #351 (Consolidation or 2-8-0 types) were the regular engines on the Sturgeon Bay job.” Then, “the railroad used them on the way freight, and sometimes we doubled headed to Kewaunee or Wisconsin Rapids with them ahead of the 400s” (larger 2-8-2 Mikado locomotives), he recalled. No. 350 is now on display at Mid-Continent.

In all, five generations of the Schultz family have been associated with the railroad and predecessor companies.

Mike’s grandfather, Ben Sr., helped build the line from Merrillan to Winona, then got a job about 1876 as section foreman at Dodge, nine miles east of Winona. Ben’s seven sons worked for him as section laborers. Mike’s father, Frank, the oldest, started in 1890, retired in 1937 as a conductor. Mike’s brother, Heimer, worked for 42 years until retirement in 1978; a son, Randy, is a trainman. Mike’s son, Steve, is assistant section foreman; Scott was with the GBW from 1979 to 1981.

And Mike’s sister, Louise, married a GBW locomotive engineer, Earl Lemerond. Their two sons, Gerald and Tom, are engineers; Gerald’s son, Joe, is a trainman. That’s a total of 20.

On other Green Bay railroads, the family tradition already has disappeared. New people work on the Fox River Valley, there

aren’t any Milwaukee Road men around on the Wisconsin Central, and the Escanaba & Lake Superior employees are all strangers, said Schultz.

Quite a few families have a long history of employment with the Green Bay and Western, explained Jerold J. Bruley, who retired as vice president in July. The Schultzs, the Pronschinskes, Sonsallas, Beyers, and many others go way back in the company’s history.

The association is relatively young for the Bruley family. An uncle worked for a short time, summers; the oldest son is in the shops. “Matthew loves the railroad business, just like I did.”

Bruley turns to talk at a holiday party about the GBW as a family operation. “Some people are a little prone to brag about some of the things about the railroad. But that’s the thing that holds everybody together and the people are proud of being employed by the Green Bay and Western, and they’re proud to say that, too, in public.”

“The opportunity for employment is much less today than years ago. Had it stayed the same, you probably would have as many family members or maybe more than years ago. The enthusiasm is still there, at least among GBW employees. But there is not as much opportunity for large numbers from a family,” said Bruley, GBW president, September 1987 to August 1988; acting CEO, August to October 1988; acting president, CEO, December 1988 to March 1989; and acting president, October 1990 to January 1991.

“Years ago, we had agents all along the line, and 50-man extra gangs for maintenance of way, and it was not unusual to have four gangs going in a year, so that’s a couple hundred people.”

GBW average employment, listed at 565 in 1954 when Bruley started as a station agent/telegrapher, was down to 367 in 1963; today, it is about 150. Nationally,



railroad employment dropped from 532,000 in 1980 to 294,000 in 1989.

The nature of the railroading explains, at least in part, the hiring practices.

"Management's philosophy was, if the old man is there, the kids will be good employees," said Richard Dickey, who started on the GBW in 1955 and retired in 1984 as a traveling engineering/trainmaster. Dickey's father and sons worked for the GBW.

Dickey recalled a statement from Weldon Mc Gee, former president. "Weldon told me one day, when you hired them (family members), you didn't have to tell them about an extra board, they knew all that stuff, they knew what they were getting into," he said.

"Family members came half trained. They knew what they had to do, and what to expect." *JG*



**A post card of a GBW work train at Dodge includes two members of the Schultz family. Ben Schultz Sr., section foreman, is standing on the platform. Frank Schultz is sitting on the cupola (hands folded, right) with Dave Myott and Paul Losinski (waving) in a photo Mike Schultz preserved in a family album.**



Illustration from a 1932 menu

## Snow Trains Boost Winter Sports Industry

Mid-Continent's Snow Train, an annual event at North Freedom since 1976, has its origins in winter outings in the 1930s in New England. As the idea spread throughout the country, railroads started snow train promotions in Colorado, California, Michigan, Wisconsin, and other states. A Chicago & North Western timetable advertised "thrills galore for lovers of winter sports."

Boston & Maine inaugurated its series of one-day excursions Jan. 11, 1931, carrying 196 people to Warner, N.H. The railroad, in cooperation with the Appalachian Ski Club, took more than 8,000 passengers out of Boston in that first, 10-week season.

"It is an amazing example of alert merchandising; as a result, winter sports excursions into northern New England have become a New England institution," reported *Sales Management* magazine as the season ended.

"Not the least of the benefits of this idea of merchandising New England winter was the reaction of many excursionists to the special excursion idea, as well as toward seeing the same communities again in the summer, under a different aspect, and the railroad expects many of these patrons to travel over its lines for their summer vacation trips this season," the magazine said.

As a B&M representative, John C. Alden rode the snow trains from 1936 to 1971. Recalling his first assignment, he wrote in the *B&M Bulletin* (December 1973): "This was a

fun train. People were relaxed and happy with the prospect of a fast, safe trip."

