

---

MID-CONTINENT  
RAILWAY

# Gazette

VOL. 25, NO. 3, AUGUST 1992

---



# Locale helped turn focus to 1900s steam theme, Buhrmaster says

*As the 30th anniversary of Sauk County service nears, the Gazette is publishing reminiscences about the early years at Mid-Continent and the changes since the museum moved to North Freedom. This is the second in a series.*

Mid-Continent “developed as a turn of the century museum because of the locale and the character of the railroad itself. The line Mid-Continent bought could never be a main line and it could never support large locomotives,” said Ray Buhrmaster, a member since 1963.

Buhrmaster’s association with Mid-Continent goes back to the time he, Stan Mailer, and Dick McLeod were looking for a home for a combine (no. 25) they had purchased from the Copper Range in 1961. “We didn’t know what we were going to do with the car. One thing led to another. The car eventually ended up at North Freedom and we did the restoration work.” The car now is on display in the Coach Shed.

Buhrmaster, who worked as a mechanical engineer for Reynolds Metals for 34 years before retiring in 1989, spends many weekdays in North Freedom working with partners to return LS&I no. 22 to operating condition. His son, Bill, also is active to Mid-Continent.

“My prevailing interest always has been in steam powered short lines. Probably the thing that had the greatest effect on me was Lucius Beebe’s *Mixed Train Daily*. I recall getting that book in 1947. It really made an impact.”

Buhrmaster and Mailer spent a lot of time in the north country—upper Michigan, northern Wisconsin, Minnesota—chasing steam and short lines. “This locale is very well suited to that sort of theme. It was more or less evolution. We directed Mid-Continent primarily in that direction. I’m not so sure that was the direction of the original founders,” Buhrmaster said.

When the museum moved from Hillsboro to North Freedom, there was no statement of purpose. Its growth “was somewhat guided by the membership. Again, I think one of the stronger situations was the fact that the railroad was very much a piece of branch line railroad-ing, and the intent was to preserve it as such. Most other museums have gone out and tried to be all things to all people, and as a result haven’t done a very good job in any direction. They have ended up being giant repositories for unrelated equipment. We tried here at least in the early days to limit that situation.

“We attempted to acquire historically significant pieces of equipment. There was a problem in terms of motive power. In the early years, we didn’t have many choices for locomotives. We were fortunate to get the ones we did, but didn’t really stick to the theme all that well.

“Most of the early group are gone now. Don Ginter is one of the few survivors. He feels essentially the same way as I do.”

Buhrmaster considers the statement of purpose, approved in 1975 “probably the best instrument” for continuity. “We put a  
*Continued on page 15*

---

The Mid-Continent Railway *Gazette* is published by the Mid-Continent Railway Historical Society, Inc., P.O. Box 55, North Freedom, Wis. 53951, 608/522-4261, and is distributed free to members and friends of the society. The contents of this publication may not be reproduced in whole or in part without consent of the editor, John Gruber, 1430 Drake St., Madison, Wis. 53711. Vol. 25, No. 3, August 1992.  
© 1992 Mid-Continent Railway Historical Society, Inc.

---

# ROUNDHOUSE 1

---

While cool weather depressed some attractions, Mid-Continent enjoyed good patronage through the end of July. Museum trains carried 27,668 passengers, an increase of 3.4 percent over a year earlier.

By month, ridership totals are February (Snow Train), 2,302, down 31 percent; May, 4,514, up 11.8 percent; June, 7,900, up 15 percent; and July, 12,952, up 3.6 percent. Group tours are down, but overall, revenues jumped: gift shop, 22.8 percent; tickets, 27.8 percent; and total, 26.1 percent

The increase in ticket prices for the summer season (from \$6 to \$7 for adults) apparently has not affected ridership. But without an operating steam locomotive in early August, some people didn't ride.

Mid-Continent's excursion train carried additional crowds: about 7,500 at Wausau, plus 1,091 at Milwaukee (894 in coach, 197 in first class). "People were happy to

have the train here. It added a lot to the event," according to Tom Schleif, executive director of the Marathon County Historical Society, Wausau, sponsor of the Great Wisconsin River Log Jam.

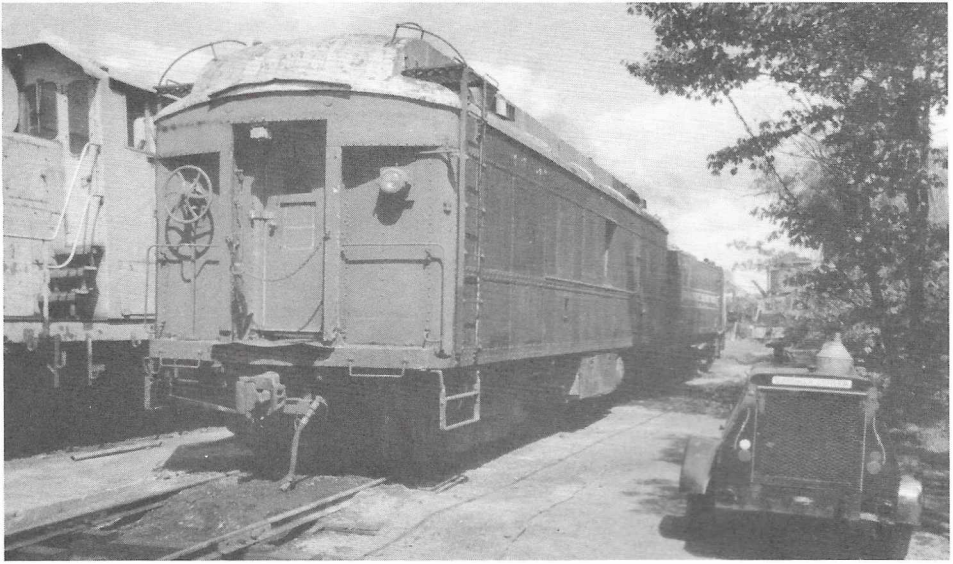
Locomotive 1385 returned July 7 from the excursions. It worked at the museum July 9-16, when it was taken to the shop to replace four radial stay bolts. It was back in service Aug. 14.

A range of motive power filled in. Saginaw Timber #2 operated July 20-31, when its boiler ticket expired; diesel #988, July 17-20 and Aug. 1-9; diesel #21, moved to Mid-Continent with the returning excursion train, Aug. 10-12. (No trains operated Aug. 13.)

