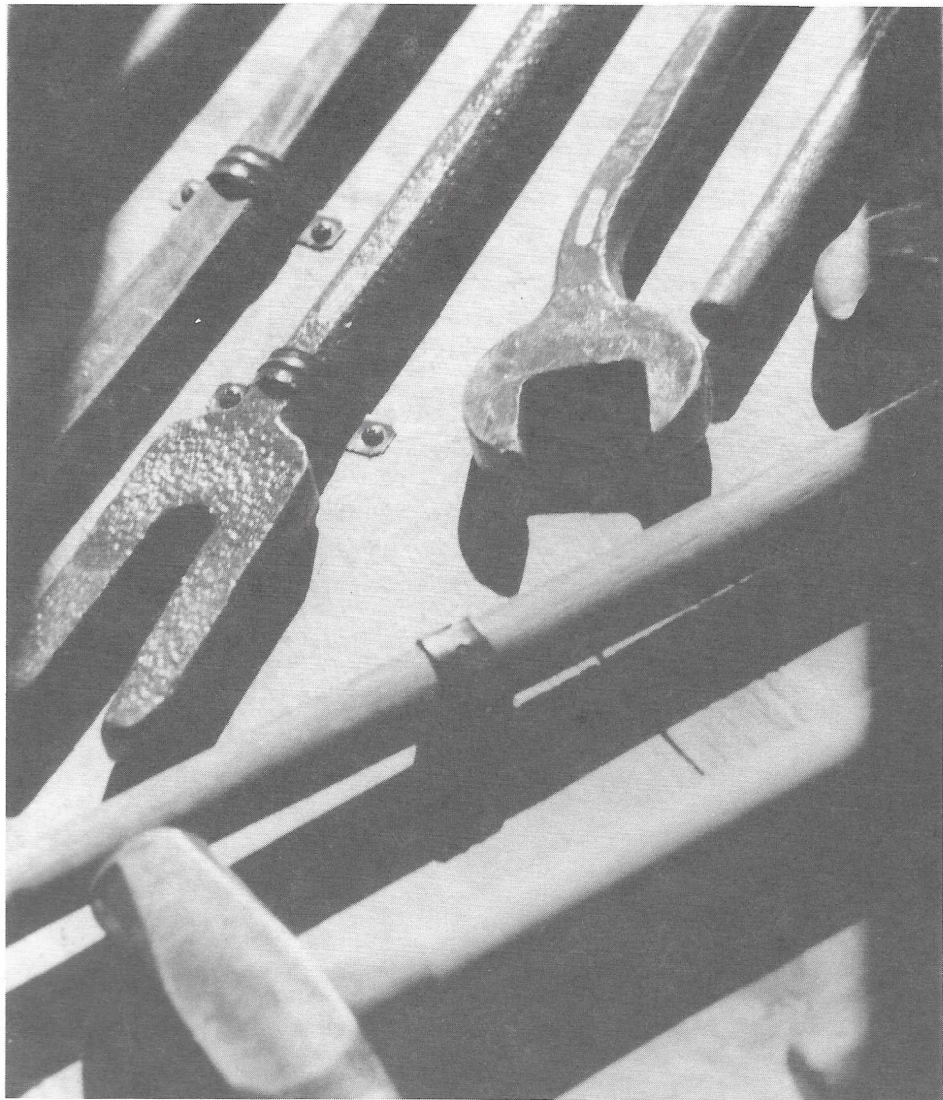

MID-CONTINENT
RAILWAY
Gazette
VOL. 25, NO. 4, OCTOBER 1992



For the First Time, 50,000 in a Season !

Paul Swanson

As we approach our 30th anniversary of service at North Freedom, we have reached another milestone. On Sunday, Oct. 25, Mid-Continent hauled the 50,000th passenger of the season, an all-time record.

Over the years, ridership has climbed from 2,250 in 1962 to a fairly even plateau of 40,000 to 45,000 since the early 1970s.

Last year's ridership fell just short of the magical number of 50,000. This year we were slightly ahead of 1991's ridership.

With a record Autumn Color ridership of 5,575, it appeared we might tip over the 50,000 mark on the last weekend of regular train service Oct. 17-18. After the last train returned to North Freedom Sunday afternoon, the tally was 49,956—only 44 passengers short. So close, but yet so far.

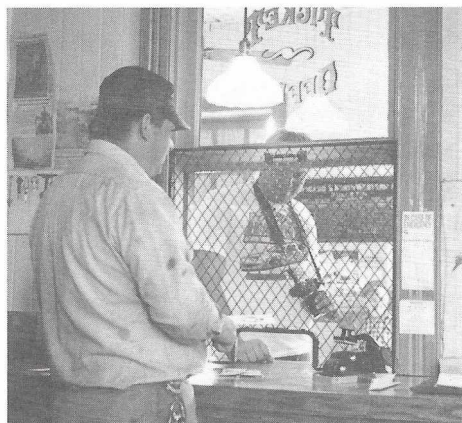
Jeff Bloohm came up with an idea. If the weather held out, perhaps there would be enough patrons the next weekend to top us over 50,000 for the year. The office was instructed to inform inquirers that yes, we would be open for train rides on Saturday and Sunday, for at least 15 passengers.

By noon Saturday, 29 people wanted to ride. Bloohm not only served as engineer on the train, but the ticket agent in the depot as well. While tickets were being sold, conductor Paul Swanson readied the train of Milwaukee Road 988 and one Lackawanna coach. Even though the train was dieseled, the passengers enjoyed the trip to Quartzite Lake and return. The fall colors were still beautiful and the passengers cheered when three deer were spotted just east of Bluff. One more trip was operated at 2 that afternoon, but we were still short eight people from the 50,000 mark.

On Sunday, another small crowd of people milled around the depot waiting to ride. It was obvious we'd finally top 50,000. Excitement mounted in the ticket office as Jeff sold ticket #49,997, #49,998, and #49,999. Finally, up to the window stepped Tim Sargent of Wausau. He asked for two adult tickets. We were pleased to announce that he was the 50,000th passenger at Mid-Continent for 1992.

Sargent was rewarded with a cab ride in 988. He was in the area sightseeing, and decided to stop by North Freedom. He was impressed with the museum's grounds, and would like to join up as a member.

So it is with great pleasure that we finish our season with 50,000 annual riders.



Jeff Bloohm sells 50,000th ticket to Tim Sargent. Photo by Paul Swanson

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🔧 ROUNDHOUSE 1

With the help of an extra weekend, Mid-Continent trains carried 50,027 passengers at North Freedom in 1992. For the first time, the yearly count topped 50,000 (page 2). Ridership held firm, while fares increased for the season.

