
MID-CONTINENT
RAILWAY

Gazette

VOL. 25, NO. 2, JUNE 1992



Johnson Recalls 1385's First Museum Trip

With this issue, the Gazette begins a series of reminiscences about the early years at Mid-Continent and the changes since the museum moved to North Freedom.

Orton Johnson took no. 1385 on its first trip to Quartzite Lake in 1963. Today, nearly 30 years later, he's still running steam locomotives at Mid-Continent.

Johnson, who works on the summer train crew, talked about the beginning days at North Freedom. "There was a group of individuals here, Dick Hinebaugh, John Ford, Rudy Fluegel, and others. We took the 1385 from the junction out to the pit. It ran good; there wasn't a speck of trouble. Carl Ulrich brought the locomotive back. Then we did some switching in the yard up there," Johnson said. "Up there" was a block from downtown North Freedom. "For the first year, trains operated from the siding along the C&NW main line; tickets were sold from the EJ&E combine."

Johnson also ran no. 1385 that first season after the line opened for passengers. Johnson had experience with the Milwaukee Road's diesel locomotives at Bensenville and U.S. Army locomotives, especially 2-8-0 no. 607, at Ft. Eustis, Va. Fluegel gave him "all the instructions that were necessary" for the transition to Mid-Continent steam. "It was great."

Johnson and his wife, Signe, moved to Portage in 1954. He worked in the motor carrier yard at Bensenville from 1961 to 1967, as a transportation officer at Badger Ordnance Work until the plant closed in 1972, and as a transportation officer for Graber Co. until retiring in 1985. Signe spent 38 years in the Columbia County

clerk's office; she was elected clerk for four, two-year terms. She has worked in the Mid-Continent ticket office for three years.

Except for 1985, Johnson has been on the Mid-Continent summer crew every year since retiring. He switches off, some days working as locomotive engineer, other days as conductor. "I have to carry my overalls, bibs, and so forth, plus a white shirt," he said.

"The changes in this place have been humungous, as far as the grounds are concerned. I have a picture of this particular crossing (Walnut St.), all grass. The expansion, the work the volunteers have accomplished here, is tremendous.

"It's a pleasure to work here because when opening the season we always have about 3,000 school children. We try to take care of them, give them some safety instructions, before they leave. It's great," he said. "I get cards from the different schools, kids, thanking me for being conductor on their train."

"When I was six years old, I lived in Mt. Horeb on the North Western line. Our family friends all worked for the railroad. If my mother looked for me, I was at the station. I got bitten. It never wore off."

"When I was 17 years old, my father and my father's friend were on the section there. They had a snow plow train, about 1936. Of course, they were looking for help. We went out to the west of Mt. Horeb with a caboos and a coach, started shoveling a train out of a snow bank. Some things you really don't forget."

Whether it's shoveling or running no. 1385, Johnson has experienced memorable events in railroading. JG

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ROUNDHOUSE 1

With the summer season well underway at North Freedom, locomotive 1385 heads off line for a two-week rail heritage tour, handling excursion trains at Wausau and Milwaukee and demonstrating its pulling power on freight trains at Horicon.

Ridership at the museum increased about 10 percent in May and early June. Trains carried 4,476 passengers in May, 3,700 in June through June 17, a total of 8,176. During the same period in 1991, Mid-Continent had 7,435 patrons.

Railfest included a ribbon cutting ceremony and first class service with a restored wooden car, the *Oak Park*. Trains carried 1,297 passengers during the two days.

The season opened May 11 with diesel power. Saginaw Timber #2 went into service May 17. No. 1385 doubled headed with #2 for a twilight trial run May 24, and after mechanical forces finished necessary

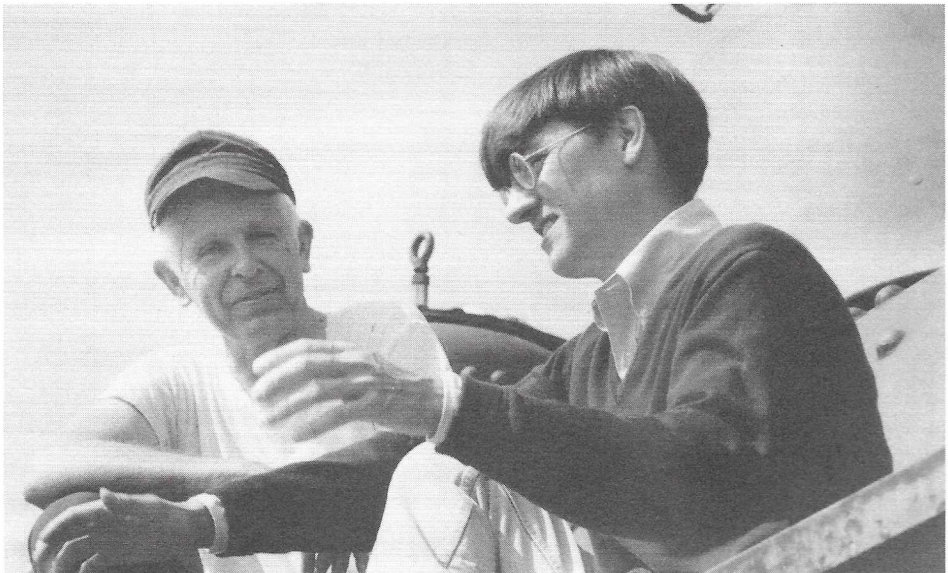
repairs, the locomotive took over daily service in early June.

Summer employees include Jonathan Howard, Ken Ristow, Andy Ebbers, Orton Johnson, train crew; Signe Johnson, Darlene Cox, ticket office; Nancy Miller, Judy Shelton, gift shop; Dale Cable, Edna and Harold Armbuster, grounds; Eric Johnson, engineering.

