
MID-CONTINENT
RAILWAY
Gazette

VOL. 26, NO. 3, JUNE 1993



Mid-Continent celebrates Independence the railroad way

Independence Week-end events July 3-4 at North Freedom include a colorful, decorated "experience 1900" passenger train with free rides for children.

Mid-Continent is celebrating the week-end in the historic, railroad way. Railroads frequently operated holiday excursions at the turn of the century. Mid-Continent revives this grand tradition as steam locomotive no. 1385 pulls vintage trains on 7-mile, 50 minute round trips through the scenic Sauk County hills and countryside.

Flags and bunting, a part of Mid-Continent's July 4th weekend celebration, were often used by railroads to commemorate special events (*Gazette*, Nov. 1990), such as an

employee picnic to Madison in 1884. Decorated locomotives posed for photographers in Kenosha in 1869 and Merrilan in 1896, for example. The railroad photography and art committee has a temporary display in the depot.

The 1901 GB&W poster reproduced here is from Tom Van Dreesse, Wisconsin Rap-

4th OF July
SPECIAL
Excursion Trains
OVER THE
GREEN BAY & WESTERN R.R.
TICKETS AT
SPECIAL REDUCED RATES.

TIME SCHEDULE JULY 4, 1901.

	STATIONS	GOING EAST			
		P. M.	P. M.	A. M.	P. M.
11:30	GREEN BAY	8:25	8:45	7:50	8:10
12:15	WISCONSIN RAPIDS	9:10	9:30	8:15	8:35
1:00	STANLEY	10:00	10:20	9:00	9:20
1:45	WISCONSIN RAPIDS	10:45	11:05	9:45	10:05
2:30	GREEN BAY	11:30	11:50	10:30	10:50
3:15	GREEN BAY	12:15	12:35	11:15	11:35
4:00	WISCONSIN RAPIDS	1:00	1:20	12:00	12:20
4:45	STANLEY	1:45	2:05	12:45	1:05
5:30	WISCONSIN RAPIDS	2:30	2:50	1:30	1:50
6:15	GREEN BAY	3:15	3:35	2:15	2:35
7:00	GREEN BAY	4:00	4:20	3:00	3:20
7:45	WISCONSIN RAPIDS	4:45	5:05	3:45	4:05
8:30	STANLEY	5:30	5:50	4:30	4:50
9:15	WISCONSIN RAPIDS	6:15	6:35	5:15	5:35
10:00	GREEN BAY	7:00	7:20	6:00	6:20
10:45	GREEN BAY	7:45	8:05	6:45	7:05

FREE ROUND TRIP FOR THE ROUND TRIP.

ids. The North West-ern, too, had many excursions. In 1872, less than a year after the rail line opened, excursion trains operated from Reedsburg and Baraboo to Madison for the 4th. The next year, the C&NW brought 20 coaches from Madison to Devil's Lake.

At Mid-Continent, trains leave from the North Freedom depot at 10:30 a.m. and 12:30, 2, and 3 p.m. For the two days, July 3-4, children ride free when accompanied by an adult paying full fare (limited to two children per adult).

Tours will be available, including Mid-Continent's nationally recognized wooden car collection recently featured in a national magazine, *Locomotive*

& Railway Preservation. In an introduction, editor Mark Smith writes, "in Wisconsin, the country train lives" at Mid-Continent.

In addition, the track shed will be open; it has many tools and a small display recognizing a woman's section crew which repaired track for the Green Bay and West-ern railroad in World War II.

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ROUNDHOUSE 1

Despite 30th anniversary optimism, Mid-Continent's 1993 season got off to a slow start.

Daily train service opened Monday, May 10, with the Pullman diesel. No. 1385 went into service a week later, May 17, and has operated since then, except for a day off for the monthly boiler wash.

The trains carried 3,937 passengers in May, 14 percent less than last year. Some 36 school groups brought about 1,549 children. But overall, revenue declined. The total for the year, with snow and pre-season trains, is 6,722, a 1.5 percent decrease.

American flags were flying proudly on no. 1385 May 27, the 30th anniversary of operations at North Freedom. Jim Neubauer, who was a volunteer conductor for six days, got a pleasant response when he announced the anniversary on the train: adults applauded, school children

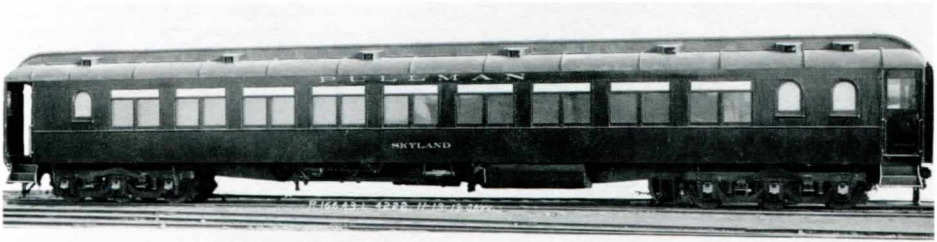
sang happy birthday to Mid-Continent. Neubauer talked about changes in the three decades and pointed out the Sand Hill cranes and wild geese in the marsh south of La Rue. The gift shop has a 30th anniversary T shirt on sale. The operating department published a new timetable, effective May 8.