For weekend operations, totals were 3,227, up 4.4 percent, in September, and 6,291, up 1.3 percent, in October. Autumn Color weekends accounted for most of the October patronage.

The Mid-Continent count compares with a 26 percent drop, to 897,507, in recreation visitors at Devil's Lake State Park. Circus World Museum expects about 200,000 visitors, about even with 1991, when the books are closed in December.

After heavy rains, the Baraboo River flooded the Mid-Continent parking lot and the road between the museum and the village. Visitors had to detour for about six days, including the Sept. 19-20 weekend.

Steve Brist, elected president Oct. 18 by the board of directors, said he is "looking forward to the next few years at Mid-Continent. We have made progress in several areas, including growth in attendance, the track program, and mechanical department. Excursions this summer were well received. Work continues on restoration.

"There still is a lot that needs to be done. We've done an excellent job of re-creating a turn of the century railroad environment; we need to build on that and improve the educational experiences for visitors. We need to remember we share a common purpose. If we work together as a team, we can accomplish our goals," Brist said.

Officers reelected are Tom O'Brien Jr., vice president; John Gruber, secretary, and Skip Lichter, treasurer.

Paul Swanson and Art Oseland were elected to the board, Brist was reelected, in balloting counted at the members meeting



Ex-Canadian National #2002, a 24 duplex-roomette sleeper built in 1950, stands outside the Wisconsin Central's North Fond du Lac Shops. Since the Sept. 26 photo, WC has finished the stripes and the car is ready to move to North Freedom. Northern Rail Car Corp. acquired the car in 1987, donated it to Mid-Continent earlier this year. WC donated the paint job and transportation to Chicago.

Oct. 10. Of 264 ballots mailed, 120 were returned.

Since this was the last members meeting at which he would preside, Jeff Bloohm thanked members for their cooperation during his three years as president, and expressed the hope "that members also would cooperate with the new president for the betterment of Mid-Continent."

Snow Train '93, Feb. 19-21, features three days of activities, with two steam locomotives pulling a variety of passenger and mixed trains. Snow equipment will be on display.

Friday's events include three passenger trains in the afternoon and a night photo session. On Saturday and Sunday, six scheduled passenger trains with coach and first class service are running each day, plus extra trains for photographers. A dinner train is planned for Saturday night.

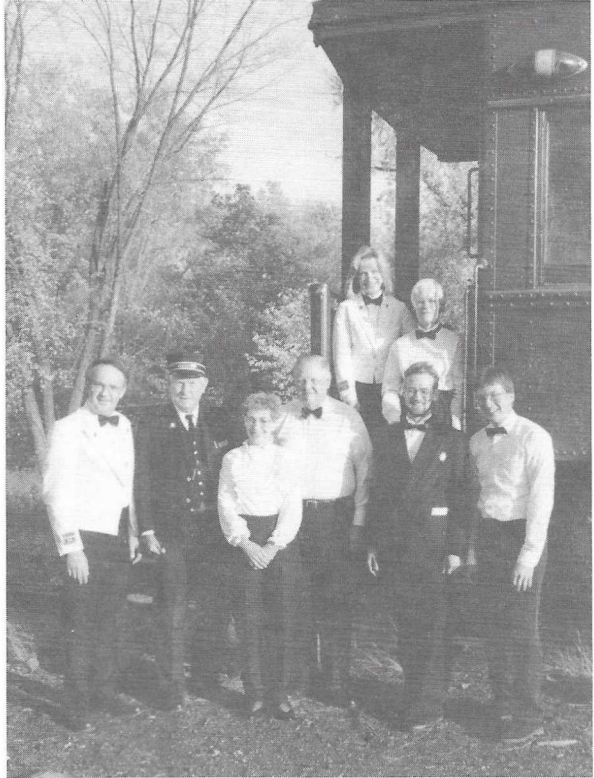
Fares are \$8 for adults or \$4.50 for children in coaches, \$18.50 for first class service, and \$45 for the dinner train. Reservations are being accepted at the office.

The mechanical department needs help, especially to get Saginaw Timber #2 ready for Snow Train. The boiler tubes, previously replaced in 1962, are thin and need to be replaced again, the FRA representative said after an inspection Oct. 28. "It is important that we have the locomotive for Snow Train. We can use everybody's help in getting it ready," said Jim Eng, superintendent (414/730-8190).

In addition, shop forces need to repair the branch pipes that carry steam from the dry pipe to the cylinders. A replacement for the original drawbar pocket has been completed. To make the fireman's job easier, a bell ringer has been installed.

The D&R 9's tender is in shop; brakes will be hung on the tender as soon as people are available to do the work.

For the diesel fleet, heads are done on the motor for the GE diesel, and the motor should be going back in the engine in early November. A cracked oil tank is being welded on the ex-Nekoosa Papers diesel.



The first class crew at Autumn Color included Julie Antonson, Doris Pingel, Wally Tisler, Don Pingel, Tom Buehler, Shirley Emhoff Bender, Pete Gorman (conductor), and Jon Nienow.

The water pump is repaired. Pilot plates should be installed in early November. Ex-Milwaukee #988 is out of service for major repairs.

Mid-Continent's depot is among four case studies of preserved depots presented in *Locomotive and Railway Preservation* issue 38 (Nov.-Dec.). The magazine reprints a chapter, "Down by the Depot," from a book by George Douglas of the University of Illinois and includes paintings by Ted Rose on the cover and center spread. The North Freedom "depot and locale are in many ways living examples of the themes of Douglas' chapter," said Mark Smith, editor.

Development work continues. Four advisory committee members attended the first meeting Oct. 15 in Madison. Byron Ostby, former executive director of the Wisconsin Railroad Association.

Continued on page 10

Gardner Begins Building Regional Rail Network

William E. Gardner, who operates historic ex-Milwaukee Road trackage in southern Wisconsin, enjoys the railroad business. "It's a challenge. I like meeting with customers. I enjoy running the business cars. I'm a field person; I'd rather let someone else write letters," he said.

Gardner, speaker at Mid-Continent's annual banquet Nov. 7 in Baraboo, is well on his way to establishing the state's second regional railroad. He took over Wisconsin and Southern (147 miles) Aug. 4, 1988. Wisconsin and Calumet (366 miles) joined the system at 2:30 p.m. Aug. 22. Expansion plans are underway.

The goal is 50,000 carloads by 1995. "I believe that is attainable—a fair number—for the combined railroads," he said.

Carloadings on WSOR have increased from 8,000 to 20,000 in four years, with new customers; the number of diesel engines from 4 then to 35 today including NW2 and F45 types.