**Autumn Color** weekends are approaching quickly. Five trains a day at 10, 11:30, 1, 2:30, and 4 with first class service are planned Oct. 3-4 and Oct. 10-11. First-class fares are \$18.50; the office is taking



John Hankey of the B&O Museum visited Mid-Continent in June. See page 5.



**A steam heater car, donated in January by Kurt Weber for WEBLEA of Fremont, Neb., arrived at North Freedom July 8 with #1385's returning excursion train. American Car and Foundry built it as a baggage car for the Great Northern in 1913. GN converted it in 1943 for use with electric locomotives in the Cascades. It is equipped with two Vapor-Clarkson steam generators and a diesel generator (added in 1952). Western Pacific purchased car 6 in 1968, renumbered it #593, and used it about a year on the *California Zephyr*. WP sold it to Oregon Pacific and Eastern in 1972. WEBLEA purchased the car in 1987. It had been stored at Janesville.**

reservations with a check or Visa/ MasterCard. A dinner train serving prime rib operates at 6:30 p.m. each Saturday; cost is \$39.

**In personnel changes** at the Aug. 9 board meeting, Chuck Kratz stepped down as executive director. He continues his Mid-Continent association as a consultant, concentrating on accounting, marketing research, and long-range planning. Temporarily, a committee of four (Skip Lichter, Jeff Haertlein, Wava Verstein, and Lovina Tisler) is managing day to day operations.

Jim Eng becomes chief mechanical officer, replacing Steve Seibel, who will concentrate on boiler repairs. Eng is manager of customer service for Voith, an Appleton company which builds paper machines. He formerly was Voith's engineering manager.

The mechanical department is preparing Saginaw Timber #2 for an FRA boiler inspection, lifting the hood on the Pullman diesel so rebuilding can begin on the north engine, and machining parts for LS&I #22. Help is needed; call Eng in Appleton, 414-730-8190.

Don Pingel is first class coordinator. John Obst, coordinator for the last year, will continue to assist on the first class crew. In a survey at Snow Train, 99 riders said the food was excellent or good; none gave a fair or poor rating.

**Three positions** are open on the Mid-Continent board of directors. Stan Nordeng and Tom Hruska have served three terms and are not eligible for reelection; Steve Brist has served two terms, and is eligible for reelection.

Petitions for nomination, signed by the candidate and two voting members, should have been sent to Tom O'Brien Jr., chair of the Nominating Committee, 550 Juniper St., North Liberty, Ia. 52317, by Aug. 26.

**The 30th anniversary calendar** is well underway. "I appreciate the fine pile of submissions I received from the members. A number of people must have dug deep and long to find these images that so well depict the history of our museum. It was a great experience for me to look through them and to remember some of the long

*Continued on page 10*

# Hankey praises Mid-Continent's restorations, 'low key' steam operation

"From the very beginning Mid-Continent has had a clarity of vision and purpose that few railroad museums or railroad historic preservation projects share. It has not just been a willy nilly collection of stuff gathered by railroad buffs, but a very clearly articulated vision of re-creating a certain kind of railroading at a certain place during a certain period," according to John Hankey.

Hankey, curator and director of interpretation at the B&O Railroad Museum in Baltimore, spent a weekend (June 20-21) at North Freedom. He toured Mid-Continent with Curator Don Ginter and several members of the curatorial team, spoke at a members meeting Saturday night, and rode locomotive 1385's excursion train Sunday from Madison to Whitewater. Among Hankey's impressions:

"Mid-Continent has been very successful in re-creating an upper Midwest rural railroading experience.

"There are very few places where one can go and see this kind of landscape; to see things that fit together well: an appropriate depot, an appropriate backdrop, landscape around it, the right kind of equipment, and the kind of operations that would have been typical for that place at that time.

"In many ways, Mid-Continent has been far ahead of itself in instinctively or intuitively doing some very good modern railroad history interpretation. Although, I suspect that most of the time, the museum didn't realize that's what it was doing. It knew it was doing the right thing, but perhaps it hadn't thought of it in professional museum terms.

"I was very, very impressed at the quality of work that Mid-Continent has done and can do. It has accumulated a very fine collection of locomotives and cars, a very nice selection of tools and parts and pieces. The work, for example, on the wooden cars is just superb. There are very

few railroad museums in the country that do that quality or caliber of work.

"I realize that it takes a long time to do that and that there are various constituencies that argue against spending so much time on one piece or one operation. The payback is that Mid-Continent has ended up with some wonderful restorations, and there are just a couple of other places in the country—most of them much bigger, much better funded—that you can see historic wood cars and that kind of routine regular low key steam operation.

"I think the members of Mid-Continent would be surprised and pleased at how well their efforts stand up against those of other railroad museums around the country and other railway historic preservation efforts around the world, and also, the museum community at large. I've seen probably 200 railroad museums and railway history projects on four continents, and Mid-Continent compares very favorably with the best of those."

But, added Hankey, as Mid-Continent approaches its 30th anniversary, the museum is at a turning point in its existence. The club-type organization must move toward a broadly based, museum type organization to remain viable in an atmosphere of increasing scrutiny of nonprofit organizations and their educational roles.

"If Mid-Continent can make the transition from traditional railroad club to living history museum, the future holds great promise. With its historic assets, vision, and wonderful volunteer staff, Mid-Continent has the potential to be a leader among small-to-middle size railway museums. If it cannot make that transition, it will risk stagnation and increasing isolation as the field of railroad history matures," Hankey said.

"With so much to offer the public, its members, and future visitors, I look forward to Mid-Continent's next 30 years.."

# Survey Tabulations Show Reader Interests, Preferences

Results of the *Gazette* questionnaire, received from 176 members, are summarized here by Chuck Kratz. I am impressed with the concern for the museum which members expressed in the comments, and thank them for the thoughtful responses. John Gruber, editor

The purpose of this study was to determine how the *Gazette* could better meet the needs and interests of its readers. For many members, the *Gazette* is the primary benefit of membership, and so it seemed natural to explore ways in which the magazine could be improved. The survey questions addressed a number of specific concerns about the magazine:

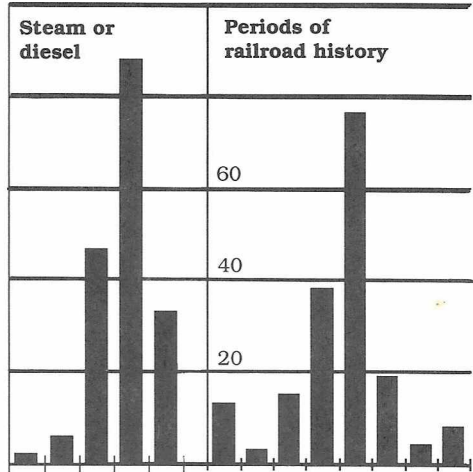
### Are the survey respondents representative of readers overall?