Summer season employees include Signe Johnson, Darlene Cox, Robert A. Dorr, tickets; Harold Armbruster, Ronald Richards, Clayton Seekins, maintenance; Nancy Miller, Judy Shelton, gift shop; James Lilly, engineer; Ken Ristow, fireman; Eric Peterson, brakeman; Anthony Angerine, B. G. Miller, track. Orton Johnson volunteers as conductor.

Publicity continues. In the 25th anniversary issue (May 1993) of *Passenger Train Journal*, Dick Gruber concludes, "Locomotive 1385, somewhat of a celebrity in Mid-western rail enthusiast circles, is part of a



Jeanne and David Wantz celebrated their 25th wedding anniversary with a dinner at the American Legion Hall in North Freedom, followed by a train ride.



Mid-Continent used annual fund gifts to purchase ex-Canadian National coach 5375 from the Lake Superior Museum of Transportation, Duluth. Built by Pullman in 1913 as chair-lounge *Sumter* (a car from the same lot is shown in the Smithsonian Institution photo), no. 5375 was purchased by Canadian National in 1942 and remodeled as a first-class coach. Later, it was converted to commuter service.

much larger, uncanny set of occurrences that have taken place in the past quarter century. If steam is really dead, a lot of people don't believe it." The article, "Whistles in the Night Wind," shows his photo of the 1993 Snow Train. *National Geographic Traveler* will include Mid-Continent in an article about tourist railroads in its July/August issue.

The board voted June 6 immediately to increase ticket prices to \$8 for adults, \$4.50 for children, and \$7 for senior citizens. The increases went into effect June 11 when a notice was posted at the ticket office window.

Because of long-term (capital) improvements, Mid-Continent faces a heavy debt load. The improvements, estimated at \$100,000, include Saginaw Timber #2, larger sewerage holding tank, bridges, and drainage. A loan application is being made after an appraisal of the property is complete. Mid-Continent has loans of \$65,000 with the Reedsburg Bank for the car repair building and Lackawanna combine; these may be combined with the larger loan if to Mid-Continent's advantage.

Plans are complete and approved for Mid-Continent's sewerage holding system and interceptor mains. Two 7,500 gallon tanks, coupled together, will be below ground in the playground area east of the depot parking lot. Drawings and specifications were prepared by Ronald Steiner of General Engineering, Portage, who obtained the approvals from the Wisconsin Department of Industry, Labor and Human Relations. The next step is requesting bids. For maximum economy, the tanks should be placed in late summer, in the driest

part of the season, to minimize dewatering costs. When completed, Mid-Continent will comply with the 1991 order of the Sauk County Planning and Zoning Office.

The audit report for 1991-92 shows assets of \$492,280. For the first time, collections of historic equipment and buildings are not included in the balance sheet. The report lists support and revenue of \$529,862, expenses of \$498,744, for an excess of support and revenue over expenses of \$31,188. The statements "present fairly, in all material respects, the financial position of Mid-Continent Railway Historical Society, Inc., as of Oct. 31, 1992, and the results of its operations and its cash flows for the year then ended in conformity with generally accepted accounting principles," said Houghton, Taplick & Co., Madison. Board members received copies of the audit in May.

The mechanical department needs volunteers, to help finish repairs on Saginaw Timber #2 by mid-July. A new front tube sheet is in place, and Becker Boiler should be finished with its welding projects by mid-June. If all goes well, the 291 new tubes will be installed the week-end of June 26-27. After that, everyone is welcome to help put the locomotive back together, said Jim Eng, chief mechanical officer. Bob Verkuyl is back in the shop payroll for the project.

Membership totals 602, as of June 14, according to membership secretary Darcy Welke. Included are 2 company members, 7 family, 20 honorary life, 195 life, 308 associate, and 70 regular.

Windows were finished in mid-April in the former Soo Line watchman's tower at

Walnut St. Some painting remains before exterior restoration is complete. The tower, built at Fond du Lac, was moved to Winneconne Ave. in Neenah in December 1929 where it stood until donated by Wisconsin Central Ltd. through the Soo Line Historical and Technical Society.