Locomotive 1385 left North Freedom Sunday, June 21, traveling through 16 counties on four railroads.

This 1992 travels are a reminder of statewide trade tours sponsored by such organizations as the Milwaukee Association of Commerce from 1900 to the 1940s.

The 1385's first task is the hardest, taking freight cars for the Wisconsin and Southern Railroad (WSOR), Horicon, to Beaver Dam and Cambria on Monday and to Ripon, Waupun, and Oshkosh on Tuesday. WSOR (*Gazette*, May-June 1985) has



Executive Director Chuck Kratz (right) talks with Ray Buhmaster about LS&I no. 22.

provided carload freight service on 147 miles of track, including the Horicon-Cambria-Oshkosh segments, since 1980.

"We are bringing back no. 1385 to remind people what it used to be like in the old days, when steam locomotives did all the freight and passenger work on railroads," said William E. Gardner, WSOR president.

After the freight work, the Mid-Continent train moves to Wausau for the Great Wisconsin River Log Jam June 26-28, returning to southern Wisconsin for July 4-5 passenger excursions from Milwaukee to Horicon and return.

At Wausau, the "Log Jam Limited" operates Friday, Saturday, and Sunday to Merrill and back on Wisconsin Central Ltd. tracks. For the first time in 20 years, passenger service returns to the former Milwaukee Road depot featured on the Wausau Insurance Companies logo.

The passenger trains are sponsored by the Marathon County Historical Museum in cooperation with insurance companies and East Bay Running Store, Inc. Information is available from the museum, 715/848-6143.

At Milwaukee, Mid-Continent in cooperation with the Wisconsin and Southern Railroad is operating Independence Week-end excursions July 4 and July 5 at 9 a.m. and 1:30 p.m. each day. Trains leave from the former Scenic Rail Dining station at 11340 W. Brown Deer Rd., Granville, for the 76-mile round trip to Horicon. Travel time is 3 to 3-1/2 hours.

Coach tickets are \$25 for adults or \$15 for children (3 through 15). First class lounge service for \$39 features beverages and hors d'oeuvres. Discount fares, available only on the 9 a.m. trip Sunday, are \$20 for adults and \$5 for children in coaches; or \$29 for first class service. Tickets and information are available from Mid-Continent. Remaining tickets will be available at the station on the days of the excursions.

Also traveling off the property are the business car, Philip R. Hastings; diner-lounge 2017; CB&Q coach; baggage car; and auxiliary water car. Four coaches are being rented from the Crandic, Iowa City.

"We want to give the public a look at railroading in the steam era, to increase understanding of our nation's railroad heritage. The excursion program fits well



Brian Allen serves as crew caller. Volunteers with questions about assignments may write him at 310 5th St., Waunakee 53597, or call 608/849-5300 after 5 p.m.

with our educational mission," said Jeffrey Bloom, Mid-Continent president.

The routing from North Freedom to Horicon is via Madison, Milton, Waukesha, and Slinger. From Horicon to Wausau the train travels through Slinger, Fond du Lac, Oshkosh, Neenah, Waupaca, Stevens Point, Junction City, and Mosinee.

Returning from Wausau June 29, the train will pick up Alco diesel C-415 (Nekoosa Papers no. 21) at Stevens Point. At Mid-Continent, the diesel will be used as backup power while ex-Milwaukee Road 988 undergoes heavy repairs.

Chuck Kratz, who started work as executive director April 22, talked about his ideas for Mid-Continent at the museum's spring fling banquet.

He praised Mid-Continent as an outstanding railroad museum. "The problems facing Mid-Continent are no longer related to its survival. In the early years, just surviving provided a clear direction for the museum. But with financial survival assured, the need for cooperation is less obvious. The problem facing Mid-Continent is its own success. We need to recover that sense of purpose that is escaping us collectively. We need a shared vision of what we want to be," he said.

"With a shared vision of the future, Mid-Continent will continue to be one of the railroad museum leaders."

Later, Kratz expanded on the need for a shared vision. "As a nonprofit organization, Mid-Continent is not motivated by profit. But how do you know what is good or desirable when 615 members have 615

ideas? The challenge becomes trying to find a common thread that binds these visions together. The alternative to a shared vision is to muddle along, oiling the squeakiest wheels."

"I never pass up a chance to tell others about the good things going on at Mid-Continent," he concluded. "I hope members will do the same."

Kratz, 36, has a bachelor's degree in economics and political science from Roosevelt University, Chicago, and a master's of business administration from the University of Chicago. He worked for Citicorp, Chicago, for several years as a project manager and systems analyst. He operates a consulting business focusing on market research and strategic planning for nonprofit organizations. His clients include medical societies, universities, and historical societies. As a vice president of the Chicago & Eastern Illinois Historical Society, his emphasis on quality helped revitalize the organization.

Kratz, who assisted with the *Gazette*/calendar membership survey mailed in December, promises to have results completely tabulated for the next issue of the *Gazette*.

About 38 members turned out for the banquet. Ed Green, who recently retired as art director of the Milwaukee Public Museum, was the main speaker.

After two years, associate members may become regular or life members. A one-time, \$100 fee is required. Regular members continue to pay annual dues of \$30. For life membership, there is an added, one-time payment of \$300. Regular and life members may vote in Mid-Continent elections; the fees provide additional support for museum projects. Requests for changes in status go to the office or to Robert F. Welke, membership secretary, 1218 10th St., Baraboo, Wis. 53913. Mid-Continent has about 615 members; about 345 of the total are associates.