He expects the same type of growth on the WICT routes. "Phones have been ringing in sales and marketing offices. I have been visiting customers who were told in past, 'it won't work.' We offer customer service and competitive pricing. We took the same crews, same locomotives, and rearranged schedules so Monroe has service 5 days a week, with no additional costs except fuel. Already, we are handing about 30 percent more carloads a week from Monroe.

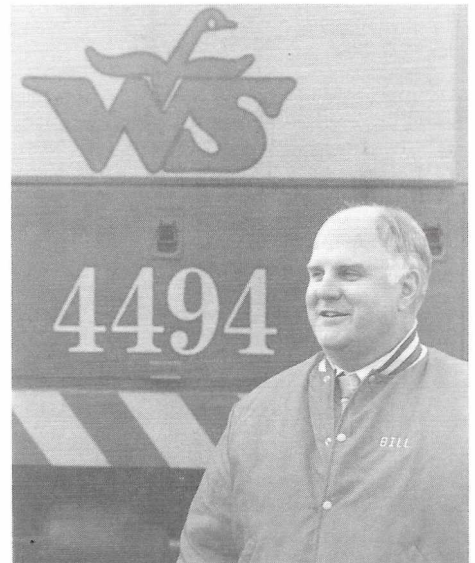
"In addition, lumber and grain traffic is growing. We are bringing 250 grain carrying cars on line, an increase from WICT's 50 cars," Gardner said. And, WSOR has the "finest set of business cars on a 650 mile railroad," to entertain customers and potential customers. He is pleased with the reaction to #1385 at Horicon. "People like a steam locomotive. It brings enthusiasm, interest, to the railroad, so people notice us more. Hopefully, I will meet potential customers because of it."

Executive offices for the railroad and heavy diesel maintenance will be in the former Wisconsin Bridge and Iron complex at 33rd and Villard in Milwaukee. After track rehabilitation and cleanup, the ex-Milwaukee Road roundhouse at Janesville, owned by Glenn Monhart, will be used for locomotive servicing for the Janesville area.

Gardner is working with the Wisconsin Department of Transportation to finish a track rehabilitation project between Prairie du Chien and Mazomanie; he hopes to be able to start projects between Waukesha and Milton Jct. and south of Janesville next year. WisDOT and transit commissions own the right of way and tracks.

Gardner is president of Northern Rail Car Corp., Cudahy, offering general car repair services. A repair facility also is being constructed at Horicon.

Most WSOR and WICT routes were built in the 1850s by predecessor companies of the Milwaukee Road: Waukesha to Milton, Madison, and Prairie du Chien, 1852-1857; Milton to Janesville and Monroe, 1853-57; North Milwaukee to Horicon and Ripon, 1855-56. During its bankruptcy, the Milwaukee Road abandoned service in the early 1980s. But unlike the class one railroads, Gardner sees great potential in these areas. He expects to be operating some 1,000 miles of track in three years.



Bill Gardner stands with Wisconsin & Southern no. 4494 at Janesville.

Walter Gray, California Director:

I will tell people to take the train

After a tour of the grounds and ride “on the cushions” to Quartzite Lake, the director of the nation’s premier railroad history museum had good words to say about Mid-Continent’s turn-of-the-century train. But he experienced an initial “disoriented” feeling as he arrived at the site for the first time.

“My comments are based on a short day’s visit, the opportunity to look around a little bit, and very much represent my own biases,” said Walter Gray, director of the California State Railroad Museum at Sacramento, since 1990.

Gray, who was in Milwaukee to attend the 50th anniversary meeting of the Lexington Group in Transportation History, came to Mid-Continent Sept. 27 with Dick and John Gruber. At their request, he

talked about the day and answered questions about museum interpretation.

“I liked the ride” in the coach, Gray said. “I live in a city where there are no fall colors, no corn fields. The train trip in and of itself was very satisfying, in that the country it goes through is agricultural or natural: pretty positive landscape. The car I rode in was a steel car, pretty well maintained. The window was clean. I felt very comfortable.”

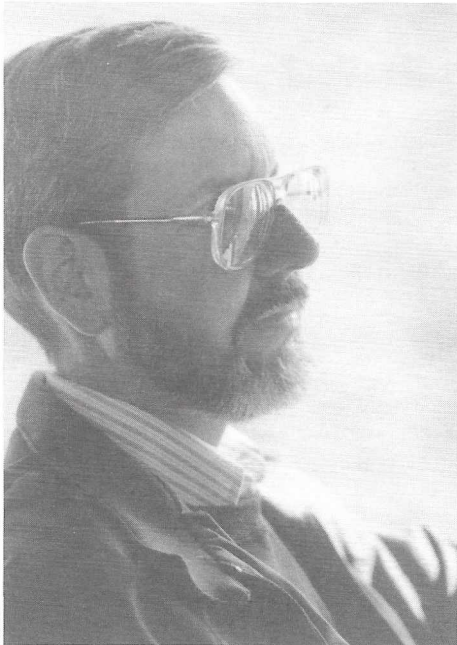
Amenities at the end of the line could enhance the ride, he said. “The stop was very unstructured. The conductor had to invest an awful lot of negative energy to corral people, to control their behavior. It wasn’t clear what we could or couldn’t do so we had to learn by experience. There wasn’t a lot of room on the passenger side of the train to let the people spill off into.

“It’s a nice area; there is running water, a quarry just over the hill. I don’t think anyone is expecting a destination in the classic sense. And with the activity of the platform to view the cab of the engine, that seemed to actually satisfactorily occupy people’s time, get them close to the machinery in a way that I don’t think any other tourist railroad does during the end of line layover.

“It’s a good ride, probably the right length, it was certainly worth doing. I will tell people to take the train,” Gray said.

And “a lot better” than the 6 mile round trip on the Sacramento Southern, CSRSM’s excursion railroad, operated by volunteers, since 1984. “We have the least scenic railway in the world. We have high ridership because we are located in an area which has a high ambient visitation. There are about five million visitor-days in old Sacramento, within three blocks of us, and last year, we put something like 80,000 people on the train in 62 scheduled operating days.”

The train ride increases CSRSM’s “visibility and community profile in very dramatic



Walter Gray rides a Mid-Continent coach.

ways. It gives us 'bells and whistles,' in a literal as well as figurative sense, and we can use it to our advantage. We can bring civic officials down and put them on the business car for breakfast, and they are on our turf, they are in a unique environment that they have no other access to. It's a lot better than going into an office. There is a dynamic setting which you can only achieve with this sort of activity."

Gray discussed one of his biases, orientation for visitors. "Approaching Mid-Continent, there was no sort of title or introductory sign, identifying what it was, who ran it, what kind of experience you'd get, when the trains ran. You had to come into the parking lot, park, and walk over to the depot and read the schedule and ask somebody to get a full idea of what was available." He also suggested a wayside exhibit or introductory panel which says in 17 words or less what the place is about.