"Trees, trains, and water lanes: C&NW through scenic Wisconsin" is an exhibition of William D. Middleton's photographs taken in the 1950s on the double-track line in Madison, Merrimac, Devil's Lake, Rock Springs, and Elroy. Costs are being paid by gifts and a grant from the Madison Gas & Electric Co. Foundation to the railroad photography and art committee. The exhibit will open at Mid-Continent, then travel to other area locations.

At the centennial celebration Memorial Day weekend, the village of North Freedom honored Lloyd and Vera Bender as Mr. and Mrs. Freedom Days. Benders are 30-year Mid-Continent members. Congressman Scott Klug and his family rode the 10:30 a.m. train.; they were in Freedom for the celebration.

Spring fling weekend was busy. About 53 attended the banquet Saturday night in Baraboo. Russ Porter showed slides and talked about his work; the *Milwaukee Journal* reproduced some of the paintings included in the Mid-Continent talk in a Sunday, May 2, magazine article, "On Land, on Sea, on Canvas." Steve Brist presented a plaque to Tom Hruska in recognition of his nine years of service on the board of directors and as secretary. Art Oseland presented plaques to Porter and to Robert F. Welke for his service as membership secretary, received by his son. The senior Welkes moved to Fruitland Park, Fla., in May.

Pete Gorman thanks members for the many cards received for his 80th birthday March 5, celebrated by his family the next day.

Births. A daughter, Danielle, Jan. 11, to Brad and Cindy Schumacher.

Deaths. *Larry Hinz*, 66, Lomira, April 6; *Ann M. Reid*, Brookfield, 75, April 2, wife of life member Gil Reid;

Ruth E. Mackie, 81, Madison, May 19, wife of member Fred Mackie;

W. Michael Jamieson, Waterloo, Ia., Jan. 25. Jamieson, a former member and friend of Phil Hastings, provided photographs for articles.

1385's Schedule Revised

In a schedule revision, the *Mid-Continent* 400 with no. 1385 will run from Fox Lake to Janesville and back Sunday, July 15, for the NRHS convention. Glenn Monhart's diesels will be on display outside the roundhouse during the two-hour Janesville layover. Costs on METRA were too high for the Joliet trip.

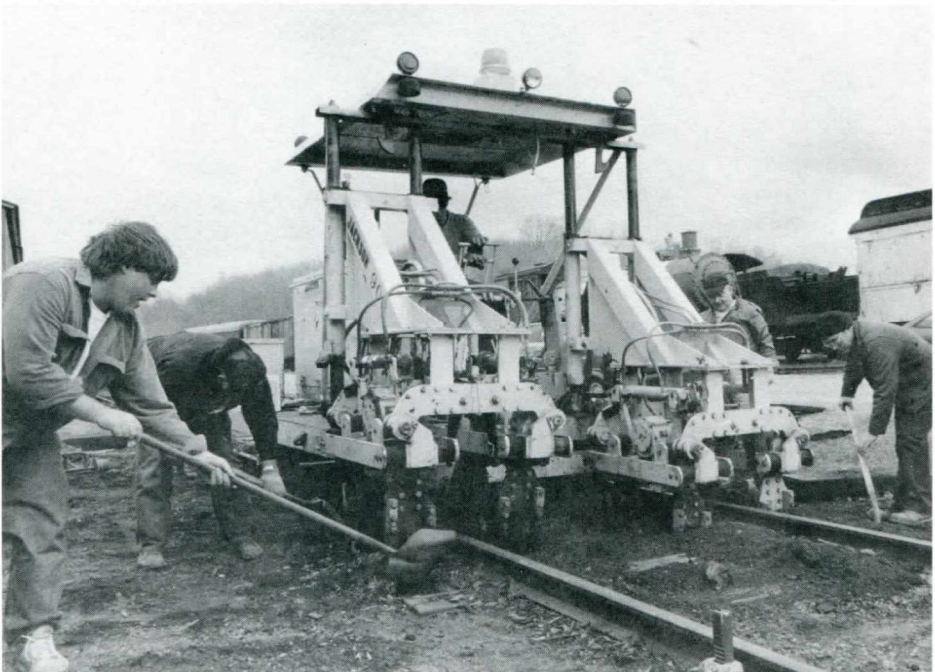


When an air dump car tipped over near Seeley Creek, Mid-Continent put it back on the track May 8 in the historic way, using a steam-powered wrecker. Bill Raia was at the controls of ex-MP x105. Among those helping were Mike Raia; Wally Johnson, Soo Line wrecking foreman; Skip Lichter; Stan Nordeng; Mark Rosemont; Jeff Bloohm; Paul Young; and Bob Welke. Photo by Paul Swanson

Engineering Department: Repairs Drainage, Raises Track



In the Engineering Department, supervised by roadmaster Dave Bierman (above, left), activity has included repairing drainage and track next to the car repair building (above, right; next page). At spring fling, below, the department used a tamper purchased last fall to raise the main line track near the engine house.