As a result of a provision in the Wisconsin budget review bill, signed into law April 29, railroad historical societies including Mid-Continent may qualify for state funds for highway crossing protection, if ordered by the Commissioner of Transportation. The law defines railroad history society as "a nonprofit historical society that operates railroad locomotives and rolling stock on railroad tracks for the purpose of historic preservation and is not



John Eng and Wendy Clason were married at Mid-Continent in May. After the ceremony, the wedding group took a train ride to Quartzite Lake.

a common carrier." The board of directors thanked State Sen. Dale Schultz; State Rep. Barbara Linton, co-chair of the Joint Finance Committee; and Ervin Conradt, Commissioner of Transportation, for cooperation.

Another part of the bill, requested by the Wisconsin Department of Transportation, approves "other uses of rail corridors owned by the state that are being used for freight rail service when such uses serve the purpose of providing assistance to or restoration of freight rail service," and allows WisDOT "to regulate the safety and compatibility of such uses with the provision of freight rail service by issuing a permit for such use."

It's not too late to send photos for the 30th anniversary 1993 calendar, advises Drake Hokanson, 1617 N. 10th St., Sheboygan, Wis. 53081. Using desk top and scanning technology, color slides may be converted to black and white for use in the calendar.



Volunteers repaired the Baraboo River bridge June 21, allowing the 1385's excursion train to depart by mid-afternoon. The bridge had been damaged about 10:30 the night before while cars were being moved off the hill between the depot and C&NW interchange. David Bierman, roadmaster, supervised the repairs.

NATIONAL VIEW

Richard Gruber

Cathy Taylor, executive director of the California State Railroad Museum Foundation, visited Mid-Continent on May 8 and spent several hours with Executive Director Chuck Kratz. She was returning to California from the annual American Association of Museums convention in Baltimore and had spent the previous two days at the Henry Ford Museum and Greenfield Village in Dearborn, Mich. Taylor is familiar with Mid-Continent, having last visited North Freedom in the mid-1980s.

Cathy had kind words to say about the changes Mid-Continent. "Last time, my impression was that the area in front of the depot was crowded and didn't make much sense," Taylor said. This time there was "an improved physical plant, it's very presentable with the switchman's tower and improved signage. I sensed a rhyme and reason to the museum with a greater emphasis on interpretation."

"There's an increased level of professionalism" and Mid-Continent "is making its collection a bona fide museum," Taylor said.

"Mid-Continent has great strengths to build on and a lot of opportunity" including "its people resources, its line, the facility and location near Baraboo." Taylor seemed impressed with the new car building and the "very friendly, courteous and informative group working on the 1385."

For four years, Taylor served on the board of directors of the Tourist Railway Association (TRAIN) with Mid-Continent member Geoff Blaesing and Vice President Tom O'Brien Jr.

With this issue, the Gazette begins a column of comments about Mid-Continent, recorded by visitors or printed in national publications.

Around the State: GBW Trial, Ice Tea

As public attention focused on the Green Bay and Western's proposed sale, GBW and ITEL officials and attorneys had another heavy task on their hands: defending the railroad in a 20-day civil trial (March 30 to May 1) in Green Bay. The central issue: what are the securities called class B debentures, created in the GBW's 1896 financial reorganization and carrying a face value of \$1,000? In reaching a decision, Judge Greenwood has 3,539 pages of testimony, several hundred exhibits, and some 80 pages of depositions read into the record to consider.

Joseph M. Drexler and other debenture owners initially filed the case Dec. 24, 1980, in U.S. district court in Milwaukee. After a settlement fell apart in fall 1987, attorneys agreed on a voluntary dismissal. Drexler's heirs and others refiled the case in circuit court in Milwaukee County in August 1988. The trial moved to Green Bay, location of GBW's general office, at GBW's request, since Milwaukee was an "improper venue."

ITEL Rail Corp. owns 99.9 percent of GBW's outstanding capital stock, one-third of the outstanding three Class A debentures, and 78 percent of the B debentures. This is not the first time the B debentures have been questioned. GBW successfully defended itself in 1943, 1944, 1945, and 1980.

When the Green Bay trial was nearly over, Fox Valley and Western Ltd., a subsidiary of Wisconsin Central Transportation Corp., formally asked the Interstate Commerce Commission on April 28 for approval to buy the operating rail assets of GBW, Fox River Valley, and Ahnapee and Western railroads. The ICC adopted an abbreviated review schedule, with a Dec. 10 deadline for a decision.

Ice tea! Wisconsin has about \$42 million, spread over six years, for transportation enhancements provided for in the new Intermodal Surface Transportation Effi-

ciency Act (ISTEA), according to Michael Cass, director of the Office of State Highway Programs. He expects it will take six months to develop procedures, and hopes to hold public meetings and hearings during that time.

The ten enhancement categories include rehabilitation and operation of historic transportation buildings, structures, or facilities (including historic railroad facilities and canals). Historic preservation expenditures may include "rehabilitation of historic places, activities that encourage or facilitate tourism, that improve neighborhood appearance or quality, and that assist in providing project users with educational opportunities or services." Sites, buildings, structures, landscapes, or objects must be listed on or eligible for listing on the National Register of Historic Places.

"With the ISTEA, transportation officials can be the latest partners to the preservation community. Since states are mandated to spend ten percent of surface transportation money on 'enhancements,' the network of historic preservations in the country has a new source of money to help protect our diverse cultural heritage," according to a National Trust for Historic Preservation newsletter.

Rehabilitation on tracks between Mazomanie and Boscobel resumed May 18 with a private contractor, Monterrey Contracting Inc. of Calumet City, Ill. The work started late last year by crews hired by the Wisconsin River Rail Transit Commission. The transit commission has a four-person staff at Boscobel to monitor the work.

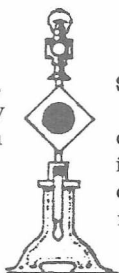
Transit Commissions are talking about a possible sale of Wisconsin & Calumet Railroad. "It's not a done deal. They still have to come to terms on a number of issues, Steven Herr, WICT's acting general manager, told the Associated Press in mid-June. WICT operates 366 miles of track in southern Wisconsin. Its dinner train service ended in May.