Based on his experiences at CSR (Gray has worked there since before it opened in 1981), he has revised his ideas about how to orient visitors. "About 20 percent of CSR's floor space is devoted to two theaters, so we have to use them intelligently. But we would not build the theaters again for orientation," he said.

"The simplest orientation would be a series of explicit statements on introductory text panels, located on a walking path between the logical parking area and the depot building, saying, 'welcome to our museum, here's what we are about, here's what we would like you to experience, and here's the way we expect you to experience it,' with a place to include additional information about what's going on today. To me, that's a legitimate form of interpretation. It's not glitzy or high tech, but you are dealing with a fairly literate, interested visitor group who will take advantage of it.

"As I was walking through the buildings, I was struck by something very significant, that there were buildings. Very few formal general railroad museums have any kind of appreciable investment in buildings to house more than locomotives. Go to Mid-Continent and you see the gems of the collection kept indoors. The wooden passenger cars, a couple examples of wooden freight cars, some other equipment. Your museum has invested a considerable amount of time and energy toward conservation and protecting the cars."

Mid-Continent is missing an opportunity to tell about the origins of the railroad museum, he said. "The creation mythology of the museum would be quite interesting to people. Your people should not be bashful about saying they are volunteers. It is a voluntary group. Everything has been done by dint of sweat of brow, contributed materials ... the best source of donors and members is to instill people with a sense of appreciation for what the museum has done, and to make them loyal advocates."

In a summary of the day, Gray talked about the depot. "It comes across as a very real place—the floor boards creak, there are layers of paint on the wall, it is not the classic rehab depot, which looks a bit like a tract home with a bay window. It's got a nice organic quality about it. The exhibits in the depot were quite nice. I think people tend to use them as a way to pass time rather than as a quest for knowledge. There were aspects of railroading ... lanterns, locks, keys, railfan collectibles that were quite good.

"In the coach shed I enjoyed the exhibits on locomotive and car development. I don't fault their appearance, because they were put in in a certain time in exhibition design. They were very satisfactory, and superior to a lot of railroad interpretative items you see in more high falutin museums. That building itself is very nice, because of a lot of space between tracks. It's well lit, the equipment itself is very well presented and very well maintained."

"I've read and heard a lot about Mid-Continent, especially in the last 8 years as I have met people involved in Mid-Continent through the Tourist Railway Association," Gray said.

"I was actually much more impressed, much more satisfied with the place than I expected to be, I think to a degree because the majority of people I have seen in dealings with Mid-Continent have tended to talk it down a little bit, to identify what they see as defects with the museum, with the organization, with things that are happening there. But coming to Mid-Continent essentially as a visitor you don't encounter any of those things." *JG*

Tool Display Shows 1900s Way

Tools neatly arranged in the former Milwaukee Road section house show what railroad workers had available to maintain thousands of miles of track in the golden age of railroading. Many of the tools—such as the track shovel, spike maul, railroad pick, claw bar, lining bar, track wrench, and rail chisel—remain in use today by section crews.

The move toward increasingly mechanized track crews started in the late 1920s. The Milwaukee Road, for example, in 1926 assigned responsibility for laying main line rail to four rail gangs, saving about 20 percent in cost. Previously, the job had been done by many gangs under the jurisdiction of division roadmasters.

A growing need for labor-saving machines led Nordberg Manufacturing Co. of Milwaukee to enter the railway equipment market. In 1926, Nordberg purchased the Lake Superior Loader Co. and patents to the Peterson Track Shifter.

Soon, Nordberg started selling a steady stream of new machines: a rail laying machine which will also raise or shift track, 1927; a power jack, for surfacing track, 1929; adzer, for cutting a flat surface to place tie plates, 1930; gasoline spike puller, 1930; and cross grinder, for cross-grinding and beveling rail ends, 1931. In all, Nordberg introduced more than 27 machines under the trademark, Mechanical Muscles.

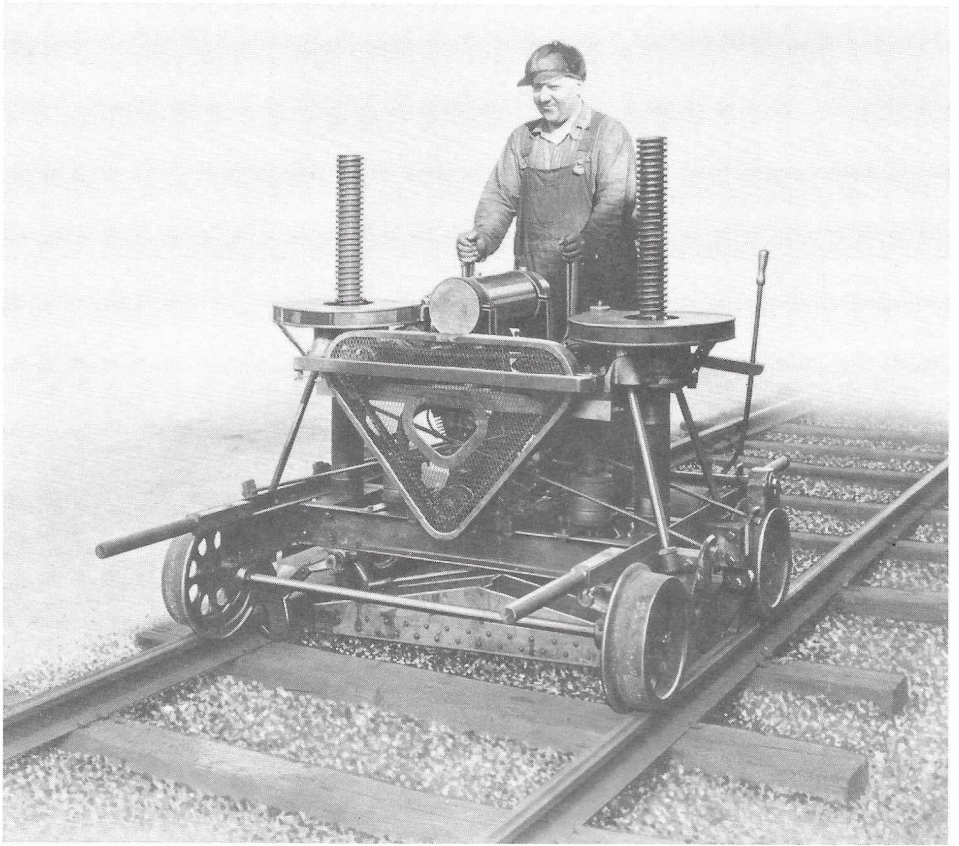
Nordberg advertising illustrated the old (bottom photo) and new ways of track maintenance. For example, the power jack (upper right) with its operator did the work of eight men, reducing cost by 68.7 percent. Nordberg told the monthly trade journal, *Railway Engineering and Maintenance*, about an extensive project on a New England road, replacing gravel ballast with stone ballast. "Records show that this jack, with a force of 7 men, raised 900 feet of track an hour, where the lift averaged 8 in. This road estimates that it would take a

gang of 20 men, using hand-operated track jacks, to handle a lift of this size," the company said.