Zip codes of respondents were compared with the zip codes of all members. Based on these test results, the respondents are a representative sample of *Gazette* readers.

### How do *Gazette* readers compare to railfan magazine readers?

In order to compare the *Gazette* readers with the readers of railfan publications, several questions that appeared in other railroad surveys were repeated in the *Gazette* survey.

The results indicated that *Gazette* readers are very much the same as their fellow railfans in three important ways: their length of time in the railfan hobby, their educational backgrounds, and their other hobbies. However, *Gazette* readers differ from their railfan counterparts in three important ways: First, *Gazette* readers are three times more likely to indicate that they are either (a) retired or (b) professionally employed. Second, the *Gazette* reader is far more interested in steam era railroading than the typical railfan. Indeed, the great majority of *Gazette* readers show little interest in diesel era railroading while



Charts show readers' interests, from left. Steam or diesel locomotives: diesel, 2; mostly diesel, 6; diesel and steam, 47; mostly steam, 88; steam, 33; and periods of railroad history: 1826-1850, 13; 1851-1875, 3; 1876-1900, 15; 1901-1925, 76; 1951-1970, 19; 1971-1985, 4; 1986-present, 8.

this is the primary interest of today's railfan. Third, *Gazette* readers are significantly more interested in technical and structural aspects of railroading, and somewhat less interested in locomotives than their railfan counterparts. *Gazette* readers have more diverse interests than their railfan counterparts. All in all, *Gazette* readers have a broader, more intense interest in railroad history than their railfan counterparts.

### What are the overall interests of *Gazette* readers?

*Time period.* *Gazette* readers are most interested in the period 1901 to 1950. Fully 70 percent of those surveyed indicate that this is their favorite era. The remaining readers are divided about equally in their interests between the 19th century and the post-war diesel eras.

*Railroading aspects.* Readers were asked to choose their favorite aspect of railroading from among several. The top three aspects account for 83 percent of the responses: locomotives (47%), passenger trains (24%), and railroad operations (12%). The remaining four aspects together—freight trains, structures, technical, and other—are favored by only 17 percent of the readers.

### **What sections of the *Gazette* are most popular with readers?**

By far, the most popular section of the *Gazette* is the main feature with 39 percent of the respondents indicating that it is their favorite section.

Following the main feature in interest are Wisconsin history (21%), minutes of the board meetings (18%), and local history (14%). The interest in the minutes indicates a keen interest in museum management.

Apparently the *Gazette* performs the function of interpreting the regional history behind the museum collection and the management of that collection.

### **Do readers like the *Gazette*?**

Readers are satisfied with the *Gazette*, as made clear by several statistics. First, 91 percent of the respondents indicate that they think the magazine is good or excellent. In contrast, 9 percent feel that the magazine is either fair or poor. Second, a significant number of readers make a point of saving back issues: fully half the survey respondents indicate that they save *all* back issues. Finally, 59 percent indicate that they read every section of each *Gazette*, another indication of the *Gazette* importance and popularity.

Railroad workers, retirees, long-time railfans, and Mid-Continent life members all tend to give the *Gazette* higher marks than the majority of readers. Those who receive publications of other railroad historical societies also were likely to give the *Gazette* higher marks than those who did not read such publications. Evidently, the *Gazette* stands up well to comparison with the publications of much larger railroad historical societies.

As mentioned earlier, the period 1901-1950 is the most popular with readers. Curiously, this period corresponds with neither the museum's avowed statement of purpose to cover the period 1885-1915,

nor does it correspond with the museum's recent moves toward interpreting diesel era railroading. At any rate, the popularity of the *Gazette* must be due in part to its coverage of matters of interest to the members.

### **What could be done to better serve the readers?**

To find out what could be done to better serve *Gazette* readers, the survey results of readers giving the magazine a lower score where examined to see how the *Gazette* could better serve their interests.

The survey results indicate that the *Gazette* could better serve its readers by increasing its coverage of (1) locomotives, (2) branchline railroading, (3) museum's offline operations, (4) historical reminiscences, and (5) depression era history. In addition, improving the overall appearance of the magazine and significantly increasing the timeliness with which the minutes are distributed would likely increase reader satisfaction.

The available statistics do not indicate which of these changes would be of the greatest value to the readers, nor is any consideration given to the costs in volunteer time and museum money that these changes would entail.

### **What is the reaction to the calendar?**

Members were largely satisfied with the calendar. A total of 45 percent considered it excellent while another 41 percent considered it good. Overall, the calendar was as well-liked as the *Gazette*. The survey found that 63 percent preferred the current staple binding to spiral binding (20%) or plastic binding (14%). Several members suggested their preference was due to cost considerations rather than material.