'glitter in the dark' Switch Lamps Show the Safe Nighttime Route

Carl "Skip" Pierce

During the mid to late 19th century, when railroads were developing rapidly in the U.S., oil-burning railroad switch lamps were developed to show switch stand positions at night. These lamps were of many designs and from many manufacturers.

Not much is known about the early switch lamp designs. One major problem in the 19th century was that the fuel available for lamps, lard or whale oil, got thick and sticky in cold weather. Next came a fuel called signal oil which burned better than whale oil. With the refining of crude oil, kerosene (or, sometimes called longtime burning oil) was developed. With kerosene, switch lamps could burn brighter, more efficiently, and required no special devices for cold weather operation.



Switch Lamp Types

Early switch lamps were of a square or box design, usually made of tin. As improvements were made, lamps became cylindrical or spherical and were made of 22 or 18 gauge sheet steel, tin coated, and painted black.

Switch lamps have four lenses set 90 degrees apart on the lamp body in lens holders. The lenses are held in place by coupling rings. Lenses on opposite sides show the same color either direction down the track, similar to a traffic signal at an intersection. When the switch stand has operated, the other lens color shines down both directions of the track.

On railroad interlockings where tower operators were on duty, switch lamps were usually not used on interlocking switches



Skip Pierce shows the ventilation system of a C&NW Adlake 1112 switch lamp.

as the interlocking semaphore signals indicated the position of the turnout.

The Association of American Railroads (AAR) developed standards for switch lamps in 1919. These standards set specifications for lamp manufacturers so the lamps would be similar in design and function. Two standards known as the 1440-B spherical and the 1460-B cylindrical provided plan drawings for standard switch lamps. Although more expensive to manufacture, the spherical type is the stronger of the two.

Mid-Continent has three cylindrical lamps in service on the South Bessemer lead. All other MC switch lamps are of the spherical type.

Other lamp differences include access to the burner. Cylindrical lamps have a top access or a sliding door in the lamp side for access to the front and burner. All spherical lamp bodies use a top access which eliminates any possible drafts through a side door.

Every lamp manufacturer had a series of lamp models, which makes collecting switch lamps an interesting hobby.

Lamp Manufacturers

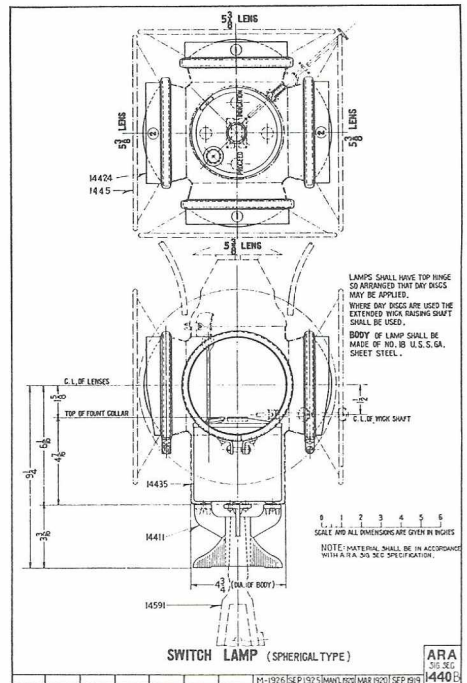
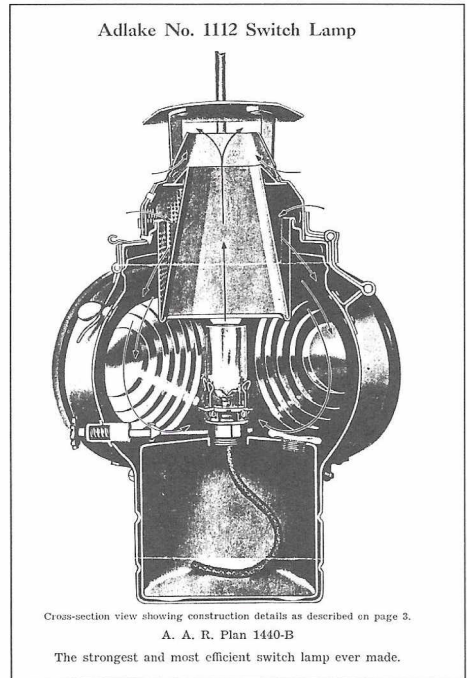
Adams & Westlake, more commonly know as Adlake, located in Elkhart, Ind. This company has been in business since 1857. Adlake makes all types of lamps and lanterns and its products are the most common. All but three lamps at Mid-Continent are of Adlake manufacture.

Armspear, New York, N.Y. Armspear was known for its unified spherical lamp body, using the same lamp body for switch lamp, marker, train order, and semaphore lamps. The Armspear company is no longer in business.

Lovell Dressel Co., Arlington, N.J. This company more commonly known as Dressel was known for its cylindrical lamp bodies, a heavy duty lamp. This Lovell Dressel Co. was purchased by Adams & Westlake during the 1960s.

Handlan Buck Co., St. Louis, Mo. This company makes cylindrical lamps for home decoration, display, and railroad use.

C.M.St.P.&P. Railroad, Tomah Shops. One railroad, the Milwaukee Road, made its own switch lamps and markers. These unique cylindrical lamps are easy to spot with the cookie cutter type top cap. In an



Illustrations from catalogs show Adlake No. 1112 lamp (above) and an AAR Signal Section lamp (below) officially approved in July 1926.

article about Tomah, *Railway Age Gazette* said in 1912 that "the tin shop includes a power press for blanking out parts, power shears, and a line of small hand operated tools adapted to the work of making semaphore lamps, switch lamps, train markers, and classification lamps." Tinsmiths worked into the 1970s at Tomah repairing the switch lamps. The Milwaukee Road used switch lamps in upper Michigan until about 1976, and a year or two later in North Dakota.