Initially, Alden told passengers about skiing, then he learned to ski, "mixing the job was pleasure." He occasionally helped pull passengers from drifts on the ski hill, but there were very few accidents. He worked on the trains every weekend during the snow season, usually 8-10 weekends a winter.

Alden, who was in the B&M travel bureau at North Station in Boston from 1935 to 1942, retired from the B&M as a claims agent in 1975. He still does cross country skiing near his home in West Concord, Mass.

H. Arnold Wilder, a snow train attendant for the B&M from 1935 to 1941, recalled a busy day at Fabyan, N.H., when seven 12-car trains brought people to the White Mountains from Boston and Worcester. Servicing the train with limited facilities and turning the locomotives (trains were double headed from Dover or

Portsmouth, N.H.) on the wye was a challenge, said Wilder, assistant secretary of the Railway and Locomotive Historical Society.

Many of the early trains took passengers to winter carnivals. In the 1930s, school buses were not easily available, so people usually rode in open platform trucks to the countryside or primitive ski hills.

"It was quite a sight to see the hordes of people returning to the trains. Trains were identified by letters. We had to be sure people had





the right ticket for their train," he said. B&M often used older, wooden diners, but meals were substantial. With other attendants, Wilder wore a blue ski uniform.

The New Haven joined B&M in the snow promotions in 1935, starting weekly trips out of New York city to B&M destinations. Other railroads added winter excursions, prompting the *New York Times* to editorialize in 1936: "Now the snow train forms a definite facet of the winter scene." Fiction writers turned their attention to the snow train, also. *American Magazine* (founded in 1876 as *Frank Leslie's Popular Monthly*) published an article about the "J. J. Fracker Winter Sports Special" in 1938.

In Colorado, the *Denver Rocky Mountain News* sponsored the first snow train in 1936 to a winter carnival at Hot Sulphur Springs on the Denver and Salt Lake Railway. When D&SL became a part of the Rio Grande in 1947, the famous ski trains to Winter Park started. The story is told in *Rio Grande Ski Train* by Steve Patterson and Kenton Forrest (1984).

Midwestern railroads took up the winter spirit. The North Western, for example, in its January 1938 timetable promoted winter tours to 19 major resorts and ski trains to Devils Lake: "a feature immensely popular with ski enthusiasts. One-day ski trips (leave 1:55 a.m., back in Chicago same evening—7 hours of exhilarating outdoor sport)." C&NW advertised similar weekend trips to northern Wisconsin,

Upper Michigan, and Minnesota in 1939, plus one-day snow trains to Devil's Lake and Lake Geneva.

Green Bay's first snow train on the C&NW to Iron Mountain, Mich., in February 1939 was an "overwhelming success," the *Press Gazette* reported, although the ski tournament had to be postponed because of stiff cross winds and blinding snow. "A total of 356 persons in the brilliant colors of winter sports outfits jammed eight cars on the North Western special which left here at 8:45 in the morning," returning at 11 p.m. according to the newspaper.

For 1940, C&NW featured Sunday Special Ski Trains, Jan. 5 through March 30, to Devil's Lake (see schedule below), Kettle Moraine, New London, Richmond, Williams Bay, and Lake Geneva. "Feel the thrills of skimming on skis, tobogganing, skating, sleighing, ice-boating in the tonic, tingling air of the Winter Out-of-Doors," the railroad said.

The Milwaukee Road also advertised many Wisconsin/Upper Michigan services; its last ski train from Chicago to Iron Mountain operated in February 1971.

Railroad companies often sponsored special events to boost travel, popularizing the winter trips before the days of skiing conveniences such as tows, first used at Woodstock, Vt., in 1934, and lifts, invented by Union Pacific in 1936 for its new Sun Valley, Idaho, resort.

The Mid-Century movement, inspired by photographer Phil Hastings' New England memories, shows a historic railroad activity significant in the growth of the winter sports industry. JG

Examples of snow train advertising came from B&M and C&NW historical societies and Wilder.

## DEVIL'S LAKE, WIS.

**DEVIL'S LAKE**—A splendid skiing ground in the Baraboo Range, 4 miles south of Baraboo. Here you will find many miles of fascinating cross country skiing. Alpine Hill, 175 feet high, is equipped with a 1000 foot up-hill rope ski tow with possible down hill runs up to 1500 feet. Good skating available for the winter out-door fan at the Lake, too. Warming shelters and everything for the comfort and convenience of the winter sports fan.