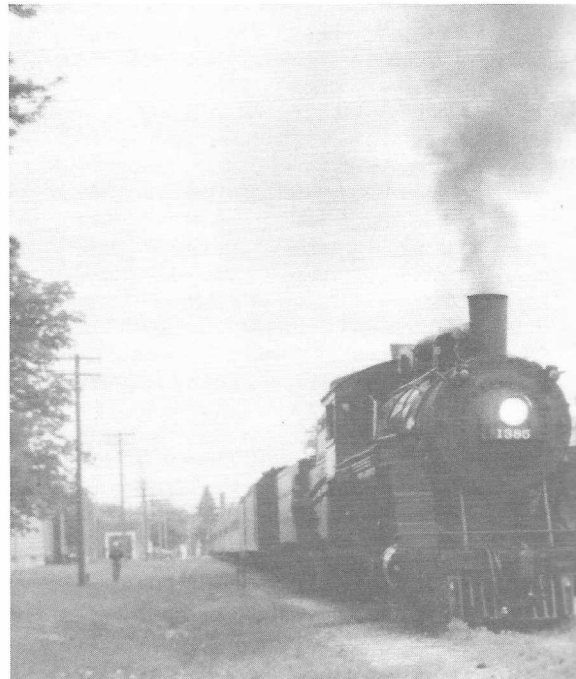
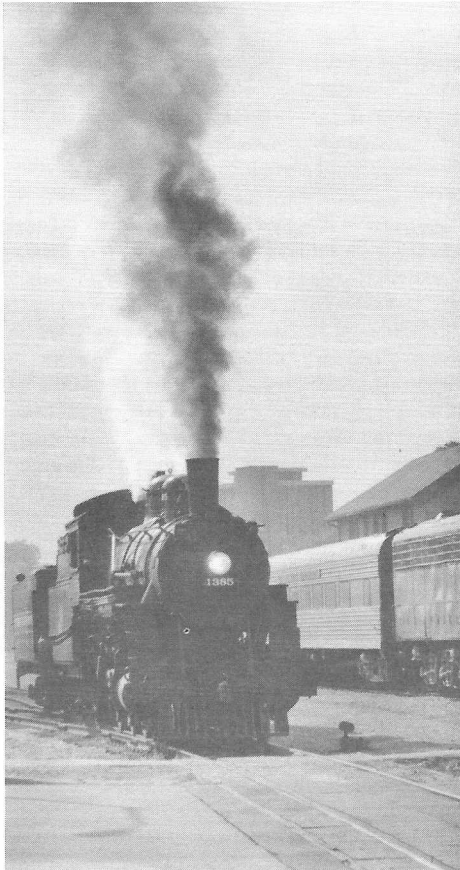
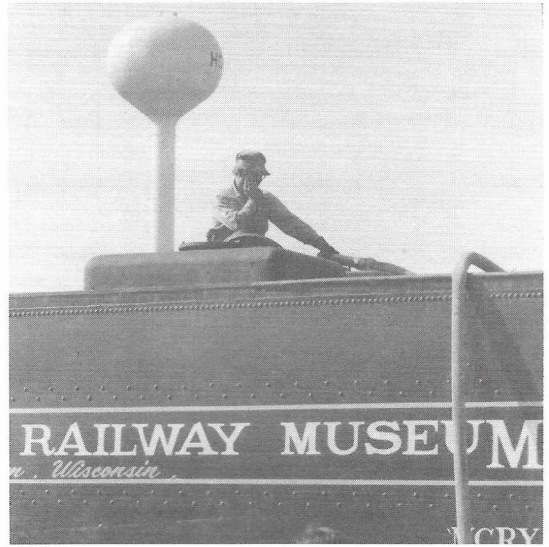
### **Conclusion**

When compared with the readers of typical railfan publications, the *Gazette* readers have diverse interests. By better serving some of these specific reader interests, it should be possible to raise the overall rating of the *Gazette*.

The *Gazette* is an effective link between the museum and its members. Members look to it to provide meaning and context for the museum's collections and activities. As such, it serves the museum in a unique and important way.

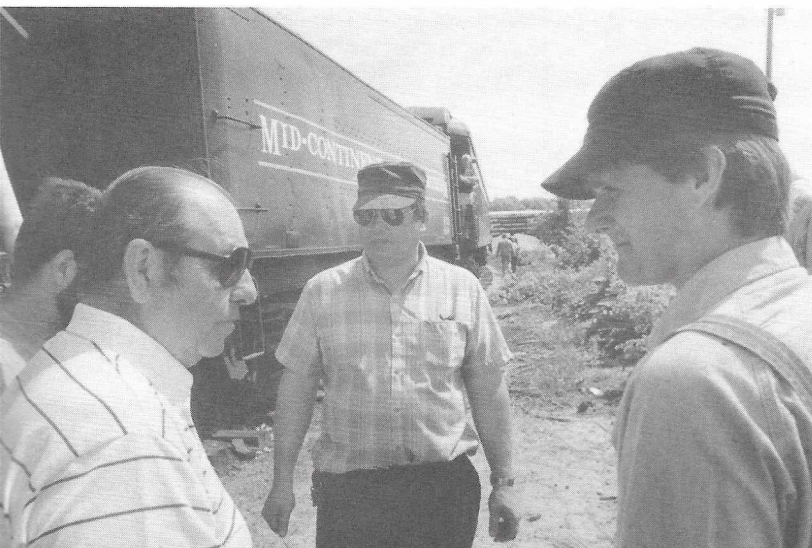
# Another Memorable 1385 Tour

Historic stations and routes combined with enthusiastic crowds to make Mid-Continent's summer excursion tour memorable. The trackage included Madison to Waukesha, opened from 1852 to 1854, and North Milwaukee to Horicon, 1855. The restored stations were West Madison, built in 1903 (lower left), and Wausau, 1902, focal point of the Wausau Insurance Companies logo since 1954 (lower right).





**Between Wausau and Merrill on the Wisconsin Central, the Olsons showed their appreciation (top left). At Horicon, Jim Eng waited as 1385's tenders filled with water from a hydrant. James ("J.R.") Robertson, Wisconsin & Southern chief mechanical officer, talked with Jeff Bloohm and Paul Swanson.**



# Roundhouse 1

*Continued from page 4*

history of Mid-Continent. I was delighted to see how much we've accomplished over the years, and saddened to see and think of members now deceased—Warren Tisler and Phil Hastings, for example," said Drake Hokanson, picture editor. "We have a lot to be proud of, and a lot left to do."

**The annual banquet** is Saturday, Nov. 7, at Papa's Place in Baraboo. Reservations with payment must be sent by Oct. 10 to Art Oseland, 6206 S. Illinois Ave., Cudahy, Wis. 53110. Dinner selections are chicken and ribs combo, \$14.40; butter baked cod, \$10.80; ribeye steak, \$15.60; and chicken cordon blue, \$12. The social hour starts at 6:30 p.m., dinner is at 7:30 p.m.

**Track crew** members B. G. Miller and Don Pingel started work July 6. When needed, they also help the mechanical and operating departments. Miller and helpers have installed 1,350 main line ties in the last two years; another 500 should be in place before the end of the season. An aggressive replacement program is needed; the engineering department expects 3,500 ties to fail in the next two years.

**The tourist railroad industry's** negotiations with the Federal Railroad Administration are continuing. "We have succeeded in getting the control of those tourist operations not a part of the national rail system down to three items: boiler inspection, hours of service, and accident reports. Most FRA inspectors seem to understand that now," said Frank McKenna, the Washington, D.C., transportation attorney representing TRAIN. "In about a year, we have made some progress. We will have a better understanding of where the regulations are going in a month or so."

The FRA adopted final rules July 7 for the safety user fee required of railroads including about 200 museums such as Mid-Continent. The minimum payment is \$500. "Efforts are continuing to remove tourist operations from the requirement of paying user fees, but this effort at present will need congressional action," he said.