Mid-Continent has two Milwaukee Road switch lamps in service on the South Bessemer lead at North Freedom.

Lenses

The color of the glass lenses determined the lamp's type of service.

Red, mainline, diverging indication

Green, mainline/yard, normal indication

Amber, yard, diverging indication

Lunar, yard, normal indication

Purple, derail, indicates derail is on

Clear, no longer used, old indication for proceed or normal. Clear also is used for locomotive class lamps and semaphore lamps.

Lunar (white) lenses look as if the lens has a blue tint but with a yellow-orange flame behind, the lens gives a moonlight color aspect.

Standard lens colors for Mid-Continent are:

red and green, mainline lamps

amber and green, yard lamps

purple and amber, derail lamps

Lenses are made of glass. Glass lenses do not easily scratch or dull, but are prone to breakage. Some lenses are available of plexiglas plastic which is hard to break, but scratch and dull easily. Glass lenses cost about three times as much as the same color in plexiglas.

Lenses are sized by the outside diameter, 4", 4-1/8", 4-1/2", 5", and 5-3/8" with 4-1/2" and 5-3/8" most common. The lens has embossed on its inside rim seat a size followed by a focal numeral, for example, 4-1/2 x 3F. The focal distance is the distance in inches from the light source to the lens seat. Moving the lens slightly toward or away from the kerosene burner flame makes a big difference in focus, much like using a magnifying glass while reading.



Dressel no. 160 switch lamp in the Mid-Continent yard.

Most lamp lenses are of the optical type, meaning most of the focal candle power of the burner flame is focused in a bright, narrow beam. Another common lens type is the Spreadlite lens, where the outside glass of the lens is ribbed to spread the light beam out horizontally so the signal aspect can be seen better on curved track.

Color of the lens affects the amount of light it passes. Clear and amber lenses pass more light than purple or blue.

Switch lamps have either lens hoods or day targets around the lenses. Lamps with hoods are placed on high or medium switch stands with separate metal switch targets attached to the switch stand. Day targets are used on lamps on low or ground switch stands; the lamp target replaces the switch stand vane target. These colored targets match the lens colors and indicate the switch position in daylight.

Ventilation

Almost all switch lamps made after 1907 are of the top draft, non-sweating design. Fresh air is drawn in from the top of the lamp, down inside the lens, and up through the burner and glass chimney, and then is exhausted out a vent cone in the top of the lamp. This ventilation method helps keep the inside surface of the lens from fogging. Some older lamps have a bottom draft similar to a railroad hand lantern. Air is drawn from the bottom sides and is exhausted through the top.



Milwaukee Road lamp in the yard. Photos by Skip Pierce.

Burners and Founts

Early switch lamps burning kerosene first used a one-day burner consisting of a flat wick, 5/8" or 3/8" (no. 1 or no. 0), which had to be serviced daily. This one-day burner is used in marker lamps as the more candle power is needed for safety. For switch lamps this large flame with large fuel consumption was not needed. Improvements were made and the long-time burner, consisting of a round wick and a glass (Pyrex) chimney, was developed. The smaller pencil-tip flame is supplied better with combustion air by the use of the chimney which causes the air to be drawn over the flame in a more concentrated stream. This also helps discharge spent air into the vent/cone as exhaust. The railroads soon realized the lamp tender no longer had to service the lamps daily, but only twice a week. The long-time burner used less fuel, and the railroads soon saved on fuel and labor.

Further improvements led to the flat flame long-time burner—a rectangular cup replaced the round cup on the burner. The rectangular cup spread out the flame slightly producing more light. Fuel consumption went up slightly to about 4 ounces of kerosene every 24 hours.

A switch lamp fount is a metal can which contains the fuel supply. The burner is attached to the top of the fount. Cylindrical lamps with side doors use a rectangular fount. Larger founts of 31-ounce

capacity enabled the switch lamp to burn for one week before servicing was needed. The AAR specified a 31-ounce capacity for standard founts after 1919.

Conclusion

Improvements in other forms of switch stand indication gradually led to the demise of kerosene-burning lamps. An electric lamp using a battery and bulb for illumination was one method. Railroads tried and successfully used reflective coatings such as reflective tape applied directly to switch stand targets which reflected light back to its source.

In Wisconsin, the Public Service Commission in 1947 started requiring public hearings, if requested, on applications to replace oil-burning lamps with reflectors. For example, on the Milwaukee Road's Madison to Prairie du Chien line, the railroad initially asked in 1946 to replace the lamps. When the company prepared a second application, there were no protests and in 1960 the railroad replaced the 71 lamps with Scotchlite reflective sheeting.

By the 1970s kerosene-burning switch lamps were gone from railroads nationwide.

With today's prices, kerosene to operate one switch lamp, burning continuously, would cost about \$22 a year. With many lamps in service, this cost would add up quickly. One can realize why the railroads now use reflective coatings for switch stand indication.

I and Mid-Continent prefer to maintain kerosene switch lamps. This remains not only for nostalgic reasons but it is still the most effective visible indication during night operations.

Today, switch lamps are found in railroad museums like Mid-Continent and mainly in private collections. Most switch lamps retired by the railroads were scrapped or in some instances buried. The Milwaukee Road sold many of its lamps at the Milwaukee Shops in 1975.

It is an enjoyable sight to see the kerosene switch lamps at North Freedom glitter in the dark on nights when the lamps are lit. Goals for the 1992 season are to have 16 lamps in service from the Baraboo River bridge to the pit at Quartzite Lake.

An excellent book about switch lamps is Signal Lights by David Dreimiller.

 **BOARD MINUTES**

John Gruber, Secretary

FEBRUARY 9, 1992

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

Following a meeting of the planning committee, President Bloohm called the board meeting to order at 10:25 a.m.