Special Coach Fares	Sunday Ski-Time Special Train	Stations	Sunday Ski-Time Special Train
\$3.35	8:00 a.m.	Lv. Chicago .....	(*) Ar. 10:50 p.m.
3.35	8:15 a.m.	Lv. Evanston (Davis St.).....	(*) Ar. 10:25 p.m.
3.35	8:26 a.m.	Lv. Highland Park .....	(*) Ar. 10:05 p.m.
3.35	8:38 a.m.	Lv. Waukegan .....	(*) Ar. 9:46 p.m.
3.85	8:56 a.m.	Lv. Kenosha .....	(*) Ar. 9:25 p.m.
2.85	9:09 a.m.	Lv. Racine .....	(*) Ar. 9:15 p.m.
2.80	9:45 a.m.	Lv. Milwaukee .....	(*) Ar. 8:35 p.m.
2.25	10:00 a.m.	Lv. West Allis .....	Ar. 8:20 p.m.
2.85	10:15 a.m.	Lv. Waukesha .....	(*) Ar. 8:06 p.m.
	12:30 p.m.	Ar. Devil's Lake .....	Lv. 5:50 p.m.
	1:00 p.m.	Ar. Baraboo .....	Lv. 6:50 p.m.

a—Highland Park stop made on advance notice.

b—Stops at Lake Bluff, Lake Forest, Glencoe, Winnetka, Wilmette and Ravenswood-Wilson Ave.

**TRANSFERS:** Devil's Lake to Skiing Are (1 mile) 25c per person.

(Each Way) Baraboo to Skiing Area (3½ miles) 25c per person with a minimum of 75c per car.

# Around the State

**Museums.** National Railroad Museum, Green Bay, has leased ex-Milwaukee Road #261 (Alco, 1944), a Northern type steam locomotive, to North Star Rail for 10 years. The locomotive started its moved from the museum Feb. 13; it reached the Wisconsin Central interchange in Green Bay March 5. Initial work is being done at a WC shop building in Green Bay.

After restoration is completed in the Twin Cities, #261 will be operated for educational purposes, special passenger trains, and community events. North Star Rail and the museum will run a yearly excursion out of Green Bay for the museum's benefit.

At La Crosse, the Grand Crossing Tower (*Gazette*, June 1991) moved in September to a permanent home in Copeland Park, next to CB&Q steam locomotive #4000.

**Excursions.** The Lionel Railroad Club of Milwaukee is sponsoring an excursion Saturday, July 11, from Waukesha to the National Railroad Museum in Green Bay.

The Duluth South Shore and Atlantic Division of the Soo Line Historical and Technical Society is sponsoring trips at Marquette, Mich., on former DSS&A trackage now operated by Wisconsin Central Ltd. Saturday, Aug. 22, trains go to Baraga and return, 135 miles; Sunday, Aug. 23, the route is to Newberry, 190 miles. For information, send #10 self-addressed envelope to DSS&A Division, P.O. Box 333, Houghton, MI 49931-0333.

**Railroads.** IteI Rail Corp. agreed Jan. 8 to sell the operating rail assets of the Green Bay and Western (page 6), Fox River Valley, and Ahnapsee and Western railroads to Fox Valley and Western Ltd., a subsidiary of Wisconsin Central Transportation Corp.

Fox Valley and Western served its notice of intent to file an application with the Interstate Commerce Commission March 17. A decision will become effective six

months from the date of the formal application, expected to be filed shortly.

Under present plans, FRVR and GBW customers will be served with a coordinated Fox Valley and Western and Wisconsin Central route and train structure. Equipment will be coordinated to maximize efficiency and quality of service.

Although complaints about a rail monopoly have surfaced, WC officials don't see it that way. The real competition comes from the highway, they say. WC, "a long term player," expects to give shippers excellent service.

A few days before the railroad sale, IteI Rail and General Electric Capital Corp. announced an agreement for the transfer of IteI's rail car fleet to GE Capital on a 12-year lease with right to purchase at the end of the lease.

**Stations.** Morey Moseman, Sauk City, is repairing the former Milwaukee Road depot at Sauk City/Prairie du Sac (*Gazette*, October 1979), constructed in 1882 and moved to its present site in 1940. Moseman is restoring the outside of the structure and putting new cedar shingles on the roof. The former agent's office and waiting room will be used by the Sauk Prairie chamber of commerce.

Wisconsin Department of Transportation sold the building to the village of Sauk City in January. Moseman purchased the depot in March.

**Hiawatha memories.** The start of a joint Wisconsin/Illinois \$1 million feasibility study of high speed rail between Milwaukee and Chicago was announced in February. For a look at 1941 speeds, see "100 MPH on the Milwaukee" (*Trains*, May 1968).



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# BOARD MINUTES

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*John Gruber, Secretary*

## NOVEMBER 10, 1991

Board members present were Skip Lichter, Jerry Pitzen, Bill Raia, Jeff Bloohm, Stan Nordeng, Tom Hruska, Greg Vertein, and John Gruber. Also present were VP Tom O'Brien Jr., Lovina Tisler, Bob C. Welke, Jon Howard, and Chris Hornocker.

President Bloohm called the meeting to order at 9:23 a.m. He reported an agreement of Oct. 31 had been signed with Walter D. Smith, Baraboo CPA, for the 1990-91 audit.