**Mid-Continent's membership** application has been accepted by the Association of Railway Museums, City of Industry, Calif. A gift paid for the first year's fees. ARM, founded in 1961, provides a means

of exchanging ideas and information among railway museums. It is a professional affiliate of the American Association of Museums. In spring 1992, some 77 museums in 31 states and 4 provinces belonged to ARM.

**Buildings and grounds** committee members have been busy. Dave Schumacher, assisted by Dave McConnell, Dave Bierman, Bob Ristow, Pat Campion, Eric Peterson, and Joe Allen, planted 19 shrubs (three types, cornus variegated, gold flame spirea, goldfinder potentilla) next to the depot platform June 20-21. Schumacher and his sons, Bradley and Brian, have loaded and moved rail and ties to North Freedom. In June, 200-300 feet of track and 80 ties came from Don Frank of Zed, Inc., Janesville; in August, 400-500 feet of track and 135 ties came from Joe Chamberlain of Beloit Box & Board Co., Beloit. Freido Hillman, Milton, provided trucking for the cost of the fuel.

**In magazine transitions**, when Interurban Press purchased *Locomotive & Railway Preservation*, Dick Gruber moved to Waukesha to become (effective 7/22/92) advertising and marketing manager for four Interurban Press magazines, including *L&RP*. Mark Smith remains editor in Richmond, Vt. Andy Nelson joined the Interurban Press editorial staff in Waukesha Aug. 17. At *Trains*, Kevin Keefe becomes editor. J. David Ingles takes on a new role as senior editor.

**Births.** A daughter, Brenna Marie, to Greg and Dawn Verstein, July 16, Janesville; a daughter, Kaitlyn Ann, to Steve and Kim Pahl, July 29, Liberty, Mo.; a son, Daniel John Charles, to Geoffrey and Joanne Blaesing, born July 8, adopted Aug. 11, Brookfield.

---

## AROUND THE STATE

Railco, Inc., a subsidiary of Broe Cos., Denver, purchased the Chicago West Pullman Transportation Co., effective June 30. CWP owned seven railroads including Wisconsin & Calumet, Janesville. Negotiations continue on the sale of WICT.

The Sauk Prairie area Chamber of Commerce moved its offices June 1 to the restored Sauk City/Prairie du Sac depot. Renovation had started in March.

---



# BOARD MINUTES

---

*John Gruber, Secretary*

## **APRIL 19, 1992**

Board members present were Skip Lichter, Jeff Bloohm, Tom Hruska, Stan Nordeng, Greg Vertein, Steve Brist, and John Gruber. Also present were Tom O'Brien Jr., Ray Buhrmaster, Bill Buhrmaster, Dick Goddard, Carl Ulrich, Barbara Ulrich, Jonathan Howard, Art Oseland, Lovina Tisler, Chuck Kratz, and Bob C. Welke. Board members Bill Raia and Jerry Pitzen joined the meeting at 9:51 a.m.

President Bloohm called the meeting to order at 9:09 a.m.

To accommodate owners who were at the meeting, the new locomotive lease was moved to the top of the agenda.

Ray Buhrmaster discussed "lack of communication." There have not been conversations with the owners in the last two years, he said. A draft was mailed in July without a cover letter; he and the other owners did not know how to respond. A letter he mailed Jan. 3 asking for discussion was not distributed to the board. Bloohm sent the final draft Oct. 17, with a letter suggesting owners could type addendums for consideration. Bloohm also sent a letter March 26 inviting owners to this meeting.

Steve Brist, who drafted the new lease at the request of the board, explained that the board had asked for a uniform lease, as a starting point for negotiations. The museum now has several different leases in effect, with different expiration dates, which are automatically renewed from year to year if not cancelled. Brist outlined issues for the owners: allocation of payment for repairs, liability, what do owners do when they notice a locomotive running with defects, and cancellation. Bloohm said the board wants a longer lease, with cancellation only for cause.

Lichter, speaking for owners of Saginaw Timber #2, said the owners had no problem with the lease in effect. Returning #2 to service cost \$11,000; of that amount, \$8,000 was not museum money.

Carl Ulrich, who has no intention of selling W&OV #1, said the new lease was completely unsatisfactory to all engine owners; it overlooked a lot of things.

Ray Buhrmaster, who with his son, Bill, owns WC&C #1, asked what inducement there is to

sign a new lease, when the museum has not "lived up" to the old lease. He doesn't want a new lease, but would discuss a longer agreement for the time needed to amortize the cost of heavy repairs.

The board will discuss how to proceed with the new lease, and officially contact the owners, with a cover letter, when negotiations resume.

Because of questions raised at the last meeting about Jon Neumann's activities, the board asked Neumann to appear at this meeting. There was considerable discussion of continuing concerns about Neumann's actions—most recently, not following board procedures when scrapping materials. At the president's request, Gruber moved, Lichter seconded, to ban Neumann from the property for a year. Neumann offered to stay away from the museum for a year. Gruber and Lichter withdrew their motion. In consideration of Neumann's offer, the board dropped discussion of other actions.

Pitzen moved, Gruber seconded, to accept Neumann's written offer to stay off museum property for a year, effective April 15. Carried. Neumann may send a letter to the peer review committee.

Don Ginter, curator, presented a four-point statement, asking the board for a "renewed commitment" to museum activities and development. In opening, he said: "Over the last several years, it has appeared to some of us that the board's decisions and actions seem to be moving away from the museum concept and are directed more at just operating trains. We felt it was time to come before the board, voice our concerns, and attempt to show where a commitment to a total museum concept will assist in our growth."

Ginter said "a curatorial staff will be established to better communications, assist in policy development, better define the curator's position, and assist with the curator's work assignments." He "strongly recommended that the board give serious consideration to hiring a professional curator to administer the museum functions."

The board took a break for lunch.

Volunteers from the mechanical department joined the meeting, to talk about their goals of returning steam locomotives to service. Raia moved, Brist seconded, to appoint Bob Ristow as crew leader in the shop, to assist the chief mechanical officer. Carried. Al Joyce will be

Ristow's assistant. Paid staff in the car and mechanical departments will cooperate.

Nordeng moved, Vertein seconded to authorize Raia to talk with the FRA about allowing ST #2 to operate until the state boiler ticket runs out. Carried.

Brist reported negotiations are continuing for excursions at Wausau June 25-28 and at Horicon July 4-5. The train would leave Mid-Continent June 20, return July 6. There was consensus that Peter Bunde, who is assisting Brist with excursion plans, should talk with the C&NW about matters of mutual concern.