After World War II, more equipment was introduced, such as a track lining machine patented in 1954 by Frank J. Herlehy, Watertown, a Milwaukee Road roadmaster. Nordberg merged with Rex Chainbelt in 1970, and the name later was changed to Rexnord. In 1987, the railway equipment division became a separate company, Nordco. Today, its automatic spike driver and gauging machine does the work of many of the small machines of the 1920s and 1930s.

Track maintenance is the basic foundation of a well operated railroad. Mid-Continent's display represents the 1900s way; companies such as Nordco keep the railroads moving ahead today. JG





Roundhouse 1

Continued from page 4

presented Mid-Continent with a map formerly used in the office.

The group includes Denny S. Anspach, Sacramento, Calif.; J. Marshall Buehler, Port Edwards; Chris Burger, St. Albans, Vt.; Edward A. Burkhardt, Rosemont, Ill.; Peter Bunde, Wisconsin Rapids; Jerold J. Bruley, Green Bay; William Gardner, Milwaukee; John Hankey, Baltimore, Md.; Forrest Hartmann, Baraboo; Robert E. McMillan, Peoria, Ill.; David Meisner, Milwaukee; Ed Minihan, Town of Dunn; Byron Ostby, Madison; Donald Percy, Madison; Roth Schleck, Madison; and Mary Ann Zarwell, Fox Point.

"We have made progress in the last year. We are looking to this group to provide us with guidance in completing our development plans for the 30th anniversary," said Joel Skornicka, consultant during the year, who attended the meeting.

A grant has been received from the Mathews Foundation, St. Louis, for restoration of former C&NW combine 7409.

The 30th anniversary calendar, delivered Oct. 7 in time for the second Autumn Color weekend, has photographs that Ray Buhmaster, Chris Burger, Pete Gorman, Phil Hastings, Jim Neubauer, Bill Raia, and Paul Swanson took between 1964 and 1990, showing the growth at North Freedom over the years and no. 1385 on Mid-western tours.

"While our work at Mid-Continent always engages our sense of history, our fixation on America's railroading past makes it easy to forget that Mid-Continent itself has a history, and a significant one at that," wrote Drake Hokanson, a member who was picture editor for the calendar. Hokanson, a teacher at Lakeland College, Sheboygan, is author of *The Lincoln Highway: Main Street Across America* (University of Iowa Press, 1988). John Gruber handled production details.

Wisconsin Department of Transportation is holding a public hearing at 10 a.m. Dec. 9 on proposed rules for operating passenger excursions on state owned trackage. Four lines are affected, WSOR, WICT, NBN, and E&LS. Mid-Continent is affected when operating passenger trains on these lines.



Two Mid-Continent members who work for the Santa Fe, Mark Rosemont and Warren Scholl, assisted with steam locomotive #3751 when the employees special operated into Chicago in September. Rosemont worked as part of the service crew and as overnight fireman when the 4-8-4 was at Corwith Yard in Chicago. Scholl was eastern region coordinator for the train. Bill Raia's photo shows Rosemont and Scholl in a classic pose at North Freedom.

Santa Fe is reviewing options for a major event in late summer or fall 1993, celebrating its 125th anniversary. Cyrus K. Holliday broke ground for the railroad Oct. 30, 1868, in Topeka, Kans.

Copies of the proposed rule are available from Ron Adams, WisDOT Division of Transportation Assistance, Room 701, 4802 Sheboygan Ave., Madison, Wis. 53707-7914. Written comments may be sent to Adams through Dec. 18. The hearing is in Room 951.

Married: Elizabeth and Bill Armstrong, Aug. 1, in Florida.

Death. J. Wendell Putz, Bay City, Mich., Sept. 10. Putz donated and installed the antique station platform lights, street light in front of the office, lighting for the exterior and interior of the coach shed, and several other lighting projects.

 **BOARD MINUTES**

John Gruber, Secretary

AUGUST 9, 1992

Board members present were Skip Lichter, Jeff Bloohm, Tom Hruska, Greg Vertein, John Gruber, Bill Raia, and Stan Nordeng. Jerry Pitzen gave a proxy to Raia, Steve Brist a proxy to Gruber. Also present were Chuck Kratz, Lovina Tisler, Shirley Emhoff Bender, Jon Howard, Art Oseland, and Jeff Haertlein.

President Bloohm called the meeting to order at 9:12 a.m.

Minutes of the July meeting were approved as corrected. Secretary John Gruber reported that Mid-Continent's membership in the Association of Railway Museums had been accepted. He sent a letter to associate members, informing them of procedures for changing membership status. Gifts were received from Charles J. Benz, Roy J. Blazek, E. Scofield Bonnet, Kenneth F. Campbell, Eugene Clayton, Richard Cloke, William M. Folger, Donald C. Gates, John W. Gates, Thomas Gaulke, Thomas P. Geiste, James F. Greger, Dr. Robert J. Griffin, Paul Gruetzman, Charles W. High, Robert S. Junkrowski, Otto C. Kiefert, Joseph Mack, Edward H. Mayer, Richard McLeod, John S. Medd Jr., Willard F. Nelson, Tony Neville, Rev. Herman Page, Andrew Sim, David Smith, John H. Spikes, Paul H. Stringham, David Vos, Frank Zarnowski, annual fund; John A. Breher Sr., Chris Hornocker, utility; John Cline, electric; John E. Whitson, car shop debt reduction; and anonymous, Shay.

Three requests for upgrades in membership status were received from membership secretary Robert F. Welke. Gruber moved, Vertein seconded, to approve changes from associate to regular member for John Sorrel, Jim Eng, and Peter Bunde. Carried.

In a July 16 summary of first class club/lounge service for the Wausau and Milwaukee excursions, coordinator John Obst said, "It is clear to me that first class service can add significant revenues on excursions and special event weekends at North Freedom." A survey by Bob C. Welke at Snow Train showed patrons were pleased with the food, service, and ride. For example, 81 rated the service excellent and 5 said it was good; there were no fair or poor ratings.