The secretary reported gifts from Roy J. Blazek, Robert F. Breseman, John and Bonnie Gruber, Joseph M. Jones, William C. Lowe, Tony Neville, Karl J. Otte, Richard and Grace Schultz, John G. Trytek, Richard A. Watson, Kurt Wegelius, Robert S. Wirick, annual fund; Jerry Parr, west yard; and anonymous, postage, printing, ties, restoration.

Treasurer Skip Lichter reported the museum is current with its bills. A negative balance in the savings accounts, \$30,000, has been paid back. Asst. Treasurer Wava Vertein is upset about the budget; she advises we are spending money we don't have. Another quarterly insurance payment is due in the winter.

Vice President Tom O'Brien Jr., who attended the TRAIN convention in Duluth as Mid-Continent's delegate, said that the "guts of the meeting," the FRA discussion, didn't happen because of the heavy snow storm. He is getting copies of correspondence prepared by TRAIN's attorney.

As a part of the office report, Lovina Tisler reported record attendance for the season, 49,908 passengers. This is an increase of 16.1 percent (6,912) over the 1990 season and 4,247 people over the previous high attendance in 1989. The computer is on line for accounting, with the DAC Easy program. Don Bayer, who helped set up the system, reports the program will set the new budget up on a curve in relation to the spending of 1991. Reservations for Snow Train, mostly for Saturday so far, are coming in.

Bill Raia reported on FRA requirements for licensing locomotive engineers. A list must have been on file at the office by Nov. 1, and a copy of the training program on file by Sept. 17, 1991. By Dec. 31, 1992, each engineer must have a license from Mid-Continent, made out to FRA guidelines. O'Brien advised that the FRA user fee should be paid under protest.

## Old Business

Bill Buhmaster discussed the financial summary and budget. Through October, income was \$368,066 (budgeted \$322,000), expenses were \$348,703, and savings expenses were \$29,621. Accounts payable are \$9,655. Financially, the museum is better off than other years, mainly because we had a decent year for ridership. Without the additional riders, we would have a tough time getting through the year.

He asked the board to take another look at the budget passed at the last meeting; it exceeds his revenue projections. The board needs to challenge department heads to control spending; where he is employed, the budget is at 1985 levels, he said. Gruber suggested larger projects require approvals, using 1-page forms similar to the California State Railroad Museum: proposal for work, work order and authorization, and record of work performed.

Nordeng moved, Raia seconded, to table reconsideration of the budget until the December meeting. Carried.

At the board's request, Curator Don Ginter appeared to discuss the need for more coach seating, especially at special events. Paul Swanson, who had to go to work unexpectedly, could not be present. The exterior of the Great Northern coach, which the curator's department is helping restore in return for help with Soo Line convention restoration, may be ready for Autumn Color 1992. The siding on the west side was finished yesterday; the car needs new (50%) or restored window sash. With funds available, work can move ahead on a volunteer basis. Jerry Mennenga is coordinating the project. After restoration, the coach (a car department car) should see occasional use and be stored inside. Car 104, which holds more people and is suitable for everyday use, is not in Ginter's department; it is a car department project.

Returning Montana Western #31 to service was discussed. The car, a responsibility of the curator's department, should be used for special weekends, when repaired, Ginter said. He has no problem working with Greg Vertein, Nordeng, and Lichter on the repairs, and will be sure the chief mechanical officer is involved with the work.

Joel Skornicka was present at the meeting to present a progress report and discuss fund raising priorities. Organization of an advisory committee continues; the first meeting is planned in the spring. Hruska moved, Nordeng seconded, to endorse a passing track at Devil's Chair as a 1991 priority. Carried. Pitzen, who prepared plans about

10 years ago, will provide details and cost estimates.

Gruber requested assistance in bringing the computer list of donors up to date, a vital, basic part of the fund raising process. Lichter moved, Verstein seconded, to take up to \$500 from the excursion fund for the project. Carried.

Gruber moved, Raia seconded, to request O'Brien to investigate prices for additional coaches. Carried.

The board took a lunch break.

Raia reported fees for three camp cars have not been paid. He suggests raising storage fees. He also suggests writing Dick Yager, asking Yager to donate his share of Milwaukee Road coach #437.

Raia moved, Nordeng seconded, to refer to the camp car committee a proposal to raise the storage fee for cars (not in use or occupied) to \$200 a month, effective Jan. 1. Carried.

Superintendent of Operations, Bob C. Welke, discussed his written report. "Crew participation was better, but we began to run thin near the end of the season. We qualified 7 new trainmen and 1 engineer along with 2 conductors." Snow Train planning has started. Wendy Clason and John Eng have asked to be married on the train in May. Welke opposes the board's decision to adopt the General Code of Operating Rules: "Mr. Winter and myself put a great deal of thought into the decision to put together our own rule book. We do not feel the General Code is right for us. We are attempting to portray a turn of the century railroad and the GCOR does away with most of the things that give us the proper 'feel.' The GCOR does not fit our purpose and I oppose its use here at Mid-Continent." He will continue compiling a Mid-Continent code.