Lichter moved, Raia seconded, to authorize Tom O'Brien Jr. to make a cash offer for the CB&Q coach. Carried.

Paul Swanson presented a 5-page written car department report. Among items: additional funds are needed to keep Jon Howard working on C&NW combine and other projects until May 8; Circus World diner is not needed for Railfest; WC coach 63 has a cracked coupler; and John Obst, first class coordinator, would prefer the kitchen of C&NW 440 as it stands now, with minor changes. Swanson included a list of work needed before the season opens and before off-line excursions.

Raia moved, Nordeng moved, to accept the report, except the first paragraph. Carried.

Gruber moved, Nordeng seconded, to use up to \$2,000 from the 1991 annual fund for restoration of the C&NW combine. Carried.

Brist moved, Vertein seconded, to place the portable air compressor under the jurisdiction of the car department. Carried.

Minutes of the March meeting were approved as corrected. Secretary Gruber reported that all matters in connection with David Henke's litigation had been completed, and that a stipulation and order for dismissal had been entered March 26 in Sauk County Circuit Court.

Gifts were received from Mary M. Debyl, Edward E. Fuller, John and Elaine Gallagher, Paul M. Jenkinson, Mark R. Jensen, William J. Sheperd, Tony Tahlman, Paul J. Wolff, annual fund; Mike Harrington, west yard; James Neubauer, Steamer postage; and Lovina Tisler, advertising.

Gifts, which should have been reported in February, were from Arthur D. Aldrich, Dan H. Barr Jr., John P. Bordner, C. Darwin Cooper, L. J. De Silva Jr., C. J. Devilbiss, Maj. Allen E. Dross, Melvin L. Hanson, Richard D. Harley, William B. Holmes, John E. Jenkins, Rudolph J. Jordan, Robert S. Junkrowski, James J. King, Edward H. Mayer, Peter J. Paulson, John W. Rapoza, R. J. Rollbuhler, Edward A. Shepard, Kenneth Teeter, Robert E. Thorne Sr., Richard E. Travis, David Walker, Russell T. Wolfram, Charles A. Wright, annual fund; J. Philip Armstrong, Henry Auchstetter, Paul F. Dickens III, Sandra Hamlet, Milford Jones, Lamar J. Karow, Nicholas A. Linden, H. J. Mainwaring, Daniel E. Schmidt, Russell O. Schramm, Craig

J. Stith, Kenton V. Te Lindert, car shop debt reduction; Chris Burger, Ronald C. Jones, 1385 fund; Vincent Mathews, office projects; and Jerry and Carol Mennenga, utility.

Vertein moved, Raia seconded, to approve a membership upgrade from associate to regular for Joanne Engebretsen. Carried.

Brist reported a settlement in the Vivid/Lowell A. Follendorf law suit about the billboard in Baraboo. The \$2,100 due to Vivid by June 1 includes payment for last year's use of the space. Nordeng moved, Raia seconded, to accept the settlement agreement, and pay \$2,100 to Vivid by June 1. Carried. Follendorf must be paid \$250 for this year and \$775 for 1993 for the space.

Vice President O'Brien presented on two page written report covering FRA user fees, FRA/TRAIN, FRA operating practices seminar at Kansas City, and Union Pacific tank car. Nordeng moved, Pitzen seconded, to accept the report. Carried.

Lichter moved, Nordeng seconded, to offer the tender to UP as a good will gesture. Carried.

Raia reported Mid-Continent had permission from Craig Willett of the Soo Line to use the Soo's blue flag book.

Lichter presented the treasurer's report. We had \$2,696 in the checking account as of April 1. Checks written in March totaled \$29,138. The outstanding balance is \$18,5989. Bills are current, with no accounts payable. The quarterly liability insurance premium of \$9,468 is paid for April, May, and June. Superintendents are having problems with purchase orders. Brist moved, Vertein seconded, to accept the report. Carried.

Brist moved, Nordeng seconded, to approve the summer train crew: Jon Howard, locomotive engineer; Ken Ristow, fireman; and Orton Johnson, conductor—and authorize Welke to fill the unfilled position. Carried. Salaries were approved previously.

Raia reported the camp car lease addendum had been accepted by the camp car committee. Leases are still needed.

Lovina Tisler presented a four-page office report, listing many events and promotions. She was asked to obtain another food service proposal from Circus City Mobile Meals, on a daily basis rather than 1 percent of the total gross sales. Estimates for lawn mowing services were attached.

Brist moved, Vertein seconded, to hold a drawing for tour operators for 2 dinner/2 first class tickets for Autumn Color. Carried.

Bloohm reported on a discussion with Michaels Pipe Line Co. about costs of connection to the North Freedom sewer system.

Bloohm presented a short term agreement, expiring Oct. 31, employing Charles Kratz as executive director. The job description outlines duties in operations, planning, budgeting, accounting, office, promotion, and marketing.

The agreement provides flexibility, including up to 175 hours a month, with no overtime. Pitzen moved, Raia seconded, to accept the agreement. Carried.

Also distributed was Kratz's March 16 letter to Bloohm and Brist, listing programs "necessary" for the first 12 to 16 weeks: review office procedures, review accounting and information system, decentralize museum management, develop long-range strategic plan, operations review, marketing audit, and prepare ridership marketing research.

Brist moved, Verstein seconded, to replace the electrical service at the coal conveyor at a cost most favorable to the museum. Carried. Lichter and Nordeng will replace the pole for the power. Carried.

A check from Albert Nippert for storage of his DSS&A sleeper will be returned, since it is for less than the revised car storage fee. Billing will continue at the \$500 per month fee. Gary Bensman and Dick Yager also will be billed at the new rate for storage of a car.

Nordeng moved, Verstein seconded, to adjourn. Carried at 5:52 p.m.

## **JULY 12, 1992**

Board members present were Steve Brist, Skip Lichter, Bill Raia, Jerry Pitzen, Jeff Bloohm, Tom Hruska, John Gruber, and Stan Nordeng. Greg Verstein gave Nordeng a proxy. Also present were Tom O'Brien Jr., vice president; Chuck Kratz, executive director; Bob C. Welke; Art Oseland; Paul Swanson; Jon Howard; John Cline; Mike Harrington; Don Ginter; and Dick Goddard.

President Bloohm called the meeting to order at 9:15 a.m. Because of the lack of quorums, the board did not meet in May and June.

Minutes of the April meeting were approved as corrected.