Treasurer Skip Lichter reported a balance of \$27,477 as of Aug. 8, based on estimates from Asst. Treasurer Wava Vertein of deposits and checks written. Deposits from July 1 to Aug. 8 totaled \$184,291; checks written for the same period were for \$64,412. Accounts payable total \$36,935. A \$10,000 short term loan from the beginning of the season has been paid. Insurance due in August has not been paid. The totals include excursion income of \$49,306 and expenses so far of \$34,151. Computer printouts dated June 30 and reports of the restricted savings accounts were distributed.

Executive Director Charles Kratz reported on general management and sales, staff, physical plant, and utilities. The DAC Easy computer program in use now is unsuited to fund-based accounting; he will recommend an off the shelf program at the next meeting. The purpose is to bring our accounting practices into line with generally accepted accounting practices for museums. He is trying to find solutions to the accountant's questions about the lack of documentation for the value of the collection. Gruber requested a copy of the inventory submitted to the accountant.

Kratz presented two insurance alternatives for the year beginning Aug. 1. He has talked with superintendents about an inventory process. The food concessionaire has reported poor sales; Kratz recommends a lower fee. Three of four SECA workers have quit; more supervision is needed in the future. The superintendent's meeting held Saturday was "useful for keeping lines of communication open and for talking with superintendents as a group." An estimate is under way for refurbishing the washroom structure, incorporating Americans with Disabilities Act into the plan. The company working with nonprofit organizations on telephone revisions is slow in sending quotes. Proposed changes in staffing were delayed while the vice president's report was discussed.

Vice President Tom O'Brien Jr. sent a written report, dealing with CB&Q coach 6144 and Soo diner/lounge 2017; Autumn Color first class service; and Americans with Disabilities Act. O'Brien has not received a reply to an offer to purchase the coach. Paul Swanson, car superintendent, will get estimates of costs of major work on 2017 which could be done after Snow Train. O'Brien is concerned about the disabili-

ties act; he will write to the Durango & Silverton Railroad to see if its design for a combine mounted hydraulic wheelchair lift is available for review. He also will continue to inquire for information about fire protection in historic structures.

The board returned to the executive director's proposed staff changes. The crisis of not having steam locomotives is wearing on the organization, Kratz said. He suggested hiring a mechanic who would supervise volunteers, and a helper. He also said he would step down as executive director, and serve as a consultant in three key areas: accounting, marketing research, and long-range planning. He will deal with CPA Walter Smith to assist in getting a signed audit report.

Raia moved, Nordeng seconded, to accept Kratz' proposal to step down as executive director and to retain him as a consultant to assist with accounting, marketing, and long-term planning. Carried. Blohm, on behalf of the board, thanked Kratz for his efforts since he started work April 22.

Blohm suggested a committee, Wava Verstein, Lovina Tisler, Jeff Haertlein, and Skip Lichter, to cover routine, day to day operations until the end of the season. Nordeng moved, Hruska seconded, to approve the appointments. It is understood that department heads are in charge of their departments. Carried.

Gruber moved, Nordeng seconded, to authorize the president to approve up to \$2,000 in expenditures relating to consulting work by Kratz. Carried.

Blohm will be in North Freedom tomorrow night (8/10) to talk with the village board about the sewer/water connection.

Supt. Paul Swanson presented a verbal report. Not much work has been done on the C&NW combine since May. He recommended hiring Jon Howard at \$7.50 an hour through October to finish Steve Zuiderveen's Lackawanna combine #425 and continue restoration on the C&NW combine. Zuiderveen will compensate us for work; when completed, we can charge for storage.

Old Business

Gruber recommend annual funds be used for restoration of the C&NW combine. Nordeng moved, Verstein seconded, to authorize up to \$2,200 for work on the car. Carried.

Raia moved, Nordeng seconded, to authorize Swanson to contact Zuiderveen for a price to purchase #425, as is, where is. Carried.

Gruber recommend annual fund gifts be used for two other projects. Verstein moved, Nordeng seconded, to authorize up to \$1,500 to replace the stained glass windows in GN coach #217. Carried. Bill Buhrmaster prepared a proposal, saying a volunteer (Robert Mundstock) has offered to provide the labor as long as the museum purchases the materials.

Gruber moved, Nordeng seconded, to approve up to \$500 from the annual fund for materials to finish a display in the former Milwaukee Road track shed. Carried. Skip Pierce is working on the project as time permits.

Nordeng moved, Raia seconded, to approve up to \$500 from the donation box for electrical material for the car repair shop. Carried.

New Business

Raia moved, Nordeng seconded, to keep the general liability insurance with St. Paul Fire and Casualty Co. Carried. The coverage provides \$5 million per occurrence and \$5 million aggregate, based on \$275,000 in ticket and \$150,000 in gift shop receipts. Total cost, in four quarterly payments, is \$43,709.

Nordeng moved, Raia seconded, to lower the rate for the food concession to \$5 a day, retroactive to July 1. Carried.

Dave Bierman reported for the engineering department. He has walked the line with B. G. Miller. An aggressive tie insertion program is needed; about 3,500 ties are expected to fail in the next two years. The department can get the railroad back in shape, with limited funds, if tools are available. Bierman recommends sending bids (Aug. 17 is the deadline) on machinery being sold by the Wisconsin River Rail Transit Commission. New ties, costing about \$50,000, would come from the operating budget. Drain tile is on hand for improving drainage next to the coach shed; this should be done before winter.

Art Oseland presented a package including policies and procedures, which he asked to be reviewed at the next meeting.

The board took a break for lunch.

Verstein moved, Raia seconded, to approve Blohm's appointments to a roundhouse committee: Dick Goddard and Ray Buhrmaster, co-chairs; Carl Ulrich, John Gruber, Jeff Blohm, Skip Lichter, Don Ginter, and Jim Eng. Carried. The committee will study the feasibility of a 3-4 stall roundhouse in the west yard, financed by private locomotive owners.

Representatives from the mechanical department reported Steve Seibel has resigned as chief mechanical officer. They also reported on the progress of locomotive repairs, and recommended that funds be made available for welding certification for the shop. Gruber asked them for comment at the next meeting on a resolution he has prepared on priorities for fund raising for locomotive restoration.

Raia moved, Verstein seconded, to appoint Jim Eng as CMO. Carried.

Verstein moved, Hruska seconded, to bid \$12,012 for a tamper and hi-rail truck being sold by the Wisconsin River Rail Transit Commission, and to borrow funds from the Reedsburg Bank if the bids are accepted. Lichter's amendment to vote separately on the two pieces

of equipment died for lack of a second. Motion carried with Lichter voting no.