Bloohm appointed Lovina Tisler in charge in advertising.

Art Oseland will send copies of the board of directors policies.

October minutes were approved as corrected.

### **New Business**

Pitzen moved, Raia seconded, to appoint Don Ginter as curator. Carried.

Pitzen moved, Raia seconded, to appoint Gruber as editor of the *Gazette*. Carried.

Gruber moved, Pitzen seconded, to appoint Raia as project leader for the cranes. Carried.

Pitzen moved, Raia seconded, to have Hruska continue as project leader for interior maintenance and as maintenance coordinator for cars 440 and 2017. Carried.

Hruska moved, Verstein seconded, to accept the offer of Nov. 4 from Circus City Mobile Meals, Baraboo, to provide food service for Snow Train. Carried. Mid-Continent will receive \$25 a day.

Welke reported Railfest would be two days, Saturday and Sunday, and include a swap meet with free vendor space. An opening ceremony will be on Memorial Day.

On the curator's recommendation, Pitzen moved, Raia seconded, not to accept a request to store a 1930s Milwaukee Road branch line combine. Carried.

Mike Harrington's letter about acquisition of a sand tower, wheel derrick, and interlocking towers was discussed. The acquisition will be discussed again after Harrington investigates further and provides cost estimates.

Lichter moved, Verstein seconded, to approve \$83.20 for plaques presented to Oseland and Jeff and Cindy Haertlein at the annual banquet. Oseland was honored for service on the board of directors; Haertleins for a job well done in the gift shop for 16-17 years. Carried.

Pitzen reported METRA has offered a former Rock Island caboose for \$1. He will report back at the next meeting.

Tom Hruska requested a clarification of previous minutes. Jon Neumann scrapped batteries with approval of executive director, he said.

Verstein moved, Nordeng seconded, to adjourn at 3:36 p.m. Carried.

### **DECEMBER 8, 1991**

Board members present were Jerry Pitzen, Skip Lichter, Bill Raia, Jeff Bloohm, Stan Nordeng, Tom Hruska, John Gruber. Nordeng held a proxy for Verstein. Also present were Bob Welke, Lovina Tisler, Jeff Nelson, and Jonathan Howard.

President Bloohm called the meeting to order at 9:25 a.m.

Minutes of the November meeting were approved as corrected. Secretary Gruber listed gifts from J. Marshall Buehler, C-415 diesel; Bruce Friesch, prints; William L. Herzog, stock; Fred Klyver, postage; Bruce Parfitt, computer labels; Russ Porter, prints; Soo Line Historical and Technical Society, tower fund; Carl Sennett, bulletins; Vincent Mathews, Quartzite Lake platform; Edward Gruber, workshop; Chuck Burnam, Richard Cloke, John A. Cunningham, James Durkin, Fred Klyver, Robert E. Lynds, Donald R. Meyer, Constance Morrell, Tom O'Brien Sr., Douglas Rogell, Curt Seelinger, Lou Schmitz, Dr. John N. Schoen, David Vos, Richard Wilson, and Wade Wittenwyler, annual fund.

Earl Mannie sent the president a letter, resigning as locomotive engineer.

Treasurer Skip Lichter has talked with Asst. Treasurer Wava Verstein. December costs include a \$9,000 quarterly insurance payment and \$3,000 for the payroll. The museum has \$13,000 in the check account, \$16,000 in bills. We have to expand our income base, become more imaginative and more frugal. We have to work as a team, or some people may have to go, he said.

As a part of a verbal office report, Lovina Tisler present financial statements prepared on the museum's computer. Tom Schultz sent a \$550 check for funds due from the last Snow Train. Alfred K. Nippert paid \$1,200 for car storage for a year. We need to hold down costs on phones.

Supt. Bob C. Welke presented a verbal operations report. Because the rotary will not operate for Snow Train, Mid-Continent will not have a plow available. He recommends looking at a former LS&I Russell plow stored near North Prairie.



Paul Swanson, supt. of the car department, reported the CNW combine should be back in service early to mid-summer. He needs help; he is doing the work basically himself.

Steve Brist, who was not able to be present, called to say he is making progress arranging 1992 off line excursions. He was asked to continue his efforts and to give a full report at the next meeting. Motive power and car needs were discussed with department heads throughout the meeting.

### Old Business

On recommendation of the camp car committee, Raia moved, Nordeng seconded, to raise storage fees for non-member cars to \$500 a month, effective March 1. Carried. Office will send notices immediately.

Raia moved, Nordeng seconded, to transfer the annual car storage fee of \$1,200 from the savings account to the car department budget. Carried.

Nordeng moved, Pitzen seconded, to authorize the car department to hire Jonathan Howard for \$6 an hour. Carried.

The board took a break for lunch.

Gruber moved, Pitzen second, to thank Earl Mannie for his service as locomotive engineer. Carried.