30 Year Members

Some 81 people have maintained membership during the 30 years Mid-Continent has been located at North Freedom. In a recognition program for 1992-93 initiated by Robert F. Welke, then membership chairman, 5, 10, 15, 20, 25, and 30 year pins were distributed at the annual banquet or mailed. The 30-year pins went to:

William Armstrong, Radleigh Becker, James Bender, Lloyd Bender, Sandra Bender, Vera Bender, Edward Bennett, Ray Buhrmaster, Terrance Bullock, Irving Cofran, Robert Droster, James Dunlop, Louis Edwards, John Ford, George Fravel, Ralph Gorman, Irma Getschmann, Mrs. Ray Gildermeister, Ray Gildermeister, Donald Ginter, Woodrow "Pete" Gorman, Edward Gruber, John Gruber, Sophie Gruenewald, Verne Gruenewald,

Anthony Haswell, Arthur Hesse, Esther Hinebaugh, Richard Hinebaugh, John Huckstorf, Ralph Huckstorf, Joseph

Hunter, Allan Jenewein, Paul Jenkinson, Beverly Johnson, Odd Johnson, Orton Johnson, Clint Jones, Chester Kass, Niles Knutzen, Charles Kraatz, Wayne Lankey, Roland "Skip" Lichter, Stanley Mailer, Charles Marshall, Vincent Mathews, Oscar Mayer, Richard McLeod, Harold Olson, Herman Page, Henry Pagenkopf, Roger Pallowick, Roger Piazza, Clarence Portle, Gil Reid, Robert Ristow, Lawrence Roper, Robert Ruth, Charles Sargent, Leroy Schmidt, Carol Schmoock, Robert Schmoock, Stanley Searing, Howard Shepherd, Carl Solheim, Edith Stelter, Fred Tonne, Carl Traub, Hugo Traub, Garnet Traub, Wesley Traub, Gerhard Vater, Erna Vater, Elsie Verkuilen, Harry Verstein, Merrell Verstein, Wava Verstein, Harley Vodak, Joseph Vodak, Nancy Vodak, Dave Wantz, Robert Wittig, and Gerald Wright. Since, Knutzen and Harry Verstein have died.

30th Anniversary Gifts to Mid-Continent

Your continued support is vital as we celebrate our 30th anniversary of service at North Freedom with renewed dedication to enhancing educational resources and improving visitor services.

Gifts will be recognized in a special anniversary honor roll, to be published late in 1993. Send them now to Mid-Continent Railway Historical Society, North Freedom, Wis. 53951-0055.

At last, it's steam on Mid-Continent!

A June 1963 Gazette article, reproduced here, proudly announces Mid-Continent's first train at North Freedom. The founders referred to are John Ford, Dick Hinebaugh, Harold Olsen, and Chester Kass. The photo shows the museum in September 1963.

Four years and one month from its founding, the Mid-Continent Railway Museum operated its largest steam locomotive, a former C&NW Ten-Wheeler, over its own private right of way, on 4.5 miles of track, at North Freedom, Wis.

That tells briefly, the tale of over 4 years work. From a start of 4 men with an idea, in 1959, to an operating train under steam, on right of way owned and operated by the museum itself!

Many have helped to bring this to fruition. You have been one of them. Uncounted hours and diligent efforts have brought the Mid-Continent this far. But this is really only a good beginning! There is really no limit from this point forward ...

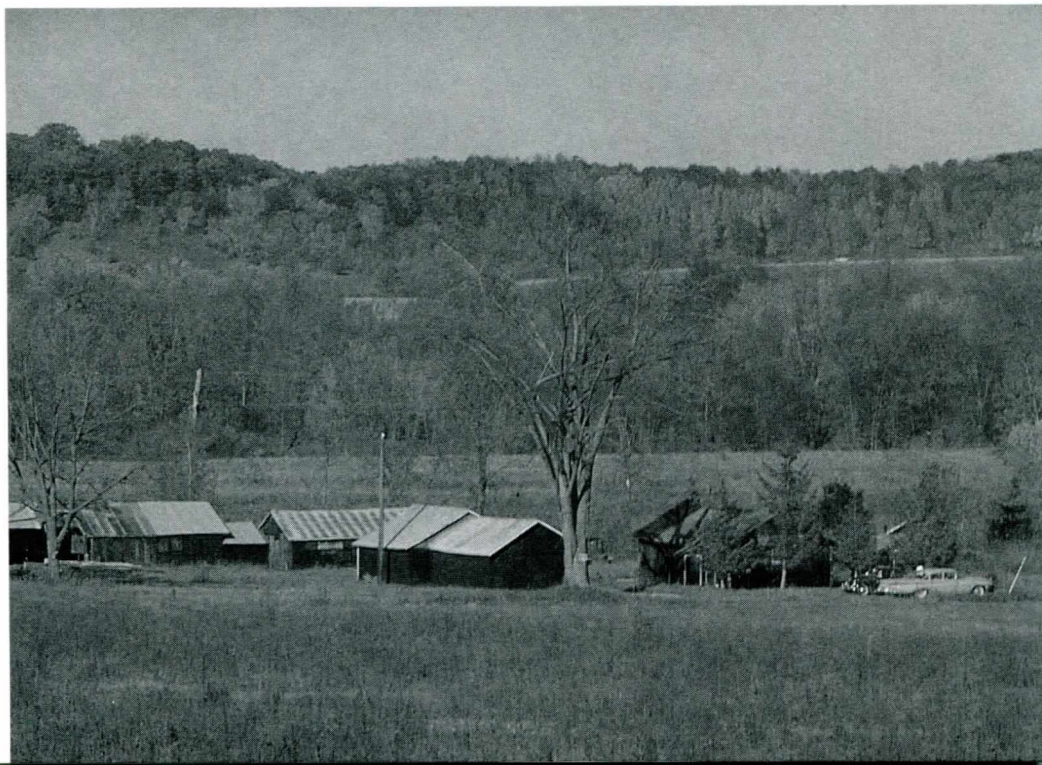
May 27, 1963:

A Dream Is Fact

Four years ago, if somebody had told you a steam engine would be running again in Wisconsin, you'd more than likely call for the men in white to take him away.

Even the four original founders of the Railway Historical Society of Milwaukee (as it was then known) may have questioned their own sanity at undertaking the rebirth of steam railroading here.

But last month it became an accomplished fact. And on track owned and operated by the society founded back in 1959. Of course these four founders didn't accomplish this alone. Along the way, by word of mouth, and awakened kindred interests, others joined the crew. Today membership tops 150 and steadily grows. Other items of railway equipment have been added; 3 locomotives, of which one is running; 3 coaches, 2 cabooses, and others in the near future are all possible and/



or pending. A 4.5 mile right-of-way has been purchased.

Members picked up along the way have contributed their skills, time, and money. Hour upon hour, mile after mile, and letter following letter: these have been projects that have brought this original idea to near full fruition. Naturally some have worked more than others; time, distances, and vocational responsibilities being a factor, but almost nowhere was the spirit lacking.

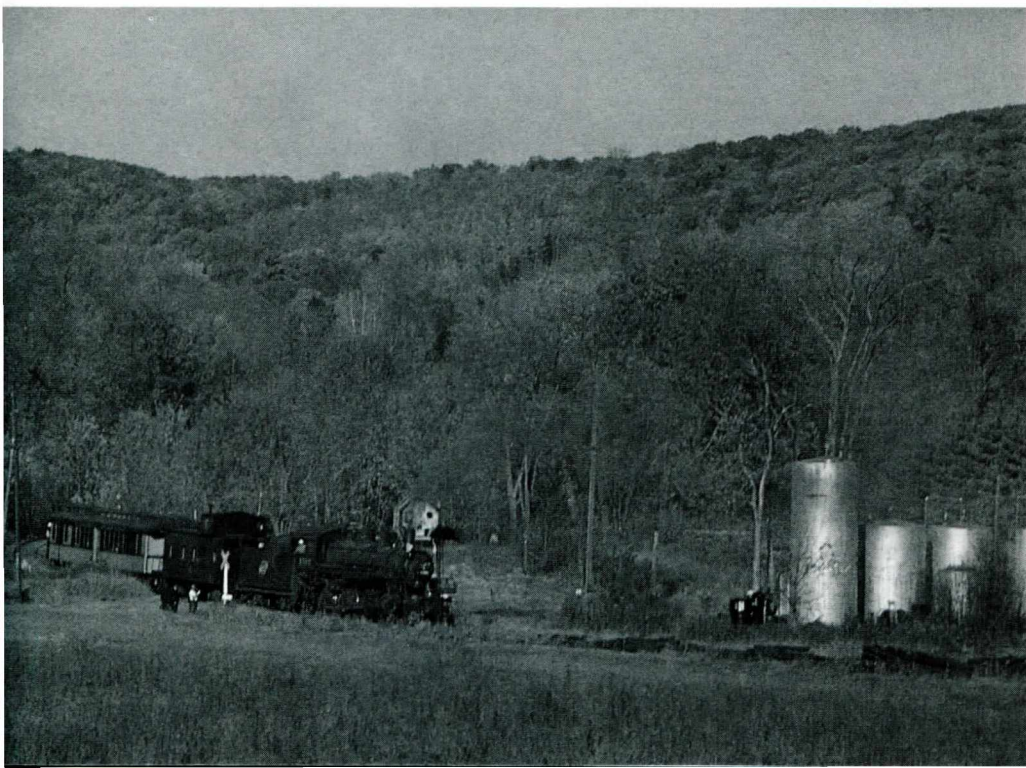
Thus last month, as a climax and culmination of all these interests and efforts, your society officially fired up and ran its Engine 1385 on its own track, with its own train, on its own steam.