Minutes of the January meeting were approved as presented. The secretary reported a letter (Feb. 4) from Tom O'Brien Jr., asking that the minutes "reflect the fact that I have loaned the society a steam heat gauge to be used on locomotive #1385." On recommendation of Paul Swanson and Skip Lichter, the secretary has accepted a steam heater car from Kurt Weber, Ft. Collins, Colo.

Gifts were received from Richard Levis and Jean and Gerald Pitzen, car shop debt reduction; Madeline M. Address, Malcolm E. Church, John D'Aloia Jr., John B. De Nault, Mary R. Foster, George Gettle Sr., Kevin P. Graniero, Ronald R. Gustafson, Bruce R. McCoy, Raymond W. Schultz, Neal Wegner, Phyllis Willoughby, G. R. Wilson, and Kenneth L. Zurn, annual fund; Ralph A. Garman, GN 271; Vincent R. Mathews, office project; John Gruber, calendar expenses; Paul Swanson, shop vacuum cleaner; and Weber.

Treasurer Skip Lichter reports that there is \$28,000 in accounts payable, \$2,000 in the checking account. Accounts payable are current. Interest on the loan for the car repair building is down to 9.25 percent. Lichter asked about a policy that unassigned donations go toward retiring the debt on the car shop. (The September 1989 resolution has been rescinded, according to Art Oseland, who maintains the list of board policies.)

When the audit is completed, Walter Smith, CPA, will be asked to be at a board meeting to explain his work.

In an office report, Lovina Tisler said Snow Train mailings and press releases have been sent. Dinner trains are sold out, with a waiting list. Coach reservations are heavy. About \$6,100 has been received for car repair building debt

reduction. Financial statements prepared by the office were distributed before the meeting.

Don Bayer is installing a more sophisticated version of DAC Easy on the museum's computer. Tisler and Bayer have access to the accounting program. Jon Neumann works on the computer in First Choice.

In a written report, Vice President Tom O'Brien Jr. asked "that the board be somewhat more firm in their resolve regarding future coach lease plans." He had arranged a lease/purchase of a coach from Eagle Canon Passenger Car Co, in accord with a board resolution in January; this was put on hold by the president because spring excursions are uncertain. O'Brien and Eliot Keller have renewed our Wisconsin trademark.

Bill Raia, chair of the camp car committee, discussed leases. Steve Brist is drafting an addendum for insurance as well as a new lease. A letter is being sent to the owner of the CB&Q caboose, asking him to put draw bars in the car, so it can be moved in case of an emergency.

Raia, as chair of the FRA committee, reported a FRA inspection of #1385 had been cancelled.

Old Business

Gruber presented a written report and reviewed fund raising/development activities. A grant to improve electrical service will be submitted next week. Joel Skornicka will be at the next board meeting for an in-depth review.

Supt. Bob C. Welke reviewed Snow Train plans. The Russell snow plow is coming out of the coach shed on Thursday. In addition, he is looking for additional coaches.

Lichter questioned a March 1991 policy on restoration of the GN car "with no paid labor except contract work for materials." This will be discussed in March.

Brist reported that Ervin W. Conradt, Wisconsin Commission of Transportation, in a Jan. 21 letter had turned down Mid-Continent's request for crossing signals because "we don't fall under current regulations because we are not a common carrier."

Brist has sent an excursion proposal to the Wisconsin & Southern. Chicago trips are delayed until the fall. Nothing is firm on the circus train.

Mid-Continent has a video, provided in exchange for filming last fall. Lichter will contact

Frank Bartusek about editing it.

Raia and Jerry Pitzen distributed copies of METRA safety and conduct rules (5 pages). Office staff will distribute copies to department heads. The topic will be discussed by the board in April.

New Business

Brist moved, Nordeng seconded, to accept with thanks a former CN coach/sleeper (NRC 2002) from William E. Gardner. Carried. The car is at Northern Rail Car Corp., Cudahy. Bob Welke will handle details.

Gruber presented a proposal to establish the Mid-Continent Center for Railway Photography and Art, to implement a board resolution of Aug. 28, 1988. This will be discussed at the March meeting.

Bloohm asked that an executive director be hired, effective March 1. Action will be taken at a special meeting Feb. 23.

Tom Hruska presented a plan and recommendations for changing the kitchen of business car 440. The plan will be discussed in March.

Raia moved, Nordeng seconded, to accept the letter of resignation of Jan. 27 from Robert Verkuhl. Carried.

Gruber has invited John Hankey, curator of the B&O Museum, Baltimore, to be at the museum the third weekend in June. He will speak at a members meeting and participate in other activities. Lichter moved, Verstein seconded, to spent up to \$400 from a gift designated for the visit. Carried.

Pitzen moved, Raia seconded, to keep payments on the car repair building at the same level, and use the extra funds to reduce the principal. Carried.

There were no objections to Brist's suggestion that Steve Maertz, Madison, be given access to the museum's computer in the evenings. Maertz helped purchase and set up the system. Initially, Maertz will work on the development/membership program.

Bloohm asked Jon Neumann to appear at the meeting, to express concerns from members about some of his activities.

Nordeng moved, Verstein seconded, to adjourn. Carried at 1:24 p.m.

FEBRUARY 23, 1992

Board members present were Steve Brist, Skip Lichter, Jeff Bloohm, Stan Nordeng, Tom Hruska, and John Gruber. Also present were Wava Verstein and Lovina Tisler. Shirley Emhoff joined the meeting later. Lichter had proxies for Bill Raia and Jerry Pitzen, Stan Nordeng for Greg Verstein.

President Bloohm called the special meeting to order at 9:40 a.m. The purpose of the meeting

was to discuss the executive director's position.