Raia moved, Nordeng seconded, to proceed with parking lot expansion, in accord with DNR permits, using gift funds, as a part of the landscaping project. Carried.

Pitzen, who looked at a former Rock Island caboose discussed at the last board meeting, decided not to take the car because of its condition.

Budget and spending controls were discussed. The board did not reconsider the annual budget, but asked department heads to show restraint early in the year; if income does not increase, spending may have to stop in the last quarter. President Bloohm asked department heads to look for ways to save money and bring in more money. Pitzen moved, Gruber seconded, to have quarterly budget reviews by the board. Carried.

Steve Siebel appeared to present a verbal mechanical report. Because the plan to become a certified welding shop is not going as quickly as expected, the museum will have to hire Becker Boiler Co. for about two days for welding no. 1385's firebox, to have the locomotive ready for Snow Train.

Raia moved, Nordeng seconded, to hire Becker for welding, at a time and materials rate, not to exceed \$3,000, using funds from the excursions savings account. Carried.

The rotary plow will not operate for Snow Train, Siebel said. A riveted flange on the forward part of the steam dome is cracked in two places. Repair is labor intensive. For Snow Train, two locomotives will be under steam and one on standby. No. 1385 needs a final FRA inspection. Truck bolsters for D&R #9 are here.

Lichter asked about insulating the west side of the engine house, because of high heating costs. He has a quote from Koenecke Construction,

Reedsburg, for \$2,925. Siebel will check on closing up gaps in doors.

Nordeng moved, Raia seconded, to authorize up to \$3,000 from gift funds to insulate the west side of the engine house with 1 inch of insulating board on painted tin, pending Gruber's check of fund totals. Carried.

Raia moved, Lichter seconded, to increase Wally Tisler's salary as engine house helper from \$4.25 to \$5 an hour. Carried.

Lichter moved, Pitzen seconded, to have Steve Brist ask the Wisconsin Transportation Commissioner for an updated opinion on whether we are a railroad for the purpose of obtaining crossing protection. Carried. If we are defined as a railroad, the commissioner will install crossing signals and pay 50 percent of the maintenance cost.

### New Business

Welke discussed a 1920s ore car at Park Falls. He was asked to express an interest in the car and get more information about acquisition.

Lichter moved, Hruska seconded, to authorize Welke to look into obtaining the Russell Plow at North Prairie. Carried.

Nordeng moved, Hruska seconded, to authorize Gruber to pursue further the offer of a heater car. Nordeng and Lichter will help with mechanical details. Carried.

Lovina Tisler discussed the new accounting system. We are doing our own accounting on the office computer, with a quarterly check by the CPA, Walter Smith.

The treasurer will investigate our procedures with the computer, and ask how many audits should be required. Access should be limited, he said. Backups and security were discussed.

Raia moved, Hruska seconded, to require that all financial transactions be entered on the computer, and all money received be deposited in one week and entered on the computer. Carried.

Pitzen moved, Hruska seconded, to deposit checks or credit card drafts 10 days after reservations are received for special events. Carried. Funds will be held in a special account until the event.

The executive director position was discussed. With consensus from the board, Gruber will ask Charles Kratz of Homewood, Ill., to come to the next meeting for an interview. Kratz will be asked to send a resume and proposal to Bloohm, for distribution to the board before the next meeting.

Gruber moved, Nordeng seconded, to adjourn at 2:45 p.m. Carried.

### JANUARY 12, 1992

Board members present were Steve Brist, Skip Lichter, Jerry Pitzen, Bill Raia, Jeff Bloohm, Tom Hruska, Greg Verstein, Stan Nordeng, and John Gruber. Vice President Tom O'Brien Jr., Lovina Tisler, Bob C. Welke, and Jon Howard also were present.

President Bloohm called the meeting to order at 9:03 a.m. Raia moved, Hruska seconded, to go

into executive session to discuss personnel matters.

Pitzen moved, Nordeng seconded, to send a letter of reprimand to Robert Verkuyl for the incident Dec. 29. He will go without salary for one week; his raise will be held back for six months; he will be on permanent probation and any transgression will result in immediate dismissal; and he will write a letter of apology to Paul Swanson. Carried.

Pitzen moved, Raia seconded, to recommend, in an effort to avoid future incidents, that Mid-Continent adopt conduct and safety rules. Carried.

Vertein moved, Hruska seconded, to authorize John Gruber to meet with a Baraboo attorney to discuss David Henke's lawsuit for three-months' salary. Carried.

Raia moved, Nordeng seconded, to pay Vivid \$2,200 for the sign at the Follendorf building in Baraboo, contingent on Follendorf's agreement and Vivid's dismissal of the lawsuit. Carried.

Nordeng moved, Lichter seconded, to go out of executive session. Carried at 10:37 a.m.