Each and every member can be justifiably proud of this accomplishment, but don't rest on your oars satisfied. There is still a to be done. So let's get on with it ... together!

... On the first day, engineers were Dick Hinebaugh, Rudy Fluegel, Orton Johnson, and Fred Tonne. Ron Ford and Pete

Gorman donned authentic, decorated conductor uniforms, but no fares were collected. Many cars lined the NF track watching the engine and switching, and all spectators around were invited to ride the first two runs "on the house." All subsequent runs were for revenue.

... Official Opening Day is set for Sunday, June 23. While the train has been running weekend service since May 27, starting the 23rd daily operation will commence. No fanfare is planned for the official opening. Sunday service starts about 1 p.m., daily train about 11 a.m., unless passengers on hand warrant earlier trips. Last trip is about dusk, daily and Sunday. Train check, steaming time, and church time allowances are considered in this scheduling, which is of course subject to change as experience dictates or interest warrants. Actually the first few weeks of combined daily and Sunday operations may produce scheduling changes unforeseeable as of now.



BOARD MINUTES

John Gruber, Secretary

FEBRUARY 28, 1993

Board members present were Art Oseland, Bill Raia, Jerry Pitzen, Steve Brist, Greg Verstein, John Gruber, Paul Swanson, and Jeff Bloohm. Also present were Skip Lichter, treasurer; Tom O'Brien Jr., vice president; Ken Hojnacki, chief financial officer; Dick Goddard; and Bob C. Welke.

President Brist called the meeting to order at 9:10 a.m.

Minutes of the January meeting were approved as corrected.

Secretary John Gruber reported he had submitted Wisconsin Department of Revenue form 296, Charitable Organization Registration Statement, immediately after the January board meeting. Brist resubmitted last year's form 308, Charitable Organization Annual Report, which had not been signed.

Gruber reported gifts from Edwin Ahrenherster, Charles Mengel Allen, Philip Anderson, Percy Address, Jon P. Antower, Joseph Arena, Jeff Bloohm, Bob Boelter, Charles Bohi, E. S. Bonnet, Jonathan Brown, James M. Buckley, Lawrence Buell, W. Tandy Chenault, James Henry Clausen, Eugene Clayton, Barry Comer, George Cook, Culligan Water Conditioning, Dan H. Dauderman, Lasker Ehrmann Jr., Don Frankel, Richard Gruber, Ronald Gustafson, Melvin Hanson, Evan Hoagland, John I. Jenkins, James S. Keith, William J. Kerrigan, William A. Kertz, E. Waldron Klosterman, Robert Klup, Edward Leight, John S. Leslie,

Keith Martin, Vincent R. Mathews, Ronald Mattox, Edward Mayer, Michael McSween, Scott McCormick, John S. Medd, Dr. Irvine G. Milheim Jr., G. R. Milligan, Millipore Foundation (matching), Mobil Foundation (matching), Tony Neville, Jay Nibbe, Glenn Oestreich, Rodney Peterson, Robert Petrie, Robert E. Pollard, Ralph Rollbuhler, Richard P. Rupert, Dale Edwin Scherry, Jacob Schillings, Robert Schmook, Edward Schneider, Warren Scholl, Curt Seeliger, George Steiner, Edward C. Sterba, Edward Szurek, Robert E. Thorne, Edwin Trinker, David Vos, Steve Wauters, John V. Weber, Donald Wildman, G. R. Wilson, Robert S. Wirick, Russell Wolfram, annual fund; Dieter Matti, Daniel Schmidt, car

shop debt; Paul Wolff, engine house tools; Frederick Hoeser, GBW #49; F. A. DuVal, C&NW #1385 and track material; Ralph Garman, C&NW #1385 fund; Amoco Foundation (LS&I 64); Jerry Mennenga, utility; P&H Services, Minneapolis, stripping tank on wheels.

Treasurer Skip Lichter reported \$8,826 in the checking account as of Feb. 1, \$8,685 paid out, and a balance of \$38,466, with \$31,000 in bills on hand. Billing for steam locomotive welding will be due in the operating season, and the museum is faced with borrowing more than \$100,000 to refinance loans and pay various expenses. Financial reports and balance sheets, dated Jan. 31, were discussed.

Brist is concerned that the board is making decisions too quickly, without enough information, without knowing where money is coming from. The March meeting is to focus on long term issues, such as marketing, planning, fund raising. We did not apply for an Institute for Museum Services grant because of questions about our audit reports, Gruber said.