Nordeng moved, Raia seconded, to appoint Tom O'Brien Jr. as delegate to the TRAIN convention in Reno. Carried.

In answer to a question, Verstein said he is not resigning from the board.

Nordeng moved, Raia seconded, to appoint Don Pingel as first class coordinator. Carried. Pingel has had experience in food preparation and on a dinner train in Minnesota.

Jim Bertram talked about the need for welding certification for the shop.

The Speed Swing's engine has a malfunction; Lichter has the machine apart and estimates the repair cost at \$700 in materials.

Jeff Haertlein presented a letter to the board, expressing "problems in our current operation."

Kratz reported that Albert Nippert had planned to hire B. G. Miller to prepare the DSS&A sleeper for movement, but that Miller had not had time to do the work. Nordeng moved, Raia seconded, to adjust the storage fee to \$100 a month until the car is repaired and ready to move. Carried.

Nordeng moved, Lichter seconded, to adjourn. Carried at 4:23 p.m.

SEPTEMBER 13, 1992

Board members present were Bill Raia, Skip Lichter, Steve Brist, Jeff Bloohm, John Gruber, Greg Verstein, and Stan Nordeng. Jerry Pitzzen gave a proxy to Raia. Also present were Ken Ristow, Jim Eng, Jon Howard, Darcy Welke, Bob C. Welke, Lovina Tisler, Bill Buhrmaster, Tom O'Brien Jr., and Shirley Emhoff Bender. Tom Hruska was not present, due to a previous commitment at the Czech Museum.

President Bloohm called the meeting to order at 9:16 a.m.

Because Jim Eng had to return to Appleton, the mechanical department report and budget were discussed first. Eng presented an organization chart, work plan, and proposed 1992-93 budget by months. He recommends hiring a full time mechanic and helper as soon as possible; he has a resume. The state boiler inspector is coming to the museum to check D&R #9's boiler. Eng and the fund raising committee have discussed locomotive restoration priorities; he endorses the fund raising committee's resolution.

Minutes of the August meeting were approved as corrected. The museum has received thank you letters for the Wausau excursions from the Wisconsin Valley Model Railroad Club and Thomas Gaulke. B. L. Bulgrin sent a letter suggesting that a former coal dock at Winona be preserved.

Secretary John Gruber reported gifts from Lynnette Bohi, Thomas Casey, W. P. Fogarty, William H. Francis, Donald P. Frankel, George E. Hinds, Richard C. John, James P. Kostibos, Vince Mathews, Samuel Powell, Lanoy G. Prine,

Robert R. Pugh, Harrison R. Raynis, Jeery L. Severson, Roth S. Schleck, Albert R. Van Orden, annual fund; David and Elizabeth Hyser, high pressure boiler; Beloit Boxboard Co., ties; Chris Hornocker, utility upgrade; Northern Rail Car Corp., Soo 2017; B. G. Miller, phones; and Robert E. McMillan, photos and other items.

Gruber presented membership changes from Membership Secretary Bob F. Welke: Daniel H. Mundt, associate to life; Darcy Welke, associate to regular; Walter A. Tisler, associate to regular; Don Pingel, associate to regular; and Bonnie Gruber, associate to regular. Verstein moved, Nordeng seconded, to approve to upgrades. Carried.

Ray Sauvey, general manager of the National Railroad Museum, explained a preliminary proposal for joint operations between Mid-Continent and the Green Bay museum. "The proposal is based on three considerations, an assessment of where historical and cultural institutions are headed in the 1990s, creating long term financial stability for both institutions, and a desire to preserve a part of the Green Bay and Western railroad shops and line. It is this last reason that prompts my proposal at this time. With the impending sale of the GBW there is both an opportunity and need to act fairly quickly," he said in a letter distributed before the meeting.

"As I evaluate our two operations, I believe that they complement each other in several important areas that could make a consolidated operation greater than the sum of its parts. We have some other considerations in common: fund raising, preservation of equipment, collections care and management, attendance, etc., that might be better addressed by a united operation. Naturally, there are also differences. But I think we can discuss those and work through them," the letter also said. In discussion, Sauvey added that a joint operation could seek to become the state sponsored railroad museum, with support from the state.

The National Railroad Museum has four full time staff, four part time staff, and 8-12 summer employees, plus a cadre of volunteers. Patronage jumped to about 40,000 in 1991, but will be down slightly in 1992.

Brist moved, Nordeng seconded, to have the president appoint a committee at the October board meeting to further discuss items of mutual interest with the National Railroad Museum. Carried.

The board returned to its prepared agenda.

Treasurer Skip Lichter reported a \$61,516 balance in the check book. All bills are current. The tamper purchased from the Wisconsin River Rail Transit Commission has been paid from the check book. Funds are being set aside for winter insurance payments. "We are sitting very good," he said when complimenting everyone who had helped control spending.

The computer financial report for July 31 was distributed. The office is still entering the August transactions. Don Bayer will be at the office in September check out the computer programs.

Bloom reported a certified letter from Steve Borenson of the Sauk County Planning and Zoning Office, dated Sept. 2: "I have not heard from you in some time and am inquiring on the museum's progress on hooking up to city sewer and water. The deadline for hooking up is the spring of 1993." Bloohm has talked with the North Freedom village board about the connection. He also has talked with a Horicon area contractor, who will plow in a 3-inch main for less than the 1980 estimate, and bill the museum on an open account.

Stan Nordeng said the pressure washer was repaired and returned.

Lovina Tisler presented an office report. During the biggest week of the season, we did not operate one day. On another day, ticket clerks estimated 100 people walked away because we did not have a steam locomotive running. Ridership is up 2/10 of a percent; total revenue is up 19.5 percent. Nancy Miller from the gift shop will fill in when Wava Vertein is on vacation. The executive committee of the Association of Wisconsin Tourist Attractions will be here at 5:30 p.m. Oct. 7 for a train ride.

Bill Raia presented a letter to Steve Brist, excursion coordinator, about trips Raia and Jerry Pitzen had been discussing with a Chicago group. "Please do not destroy Mid-Continent's credibility here. Wait until Mid-Continent is totally committed to doing these trips, then come down and talk to the chapter," Raia concluded.

Raia also reported on FRA matters (the boiler inspector will be here in the next two weeks) and camp cars. The office will be sending camp car insurance billings. The Bensman/Yager passenger car will be discussed next month. The Nippert car also will be discussed next month.

The board took a break for lunch.

Discussion of proposed budgets continued as a part of department reports.

Bob C. Welke discussed the operating department request. The Saginaw Timber #2 (an oil burner), which he expects will be used half of the 1993 season, costs three times more to run than a coal burner. The department plans to sell its timetable.