Secretary John Gruber reported gifts from Charles Allen, John E. Anderson, Percy Andress, Joseph S. Arena, Forrest H. Bahm, Richard K. Bates, Rev. Donald Becker, Jeffrey Bloohm, Ruc and Ozzie Bloohm, Robert F. Breseman, Louis J. Buehler, Barton S. Burch, W. Tandy Chenaault, George Cook, Culligan Water Conditioner, John M. Brennan, Larry Buell, Thomas Butler, John Dal Santo, Lasker Ehrman, Vivian Farrell, J. Keith Francois, Richard D. Green, Melvin Hanson, Gary L. Hedeem, George T. Hellmann, Richard A. Higgins, Bart J. Hoekstra, Robert D. Hopper, Philip Hulsman M.D., Donald M. Ives, Dean Jaeger, Karl Johnson, John M. Kaufholz, William J. Kerrigan, E. Waldron Klosterman, Ron D. Kokemuller, Niles C. Knutzen, Leon D. Keune, Ralph Lapadula, Richard L. Linder, William L. Lorton, James Machacek, Daniel J. Maxwell, Matt McCashkill, Richard A. McLeod, John M. McNamara, Paul Meyer, Irvine Milheim Jr., George Milligan Jr., Robert H. Millner Adams, Model Die Casting,

Charles S. Mueller, Jay Nibbe, Obma & Sons Electric, Lowell E. Odekirk, Keith A. Olson (in memory of Chester G. Olson), Tom Opperman, James H. Pyra, William B. Redmon M.D., Oliver W. Reese, Frank E. Ruggles, Richard P. Rupert, Ted J. Scholl, William F. Schwambach, Louis Schmitz, Edward Schneider, Paul Sterba, Raymond Temple, David Tesch, Roland W. Tetzlaff, Dr. L. L. Titsworth, Wesley Traub, James S. Vaughan, Sidney Vaughn, Donald Wildman, Richard W. Wilson, Robert S. Wirick, Charles Allan Wright, and Daniel Zedan, annual fund;

William F. Armstrong, RJR Nabisco Foundation (match grant, Sheryl Karow), car shop debt; Erik Brom, donation box; Richard Gruber, ARM membership; Lovina Tisler, registration; James Neubauer, fuel oil; David Schumacher, landscaping; Paul Wolff, tools for shop; and Roland Lichter, Saginaw #2.

Correspondence from Glenn Guerra, Barrington, Ill, includes a complaint about "your lack of prompt payment." John and Bonnie Gruber distributed suggestions for election procedures.

Walter Pomrenke Jr. has requested an upgrade from associate to regular member. Gruber moved, Raia seconded, to approve the upgrade. Carried.

Treasurer Skip Lichter distributed a recap of the checking account as of July 10 showing: Approximate balance July 1, \$12,362; Deposits in July for tickets and gift shop, \$26,974, deposits for Wausau, \$23,000; deposit for coach fares at Milwaukee, \$18,782; deposit for first class fares in Milwaukee, \$7,213; spent so far in July, \$7,188; accounts payable for gift shop, \$22,708; bills payable, \$65,455; balance on short term loan, \$7,020. The June accounting printout was available also. Bob C. Welke has not had a budget report for four months.

Steve Brist reported on a conversation with our CPA. Information requested from the office has not been received until recently, the accountant has not been involved in month to month activities, and is not able to develop procedures for transactions.

Executive Director Chuck Kratz discussed five subjects in his report: general management and sales, staff, physical plant, collections, and utilities. A fund based accounting system is needed. He will try to use DacEasy, depending on programming, but Dac is designed for a shop or store, and not well suited to nonprofit organizations. He may need to look at alternative off-the-shelf packages. He suggested the number of restricted funds be segregated to four or five. A bookkeeper is needed—fund accounting requires training.

Kratz also discussed new procedures for purchase requisitions to review purchase requests, project proposals to organize expenses, and records retention.

Brist asked Kratz to make copies of the forms and procedures, distribute them to departments, and include the items on the August agenda.

Kratz said expectations of his role as executive director had, at best, been poorly understood by others; time has been inadequate to focus on long run problems. He has asked the superintendents to do as much of their purchasing work as possible, and to let him know a week in advance for help on non-emergency purchases. He is organizing a superintendent's meeting, and will act as a facilitator for the meeting.

Bloohm said Kratz was in charge of the accounting procedures, and asked Kratz to contact our CPA and answer the CPA's questions. Kratz will report on washroom structure refurbishing at the next meeting. He can go forward with improvements in the phone system if the cost is less than \$1,000.

Art Oseland reported that the membership committee is looking into a computer membership system. A list of four regular, 1 family, and 47 associate members who have not paid 1992 dues was distributed.

Steve Brist thanked all who worked on the recent excursions. He said these were the biggest and most complicated excursions we have ever done. We were dealing with four railroads and the FRA; he appreciates everybody's help. He is writing to thank the railroads and sponsors. In the future, the high fixed costs will make it difficult to make money on one trip or one weekend. He expects excursion competition to increase, and recommends long-run commitments for passenger cars and volunteers. He plans a debriefing session and financial report. Operating excursions is almost like running another museum for a couple of weeks. Overall, the excursions were a real plus for Mid-Continent, Brist said.

### Old Business

John Cline, Wausau, was present to discuss donation of a sand tower and wheel derrick from the Wisconsin Central yards in Wausau. He will arrange to get them on a truck and to North Freedom at no cost. Levers from the Shawano interlocking tower are here. Don Ginter, curator, while questioning who would pay for erection and care of the buildings, offered to be responsible putting up the derrick as a part of the curator's budget. Brist moved, Raia seconded, to accept the donation of the wheel derrick, metal parts from the sand tower, and levers. Carried.

The board took a lunch break.

Bill Raia reported no progress on the camp car leases; the committee is trying to use camp car fees to improve electrical service to the camp car area. He has filed a request with the FRA for a flue extension on Saginaw Timber #2 until the state boiler ticket runs out July 31. After that time, the FRA will require pulling seven tubes and the jacket for an inspection. He urged that

the inspection be done; #2 is the closest second locomotive to FRA compliance. Reporting accidents and derailments, if there is no personal injury, is not required if estimated damage is less than \$6,700.

Diesel C-415, which will have to relieve the 988 for one to two years, can be brought to FRA standards in house.