Vice President Tom O'Brien Jr. presented a written reports, covering TRAIN FRA contribution, excursions, CB&Q coach, and TRAIN convention trip to North Freedom. "Coaches are an integral portion of the excursion equation that we are attempting to solve," he said. Wisconsin Central will require \$10 million in liability insurance coverage. Bill Raia has received a letter from the Chicago Chapter of NRHS asking us to provide #1385 for an excursion from LaSalle St. Station to Joliet and return on July 25.

Dick Goddard, vice chair of the Pink Lady Rail Transit Commission, reported on the status of the Badger wye. C&NW wants to tear up the west leg of the wye. Two storage tracks have been dismantled. Five cars are stored on the track into Badger Army Ammunition Plant, and three are stored on a stub side track. Brist attended a meeting at the Badger plant. The transit commission meets March 2.

Brist and department heads reported on the superintendents meeting Saturday.

Jim Eng, chief mechanical officer, requested approval to purchase front truck springs and bronze bushings for #1385. Raia moved, Pitzen seconded, to approve the purchases, from the mechanical department budget. Carried.

A road foreman in the mechanical department is needed. Brist appointed Raia to the position. Pitzen moved, Vertein seconded, to approve the appointment. Carried.

Brist and Eng sent a letter, Feb. 9, to Virgil V. Knable, Chief, Safety Section, Madison, expressing "the museum's desire to operate all our locomotive boilers under the applicable regulations and codes of both the State of Wisconsin and the Federal Railroad Administration (FRA)." Welding certification for the shop is moving ahead, but could take several months.

Tubes for #2 will cost \$7,869, with half of the payment with the order and the other half within 30 days of delivery. Payments to Becker Boiler for work being done now are due at the start of the operating season. Total cost to repair the locomotive to FRA standards is estimated at \$50,000 to \$60,000.

Lichter, representing Saginaw Timber #2 Engine Co., signed the addendum, discussed at a previous meeting. The supplement extends the existing lease for 10 years, prohibits termination by the owner, and provides that "exclusive determination as to the roadworthiness or operating condition of the equipment shall be made by the lessee or its designated representatives."

The coordinator of first class service, Don Pingel, requested a title change to better reflect his duties in railroad terms. Pitzen moved, Bloohm seconded, to change the title to superintendent of dining and parlor cars. Carried. It was the consensus of the board he should continue to buy food from a restaurant for the dinner train.

Bob Welke says we are at capacity for special events such as Snow Train. He wants two ticket windows, two 5-car trains, and a passing track at Devil's Chair.

After a report from Osmose, engineering department has taken Baraboo River bridge out of service. It should be back in service by beginning of season. Seeley Creek bridge also needs attention.

Dave Schumacher, buildings and grounds committee, sent a note and estimates, about \$9,000, for painting buildings. Pitzen moved, Bloohm seconded, that the board wants the painting done, but Schumacher should hold off until funds are available in August or September, and do the painting without jeopardizing public safety. Carried.

Brist suggested a volunteer coordinator for museum projects. This will be discussed in March.

Raia reported the FRA has granted waivers on switch engines. About 80 percent of the camp car rent has collected.

Lovina Tisler presented an office report. Her figures show 2,714 passengers carried at Snow Train; differences with Tom Hruska's ticket office count are being reconciled. Passes for

the summer season are being sent to people who paid in advance but could not show up for the event.

She is working with Welke on reservations for April. Bloohm moved, Raia seconded, to authorize the office and operating superintendent to run special trips before the season officially opens. Carried.

Tisler will get estimates on mowing lawns and pumping sewage.

From an ad in *Locomotive & Railway Preservation*, Lichter was able to sell the tamper; \$250 has been paid, 10 percent of the price. Vertein moved, Swanson seconded, to put the funds into the engineering department for bridge repairs. Carried.

Old Business

The bylaws require that Lichter, as a museum employee, step down as treasurer.

Raia nominated Ken Hojnacki for treasurer. Bloohm moved, Pitzen seconded, to close nominations and request the secretary to cast a unanimous ballot for Hojnacki. Carried.

Brist explained that while the treasurer and chief financial officer jobs has been combined, functions may not necessarily be changed. Hojnacki requested that Lichter and Wava Vertein serve as assistant treasurers.

Bloohm moved, Raia seconded, to approve the appointments as assistant treasurers. Carried.

Bloohm moved, Pitzen seconded, to thank Lichter for his services as director and treasurer. Carried.

The board took a break for lunch.

A discussion on health insurance had been planning, but an insurance representation was not present. Jon Howard's insurance extends through April.