Paul Swanson wants more paid staff for the car department. "You will have to consider a full-time employee in the car department by the end of the 1992 operating season in order to continue the required level of maintenance and restoration for continued train operations," he told the board.

Vice President Tom O'Brien Jr.'s report included items on Soo diner/lounge #2017, TRAIN convention, FRA/TRAIN, CB&Q coach #6144, and Canadian coaches. Since O'Brien may not

be able to attend the TRAIN convention, Vertein moved, Raia seconded, to appoint Tom Hruska as an alternate. Carried.

O'Brien also presented the Nominating Committee report. The July 16 issue of the *Steamer* described nominating procedures, and information was posted on three Mid-Continent bulletin boards. Three candidates are eligible to run for three positions: Ken Hojnacki, Art Oseland, and Paul Swanson. Three petitions were disallowed: Orton Johnson (postmarked a day late), Jon Neumann (at the April 19 board meeting, he agreed to stay off the property for a year), and Steve Brist (associate members are not eligible to sign nominating petitions). The committee recommended that Johnson and Brist be allowed to send a statement with the ballot, so they may be considered as write in candidates. Nordeng moved, Lichter seconded, to accept the report. Carried.

A final comment from the Nominating Committee: It "continues to have problems attracting persons to run for positions on the board of directors. One of the consistent reasons given by people for no interest in a board seat is the continual lengthy duration of board meetings. The board needs to work hard on this issue if we are indeed interested in attracting a diverse group of persons to serve on a balanced board."

Bill Gardner, president of Wisconsin and Southern Railroad, appeared at the meeting to discuss plans for operations in southern Wisconsin. He asked for estimates, with no surprises, of the cost of restoring a steam locomotive to operating condition, to use to increase public awareness of railroading.

Dave Schumacher distributed a buildings and grounds budget. It will be considered at the next meeting with the museum budget.

Don Ginter discussed the curator's request. The department wants to redo the entryway, replace brick, and clean up displays in the Coach Shed; build a second building; and put money away for future expansions. He also made a plea for a full-time curator. He asked for better reporting of finances, including savings accounts.

Jay Slinde wrote that "the next three years are going to be rough expense wise for the engineering department." He listed many major improvements which are needed.

The board asked Schumacher, who recommended that several buildings be painted and the electric furnace in the rest room building be replaced with a gas furnace, to get estimates.

Old Business

Nordeng moved, Raia seconded, to authorize Jim Eng to make an offer to a full time mechanic and helper. Carried.

Vertein moved, Nordeng seconded, to accept a bid of \$6,975 from Koenecke Construction Co. to place 1-inch insulation and tin on the west wall and repair doors on the north side of the

engine house, with windows to be installed in the spring. Raia moved to amend to motion to have the windows (similar to windows in car repair building) installed with the other work. Amendment carried. Motion as amended carried.

Jon Neumann, who at the April board meeting offered to stay away from the property for a year in consideration of the board dropping discussion of "continuing concerns" about his actions, has been on the property. Robert F. Welke, Dick Goddard, and Lovina Tisler and Jon Howard and others on the daily train crew have seen him at Mid-Continent. The 12 months started about May 1; he had been given a 2-3 week grace period. He still has sensitive keys. Lichter moved, Gruber seconded, to have the president to send a letter, per the bylaws, asking Neumann to appear at the October meeting for expulsion proceedings. Carried.

New Business

Lichter recommended that a new accountant be obtained to do the financial audit at the end of the fiscal year. Vertein moved, Raia seconded, to discontinue services of Walter Smith and to authorize the treasurer to obtain cost estimates from a new accounting firm familiar with non-profit organizations. Carried with Brist abstaining.

John Gruber discussed his written fund raising committee report. The May/June annual fund mailing (which included an excursion brochure) has brought in \$3,290 so far. Replies are being received from a preliminary mailing sent to foundations in July. A request has been sent to the National Model Railroad Association for use of its mailing list. The first advisory committee meeting is Oct. 15 in Madison.

Nordeng moved. Gruber seconded, to approve a resolution about locomotive priorities, which said in part: "Based on present information, the priorities are D&R 9, KGB&W 49, and Soo Line 2645. The gifts will be used to rebuild the D&R 9's tender and return the locomotive to operating condition, undertake a world-class restoration of #49, and begin work on #2645. We intend that the mechanical department use the gift funds for any expenses related to these locomotives, including equipment and supplies, salary of a full-time mechanic, or outside vendors, subject to the usual board policies. We ask that the mechanical department provide a written report on condition of the locomotives

and an estimate of the restoration costs and time schedules." Carried.

Gruber will begin planning for a 30th anniversary ribbon cutting ceremony, possibly in Madison. Other items in the report will be discussed at another meeting.

Brist, who filed a petition on Mid-Continent's behalf with the Commissioner of Transportation "for a determination as to whether existing protection devices are adequate at the grade crossings" of Mid-Continent tracks with Walnut St. (Museum Rd.), W, and PF, reported that the commission agreed on Aug. 26 to make the determination.

Lichter, discussing planning for the 1990s, asked that all cooperate to build a switch for the west yard track. Nordeng moved, Raia seconded, to direct the operating and engineering departments to set up a weekend to do the necessary work to get the switch in after the operating season ends before freezeup. Carried.

Brist suggested looking into a calendar raffle, to raise funds in winter when trains are not operating. He and Dick Gruber will get more information.

Brist moved, Gruber seconded, to adjourn. Carried at 4:55 p.m.

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.

SCHEDULED

November

- 4-8 TRAIN convention, Reno, Nev.
- 7 Annual banquet, Papa's, Baraboo.
William E. Gardner (page 5) speaks.
- 15 Board meeting, 9 a.m.

December

- 13 Board meeting, 9 a.m.

January 1993

- 9 Members meeting, 8 p.m.
- 10 Board meeting, 9 a.m.

February

- 13 Members meeting, 8 p.m.
- 14 Board meeting, 9 a.m.
- 19 Snow Train, also Feb. 20-21.

March

- 13 Members meeting, 8 p.m.
- 14 Board meeting, 9 a.m.

April

- 2-4 5th National Railway Preservation Symposium, Sacramento, Calif.
- 11 Board meeting, 9 a.m.
- 24 Spring Fling banquet, with Milwaukee artist Russ Porter as speaker

May

- 10 Season opens

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

Cover. During Autumn Color, visitors received a preview of the displays in the former Milwaukee Road section tool house next to the Freight House.

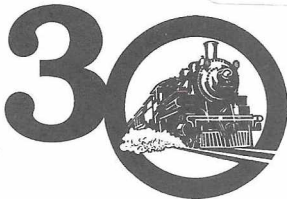
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