Secretary Gruber reported a letter (Feb. 18) from Tom O'Brien Jr. about the need for a full-time mechanic. "The board must be committed to funding this position, even if it means we must borrow money to do so," O'Brien said.

A financial report from the office was distributed.

Brist moved, Nordeng seconded, to take up other pressing business. Carried.

Lichter moved, Gruber seconded, to accepted the settlement of former director David Henke's lawsuit negotiated by Attorney Forrest Hartmann, Baraboo. Carried. Henke's suit for three months wages was filed in Sauk County Circuit Court and served on a museum representative Jan. 13, the day after the previous board meeting.

Brist moved, Gruber seconded, to hire Charles Kratz Jr. as executive director at a salary plus incentives. President Bloohm will prepare a job description. Carried with Brist, Gruber, Bloohm, Nordeng, and Verstein voting yes; Lichter, Raia, Pitzen, and Hruska voting no.

Bloohm discussed questions from members about a charge account Jon Neumann opened at Darrow's store in Baraboo. Tisler said the account had been open for several years. The account, for food and beverages for first class service, is to be used only by the people in charge, John Obst and Marshall Buehler.

Steve Seibel reported on locomotive repairs. The mechanical department has "to play catchup big time," he said. No. 1385 will open the season. State inspectors will witness a hydro test Monday (Feb. 24) and later FRA inspectors will be at the engine house. The next task will be finishing D&R no. 9, which especially needs work on the tender. To see service, jacket lagging must be taken off for inspection and some tubes pulled on Saginaw Timber no. 2. KGB&W #49 will be pulled into the engine house Memorial Day weekend for an inspection. Cleaning up the shop will be a big summer project. It was the consensus of the board that Seibel continue to search for a mechanic. Brist thanked Seibel on behalf of the board for the presentation.

Brist moved, Nordeng seconded, to change the priority for engine house insulation from the west wall to the doors. Carried.

Nordeng moved, Brist seconded, to authorize Lichter to arrange for moving a boiler from Baraboo, at no cost to the museum. Carried.

Brist moved, Nordeng seconded, to authorize a corporate borrowing resolution, which results in a lower interest rate on the car repair building. Carried.

Nordeng moved, Hruska seconded, to adjourn. Carried at 12:08 p.m.

MARCH 15, 1992

Board members present were Jeff Bloohm, Stan Nordeng, Tom Hruska, Skip Lichter, John Gruber, Jerry Pitzen, Steve Brist, and Bill Raia. Greg Verstein provided a proxy for Nordeng. Also present were Vice President Tom O'Brien Jr., Charles Kratz, Art Oseland, Jon Howard, Lovina Tisler, and Bob C. Welke.

Vice President Tom O'Brien Jr. called the meeting to order at 9:14 a.m.

Brist moved, Nordeng seconded, to approve the minutes of the Feb. 9 and Feb. 23 meetings as presented. Carried.

Secretary John Gruber reported gifts from Anthony Miele, Carl E. Pierce, Herman Skelton, car shop debt reduction; Carl E. Pierce, switch; Fred Springer, Mobil matching grant; Pat Campion, Milwaukee 988; Jon Neumann, file cabinet; Vincent Mathews, office project; William E. Gardner, NRC 2002 passenger car; Paul J. Wolff, engine house tools; Larry Hinz, Phil C. Lange, Carl Pierce, books; Al and Charlene Joyce, shirts, artwork; Robert Maeglin, artists drawings; and

David E. Allen, Peter J. Botzek, Jonathan Brown, Edward M. Cummings, John A. Cunningham, Wallace Dittrich, Robert W. Downing, Richard D. Green, George Gullickson, Joseph Hessling Jr., Richard A. Higgins, Catherine McGrath, Neil Lewandowski, J. James Maerke, Keith Martin, John S. Medd Jr., William F. Michel, Dorothy C. Nichols, Ray E. Pippert, Robert D. Ranney, Donald Redmond, Norman Root, Robert G. Shaw, Kenneth Simmons, David Smith, Herman Smith Jr., Earl Spangler, George E. Strombeck, Robert W. Taylor, Roland Tetzlaff; Harold Vollrath, Michael Waidelich, Michael Weber, Robert E. Wellman, annual fund.

Brist moved, Bloohm seconded, to approve the request from the Morse Telegraph Club to hold its annual meeting April 25 at the depot. Carried.

Treasurer Skip Lichter reported a balance of \$7,324 in the checking account, with most of the bills current. Financial printouts are prepared on the museum's computer; since Feb. 1, a new DAC program has been in used. Several board members asked for more meaningful financial summaries. "We have a fiduciary responsibility as directors, we need the reports," said Steve Brist.

The audit for the fiscal year ending Oct. 31, 1991, has been received from Walter Smith, Baraboo CPA. Copies will be distributed to board members.

Art Oseland, chair of the membership committee, reported on Spring Fling plans.

Vice President Tom O'Brien Jr. presented a report on the first-class service meeting held Saturday. The committee is preparing a mission statement, hopefully by April. Some concerns

discussed at the meeting: frequency (are we over shooting on first class service?), brochure (coordinator not contacted about new four-color brochure), autumn color (committee would prefer one weekend). The committee asked for an understanding that the coordinator, John Obst, be the only person to make first-class service decisions; that first class does automatically mean dinner trains; and that 20 percent of revenue be assigned to a maintenance account, as set by the board in March 1989.

Bloohm distributed a first class report, dated March 10, prepared by Obst.

Bill Raia reported that the FRA had inspected and passed locomotive #1385 last Saturday. The museum has approval to run WC&C #1 until the state boiler ticket runs out. Raia is trying to get information together to request exemptions. The FRA Committee has sent letters about problems with our infighting.