Charles G. Kratz of Homewood, Ill., who had been invited to be at the meeting to discuss the executive director's position, gave a short presentation and answered questions. In a letter to Bloohm, Kratz said, in part: "I will discuss how a shared vision for the museum leads to a productive board and productive volunteer staff. I will also discuss in what ways an executive director can serve the board, and in what ways a board ought to assist him. In short, my talk is about how museum management should get organized for action."

Vertein moved, Nordeng seconded, to call a special meeting for 9 a.m. Sunday, Feb. 23, to make a decision on hiring an executive director. Carried.

Supt. Bob C. Welke presented a written operations report. For Snow Train, WC&C #1 and Saginaw Timber #2 will be the power, with Milwaukee 988 as backup. He has turned down a request for a media event on Wednesday before Snow Train.

Pitzen moved, Hruska seconded, to put the Russell plow on display next to the Rotary plow and use it on the plow train. Carried.

Minutes of the December meeting were approved as presented. The secretary thanked members who had returned the *Gazette*/calendar survey, included with the calendar mailing.

Gifts were received from Anonymous, Joseph S. Arena, William F. Armstrong, Dennis P. Arnold, Donald Becker, John A. Bissell, Jeffrey Bloohm, William F. Champion, Charles N. Clark, Millard Y. Crisp, Culligan Water Conditioning-Horicon, James H. Dunlop, F. A. DuVal, Thomas P. Eckstein, Clyde S. Forbes Jr., John and Bonnie Gruber, Marian B. Hastings, Chris Hornocker, Joseph H. Hunter, Frank R. Jamrock, Dale K. Johnson, William D. Jones, James B. Kussy, John S. Leslie, John W. Lyon, Dieter A. Matti, Robert McKay, Richard A. McLeod, John McNamara, Nevin W. Meredith, Jerry and Carol Mennenga, Jim Neubauer, Jon C. Nienow, Keith

Olson, Bill Rock, Ted Rose, Charles E. Sargent, Calvin O. Schmahl, Edward J. Steinhauer, Craig J. Stith, Paul Swanson, Wesley A. Traub, Tower Fuel Co., Elsie Verkuilen, Donald A. Wildman, Daniel Zedan, Ray Zilvitis, car shop debt reduction;

James H. Allamian, Barry A. Baines, Hank Beck, Radleigh and Susan Becker, Archie W. Berry Jr., E. Scofield Bonnet, Charles P. Bowman, Melissa Bradley, Neil E. Brogren, Gurdon S. Buck, Douglass Campbell, R. Ross Chapin Jr., Alan G. Christoffersen, James H. Clausen, Arthur J. Clauter Jr., William H. Francis, W. P. Fogarty, H. R. Fotsch, Kenneth Glen, Peter R. Hills, William L. Lorton, Daniel F. Marx, Richard Meyer, Robert R. Pugh, Dale E. Scherry, Fred M. Springer, Marion Swadley, Lester Tierney, Roy M. Waisanen, Charles D. Wesselhoeft, Lowell F. Wood, annual fund; Carl and Diane Pierce, David and Jean Wantz, utility; George E. Strombeck, 1385; Dick Yager, shipping charge on Milwaukee #437; Georgia Pacific, C-415 match; and Benjamin and Mary Wright, Slichter memorial.

Nordeng moved, Raia seconded, to approve an application for life membership from Stan Searing. Carried. Searing joined Mid-Continent in 1963.

Treasurer Skip Lichter reported money is tight; \$13,726 in cash is available, with \$11,300 in accounts payable.

Nordeng moved, Raia seconded, to authorize the president and treasurer to establish a line of credit and borrow up \$10,000, if needed to cover short term expenses. Carried.

Lovina Tisler presented the office report. An accounting reported using the museum's computer was distributed before the meeting.

Vice President Tom O'Brien Jr. presented a written report. He has talked with Walter Gray at California State Railroad Museum about fire protection/sewer service. He made a letter from Gilbert Carmichale, FRA administrator, to Senator David Pryor of Arkansas available for board members to read. He will write to Nicolet Scenic Rail, to protest use of trade name "Snow Train" in Wisconsin. He sent a letter to board members about additional coaches on Jan. 5.

Paul Swanson, car department superintendent, has received an offer from Steve Zuiderveen, DL&W Car Co., to trade Lackawanna combine #425 for the Mt. Harvard and \$2,500. If accepted, a letter will be sent to voting members. Swanson reported the C&NW combine would be ready by mid-summer. He presented a list of work needed before the excursion fleet can go off line.

Vertein moved, Gruber seconded, to acquire one coach from Eagle Canon Passenger Car Co. for Snow Train, for \$4,000 to \$5,000 a year, on a lease/purchase plan, delivered to North Freedom. Carried. O'Brien is to negotiate details, and express interest in a second coach for April excursions.

Brist moved, Raia seconded, to authorize up to \$1,000 from the excursion savings account for extra car fleet repairs needed for excursions. Carried.



Plans to modify the kitchen area and take out a bedroom in business car 440 were discussed. Bob Dischler has prepared a floor plan. Pitzen moved, Gruber seconded, to hold decisions until after Snow Train and then look into the proposed changes further. Carried, with Hruska voting no.