Tom O'Brien Jr. commented on his written reports for the May 17 and today's meetings. He recommends Mid-Continent find a way to purchase CB&Q coach 6144, although the owner turned down the first financial offer. TRAIN will most likely need to request a voluntary assessment from all of its members to proceed with the FRA rules modification. He recommends taking Soo diner-lounge 2017 "from service so that proper repairs may be made to the sidesheets and the car repainted." Ex-CN coaches he attempted to lease earlier this year are for sale in *Private Varnish*. The January/February issue of *Midwest Living* will contain a two-page centerspread of D&R 9 in the snow.

Bob C. Welke, discussing special events, suggested Railfest not be held. But the event will be maintained on the calendar, and his committee will meet to discuss next year.

John Gruber reported fund-raising letters, mailed in May and June, have brought in about \$3,000 so far. He distributed copies of a resolution, prepared for the May meeting, setting goals for locomotive restoration, and asked that it be on the August agenda.

The mechanical department is not happy with the locomotive leases. Bloohm will ask owners for comments.

Paul Swanson reported the car department had purchased parts and started repairs on DL&W #415 for its owner, but has not worked on the car since October. The office has sent bills monthly; partial payment has been received. After work is done, a storage fee could be charged. Lichten moved, Nordeng seconded, to turn over the matter to Brist, and, if advisable, to place a lien on the car. Carried. The owner has proposed to trade the combine for the Mount Harvard and cash.

Most air brake parts have come back from California unrebuilt, with parts missing. We have paid \$2,900 for work not done.

Swanson, who did not have time to prepare a written report, has been here almost every weekend, and barely been able to keep up with running maintenance. He recommends a full time employee.

Jay Slinde provided a written engineering report. Among items: Bridge inspection, coach shed drainage, and west yard switch. In the last two years, we have placed about 1,350 new ties. B. G. Miller is back working on the track, and he should get at least 500 more ties replaced this year.

## New Business

Brist moved, Nordeng seconded, that after Nov. 1, 1992, the "hill" (the area between the Baraboo River bridge and the C&NW interchange) will no longer be used as a car storage area. A copy of this policy will be given to each department head. Each department head will determine how to store or dispose of equipment under his jurisdiction before the October board meeting. The board of directors at the October meeting will determine the disposition or storage of any remaining equipment, according to MCRM policies. Carried, 4-3.

The resolution came because of damage to the bridge while switching the hill the night before the excursion train left North Freedom.

The board discussed the need for two steam locomotives. Nordeng moved, Hruska seconded, to direct the mechanical department to prepare Saginaw Timber #2 for five-year and flue inspections for the FRA. Carried with Lichter abstaining.

Lichter reported the stationary boiler is on the property. Controls are needed, but the potential is obvious. He has the Winton engine from the Montana Western motor car apart on the ground. He can't handle the engine with the Speed Swing, and needs an erection crane to handle the engine. Slinde has asked him to bring in a big Caterpillar for grading in the west yard.

Bloom reported he will attend the North Freedom village board meeting Monday (July 13) to talk officially about connecting to the village sewer/water system. Track next to the coach shed is restricted to 5 miles per hour because of drainage and other problems.

Goddard suggested that private locomotive owners may be willing to fund a 3-4 stall roundhouse in the west yard. The roundhouse would fit with long range plans; temporary access would be by switches. Goddard offered to serve as co-chair of a feasibility committee.

Nordeng moved, Gruber seconded, to adjourn. Carried at 3:32 p.m.

## Buhrmaster

*Continued from page 2*

considerable amount of thought into it at the time it was derived. It has served Mid-Continent well. It has not been very closely adhered to in some cases, but without a statement of purpose it would be mayhem.

## Gifts to Mid-Continent

Mid-Continent continues to be recognized for its "clearly articulated" preservation efforts. Your support will help us achieve prominence as a steam short-line railroad museum as we approach our 30th anniversary in 1993. Send gifts to Mid-Continent, North Freedom, Wis. 53951-0055.

"Too often availability is what dictates an acquisition, as opposed to searching or making a real effort to find an item that is really significant.

"About 80 percent of our rolling stock is significant—freight and passenger cars more so than locomotives. Most museums are locomotive oriented. Mid-Continent has taken a departure from that in that early on we acquired vintage wooden passenger cars. And you can count museums on the fingers of one hand that have made any effort to preserve wooden passenger cars."

He favors restoring wood equipment to operating condition. "Otherwise you would end up with a building with all sorts of decaying hulks. That would not serve much of a purpose from an educational standpoint." The cars should be "brought out on special occasions like we did for the Soo Line convention," Buhrmaster said.

"The steel Lackawanna cars are a compromise. The unfortunate thing is they are from an eastern railroad. That's the other concept I feel pretty strongly about: geographical relevance. We are doing much better in that regard. The first motive power was mechanically well suited to the job, but totally off the mark as far as geographical relevance.

"We have done better with the Soo Line 2645, KGB&W 350, and LS&I 22. We're finally gaining ground. North Western 1385 is excellent. Most of the locomotives we have are main line locomotives, downgraded, and that's the history of branch line railroading."

## Tracks Ahead

Kalmbach Publishing Co. and Wm. K. Walthers, Inc., are underwriting the second season of Tracks Ahead, the railroad series produced by WMVS/WMTV, Milwaukee public television. The series starts at 6:30 p.m. Nov. 14 on channel 10 in Milwaukee. Chuck Zehner, senior correspondent, also is teaching a University of Wisconsin-Milwaukee outreach course on U.S. electric railways.

---

# SCHEDULED

---

## 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
- 29 Association of Railway Museums, 32nd convention, Washington, D.C., to Nov. 2

## November

- 4-8 TRAIN convention, Reno, Nev.
- 7 Annual banquet, Papa's, Baraboo, 6:30 p.m. social hour, 7:30 p.m.

dinner. Reservations, with dinner payment (\$10.80-\$15.60), must be sent to Art Oseland by Oct. 10

- 8 Board meeting, 9 a.m.

## December

- 13 Board meeting, 9 a.m.

## January 1993

- 10 Board meeting, 9 a.m.

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

**Cover.** The first class staff kept busy during the Wausau and Milwaukee excursions. A crowd waits to board in Granville July 4 at the former Scenic Rail Dining station.

---

# MID-CONTINENT RAILWAY

HISTORICAL SOCIETY / NORTH FREEDOM

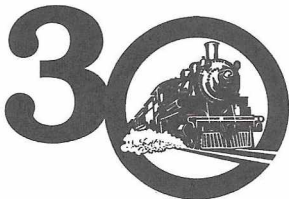
NORTH FREEDOM, WI 53951-0055

**Address Correction Requested**

---

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

---



**Celebrating 30 Years  
in Sauk County in '93**