Raia also reported for the camp car committee that insurance papers have been sent to owners. Chris Hornocker understands the need for a draw bar on his caboose. Doyle McCormick has donated UC valves. The lease addendum has been distributed. The need for property/casualty insurance was referred to the committee.

Southwest Air Brake Co. has about 40 valves. Lichter moved, Nordeng seconded, to ask Raia to follow up on the problem with Southwest Air Brake Co. Carried.

Bloohm reported locomotive C-415 would move from Nekoosa in good weather.

Board members discussed setting goals for the museum, looking at the big picture.

Bob Welke, superintendent of operations, reported on problems with switching cars at the engine house. The president will send a letter to superintendents, restating the policy.

The board took a short break.

Gruber, chair of the fund raising/development committee, noted that summer and year-end mailings had brought in \$17,444. Our consultant, Joel Skornicka, has helped board members become more aware of the importance of fund raising activities in meeting the needs of an organization.

Skornicka presented goals and budget for a 30th anniversary development program for 1992-93. The outline included \$30,000 from three annual fund mailings for operating support and educational programs; \$130,000 from 15 major gifts for locomotive restoration, facilities improvement, and educational programs including photography and art; and \$40,000 from an Institute for Museum Services grant. The budget totaled \$13,828. Skornicka said the program was ambitious, but feasible, with the board's support in refining priorities established in August 1991. He has identified potential corporations and foundations, and is researching individuals. After discussion, Brist moved,

Hruska seconded, to approval 30th anniversary fund raising proposal.

Lovina Tisler reported on office activities. She will get a proposal from Circus City meals for the operating season. She will get more details on the contract for grounds keeping. School mailings will go out shortly. Circus World discount coupons will be done, as in previous years. A billboard is located near Devil's Lake. A special train for the Baraboo chamber of commerce is May 18. There was consensus to change the Memorial Day ribbon cutting ceremony from Monday to Saturday. A Snow Train summary was distributed. Our share of the Circus Cranes and Trains promotion of the Baraboo CofC will increase by \$1.

Tisler, who is responsible for marketing, has prepared a four-color brochure advertising first class service "to test the waters." Board members would have preferred to have budget, fees, and options presented for approval before committing the museum to extensive services.

Old Business

Lichter moved, Raia seconded, that if we need to hire paid labor for restoration of the Great Northern coach, it may be done with prior board approval. Carried.

The board discussed a proposal to establish the Mid-Continent Center for Railroad Photography and Art, prepared by Gruber and the photography/art committee and distributed at the February board meeting. The proposal implements an August 1988 board resolution. Brist suggested the center would be better off in the long run as a separate entity, a part of the Mid-Continent "family." Brist moved, Nordeng seconded, to approve the plan. Carried.

The executive director's position was discussed with Charles Kratz, who was present for the meeting. Bloohm and Brist will finish the job description and short term agreement. Bloohm will mail information to board members, and poll them by telephone.

Alterations to business car 440, presented by Tom Hruska, were discussed. Although the board in January asked that work and decisions be held off until after Snow Train, some work has been done to put the galley back together, Hruska said. The hot water heater was moved to a bedroom, and dish washer and

temporary shelving added to the galley area. After discussion, Bloohm requested that Hruska meet with Obst, first class coordinator, and Paul Swanson, car foreman, and prepare a proposal including time frame and costs. Hruska should let Bloohm know when the alterations should be placed on the agenda again.

Brist, excursion coordinator, reported a good request from Wausau to hire our train June 28-29 and a possible trip on the Wisconsin & Southern. Circus train is unlikely. Subject to approval of the Circus World Museum board, we can borrow a diner for Railfest, with moving cost the responsibility of Mid-Continent.

Brist also reported a provision is in the state budget bill making railroad historical societies, although not common carrier railroads, eligible for state funds for highway crossing protection. Nordeng moved, Raia seconded, to thank State Sen. Dale Schultz; State Rep. Barbara Linton, co-chair of the Joint Finance Committee; and Ervin Conratt, commissioner of transportation, for cooperation.

New Business

A board retreat was discussed, but a date was not set.

Gruber moved, Nordeng seconded, to use the William P. Slichter memorial to prepare a brochure on the industrial heritage (mining, quarrying) of the North Freedom area, as a part of Mid-Continent's effort to boost educational information for visitors. Carried.

Nordeng moved, Raia seconded, to purchase four plaques for Schultz, Linton, Conratt, and Marshall Buehler. Carried.

Continuing questions about Jon Neumann's activities were discussed. Board members were asked to send concerns to Bloohm. Bloohm will request Neumann to be at the next board meeting at 9 a.m.

Nordeng moved, Raia seconded, to adjourn. Carried at 6:06 p.m.

MAY 17, 1992

The meeting was not held because a quorum was not present.

JUNE 21, 1992

Because of the excursion train leaving North Freedom, a quorum was not present.

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.

 **SCHEDULED**

July

- 4** Independence Day
- 4-5** Excursions, Granville-Horicon,
9 a.m., 1:30 p.m.
- 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.
- 21** Badger Steam & Gas Engine Club,
29th show, Baraboo.
Also Aug. 22, 23.
- 26** Deadline for nominations
for board of directors

September

- 6** Members picnic, after last train.
- 7** Labor Day. Last day
of daily operation.
- 13** Directors meeting, 9 a.m.

October

- 3-4** Autumn Color I
- 10** Autumn Color II. Also Oct. 11.
- 10** Annual meeting, election
of directors, 8 p.m.
- 18** Directors meeting, 9 a.m.
Last day of weekend operation

November

- 7** Annual banquet, Papa's, Baraboo

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

Cover. Mid-Continent's locomotive
1385 pulls a freight train for the
Wisconsin and Southern Railroad.
See page 3 for details about excursion
activities.

**MID-CONTINENT
RAILWAY**

HISTORICAL SOCIETY / NORTH FREEDOM

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