Bill Raia, camp car committee chairman, reported Dick Yager had donated his portion (50 percent) of Milwaukee Road coach 437 and his portion of the shipping costs. Nordeng moved, Verstein seconded, to thank Yager for the donation.

Raia also reported that the FRA would be at Mid-Continent Saturday, Jan. 25, to witness a hydro test of #1385's boiler. He said the FRA would not be requiring event recorders on steam locomotives. Camp car insurance will be billed in July or August; rental of camp car space is being billed in January.

#### **Old Business**

Brist moved, Pitzen seconded, to accept Gruber's proposal for a 30th anniversary calendar. Drake Hokanson will serve as picture editor. Carried with Gruber abstaining.

Gruber presented a brief fund raising report; discussion was delayed to the next meeting because of the long agenda. He is getting information from Ken Breher about moving and improving the electrical service, for a grant proposal.

Steve Brist presented a written excursion/legal report. Lichter moved, Raia seconded, to authorize up to \$300 for advance excursion expense. Carried.

Brist left the meeting at 4:24 p.m. He gave a proxy to Bloohm.

After discussion, Raia moved, Verstein seconded, that since the new building was built as a car repair shop, the building is under jurisdiction of the car department, and cutting and welding is permitted in the building. Carried.

Pitzen, with help from Swanson and Dave Bierman, has prepared specifications (27 typed pages) for a one year rehabilitation of the entire line for rock hauling. Raia moved, Nordeng moved, to accept the draft and have the president forward it to Edward Kraemer & Sons, Plain. Carried.

The president and secretary signed the deeds transferring ownership of the river bank cabin to

the Wantz family. Dave Wantz said a title problem had been cleared up. He will keep the cabin looking presentable, and would like to put up a split rail fence this summer. His insurance started yesterday.

#### **New Business**

Raia moved, Nordeng seconded, to accept Gruber's proposal that the fund raising committee coordinate 30th anniversary activities for 1993. A planning workshop will be held in spring. Carried.

President Bloohm appointed a new planning committee: all board members with Pitzen as chair, plus department heads Swanson, Welke, Siebel, Bierman, and Ginter. Nordeng moved, Raia seconded, to accept the appointments. Carried.

Without objection, a meeting schedule through October, presented by Gruber for the *Gazette* calendar, was accepted.

Raia moved, Hruska seconded, to place Jon Neumann in charge of an Operation Lifesaver display in the freight house at Snow Train. Carried.

Nordeng moved, Hruska seconded, to accept Welke's appointments: John Winter, safety training officer; Jeffrey Nelson, trainmaster; and Brian Allen, crew caller. Carried.

Lichter was asked to continue investigating a 15 HP boiler in Baraboo, which might be used for heating cars during Snow Train.

Lichter has an estimate for \$2,925 for siding and insulation on the west side of the engine house. He also has asked for a price on boarding up the windows. Several board members objected to boarding up the windows, so that idea was dropped.

Raia moved, Nordeng seconded, to authorize \$1,000 from the sale of the cabin for Nordeng, Verstein, and Lichter to begin work on returning Montana Western #31 to service. Carried.

Raia moved, Nordeng seconded, to use the remaining \$2,000 from the cabin sale for the car department for the C&NW combine and to authorize the department to hire Wantz at \$6 an hour. Carried.

Nordeng moved, Raia seconded, to adjourn. Carried at 6:03 p.m.

## **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 as we approach our 30th anniversary in 1993. Send gifts to Mid-Continent, P.O. Box 55, North Freedom, Wis. 53951.

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# SCHEDULED

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## April

- 4-5 Safety class, 9 a.m., village hall
- 12 Directors meeting, 9 a.m.
- 25 Spring Fling. Ed Green speaks at banquet at Pierce's restaurant, Baraboo. Cocktails at 6:30 p.m., buffet at 7:30 p.m.  
Spring Fling continues April 26.
- 25 Morse Telegraph Day

## May

- 11 First day of daily operation
- 16 Brakeman's class, 8 a.m., village hall.  
Also May 17
- 17 Directors meeting, 9 a.m.
- 23 Railfest, through May 24
- 24 Freedom Day,  
village of North Freedom
- 24 Members picnic, after last train
- 25 Memorial Day.

## June

- 20 Members meeting, 8 p.m.
- 21 Directors meeting, 9 a.m.

## July

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

## August

- 8 Members meeting, 8 p.m.
- 9 Directors meeting, 9 a.m.
- 26 Deadline for nominations for board of directors

## September

- 6 Members picnic, after last train.
- 7 Labor Day. Last day of daily operation.

**Cover.** Snow Train photo session by Bill Raia.

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# MID-CONTINENT RAILWAY

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HISTORICAL SOCIETY / NORTH FREEDOM

NORTH FREEDOM, WI 53951-0055

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in Sauk County in '93**

**3**