A 7-page order issued Jan. 14 by the Wisconsin Commissioner of Transportation provides that Mid-Continent shall, within 18 months, "install and maintain automatic 12-inch flashing light signals with appropriate appurtenances in accordance with such plans as are filed with and approved by the Office of the Commissioner of Transportation at the crossing of its tracks with Diamond Hill Road at grade in the Town of Freedom, Sauk County, and with CTH "W" and CTH "PF" at grade in Sauk County." Until the signals are installed, the Town of Freedom and Sauk County must put stop signs at the crossings. State assistance is available for Mid-Continent's costs.

Paul Swanson discussed the need for coaches for excursions and at the museum. He is going to look at equipment at Green Bay and Duluth. He wants Lichter to keep working on DL&W combine #425. Raia moved, Pitzen seconded, to keep Lichter on the payroll, using the existing budget, until the next meeting. Carried.

A 1994 operating schedule, proposed by Welke, was discussed. He suggests running

earlier and later, with gas-electric or diesel power, and Halloween and Santa Claus events. Vertein moved, Raia seconded, to approve the 1994 proposal in concept. Carried.

Bloohm reported that the North Freedom village board turned down the museum's request to connect to the sewer system, because the village plant is at capacity. He has asked the civil engineer to do the survey work for a large holding tank which will meet DNR and Sauk County regulations. He also has asked the engineer for surveys and estimates for connecting to the village water mains.

New Business

Bloohm moved, Vertein seconded, to approve the Morse Telegraph Club request to use the property April 24. Carried.

Vertein moved, Gruber seconded, to accept Robert F. Welke's resignation as membership secretary and member of the membership committee. Carried.

Pitzen moved, Raia seconded, to formally thank Welke for his services. Carried.

Brist consulted with Oseland, chair of the membership committee, and appointed Darcy Welke as membership secretary and member of the membership committee. Raia moved, Swanson seconded, to approve the nomination. Carried.

In exchange for a train order hoop, Marshall Buehler has sent a donation, matched two for one by Georgia Pacific.

Oseland moved, Bloohm seconded, that each person issued a new office key pay an \$8 deposit, refundable when the key is returned. Carried. Oseland and Lichter have cards for the Medco system.

Oseland presented previous board policies for consideration.

Swanson moved, Bloohm seconded, to delete an April 1985 statement: "VP of Finance will be authorized to accept the donation of equipment at no cost to the museum from railroads for immediate resale, to be delivered directly to the buyer, for the purpose of raising funds for building a coach shed." Deletion carried.

Raia moved, Bloohm seconded, to delete a July 1984 statement: "All expenditures in excess of \$200 be approved by the Vice President, Finance, Treasurer or Superintendent, Finance. Expenditures in excess of \$1,000 require board approval as before." Deletion carried.

Swanson moved, Bloohm seconded, to replace "vice president of operations" with "president or designee" in a September 1985 statement about negotiations with the Chicago and North Western. Carried.

Swanson moved, Bloohm seconded, to delete a July 1983 policy about hours of service. Carried. FRA regulations are now in effect.

Brist will have suggestions for summer management at the next meeting.

Bloohm moved, Vertein seconded, to paint the former Nekoosa Edwards C-415 diesel and buy batteries for it, using funds from the C-415 account. Marshall Buehler will be consulted about the paint scheme. Carried with Swanson and Pitzen voting no.

Hojnacki will discuss with Welke a request from the Motor Car Association of America to use Mid-Continent tracks when trains are not in operation.

Gruber moved, Swanson seconded, to adjourn. Carried at 3 p.m.

MARCH 14, 1993

Board members present were Paul Swanson, Art Oseland, Jerry Pitzen, Ken Hojnacki, Bill Raia, Steve Brist, John Gruber, Jeff Bloohm, and Greg Vertein. Also present were VP Tom O'Brien Jr., Skip Lichter, Lovina Tisler, B. G. Miller, and Don Ginter.

President Brist called the meeting to order at 9:05 a.m.

The nominating committee reported Ken Hojnacki was elected to the board of directors, to serve until the October annual meeting. Ballots, counted at the Saturday night members meeting, were: Ken Hojnacki, 61; John Sorrel, 40; Bob C. Welke, 6; and Steve Pahl, 1. Hojnacki took his seat on the board.

On recommendation of the membership secretary, Bloohm moved, Swanson seconded, to approve Francis H. Parker's request to upgrade from regular to life member. Carried.

Secretary John Gruber listed gifts from Anonymous, Constant Hopkins Co., Vincent R. Mathews, Dallas Miller, Harold Kreitz, James S. Vaughn, Steve Whitsitt, annual fund; David Bierman, track material; Marshall Buehler, Marshall Buehler Fund; Paul Wolff, engine house tools; and Geoff Blaessing, GN fund, in honor of Pete Gorman's 80th birthday.

Minutes of the February meeting were approved as corrected.

Asst. Treasurer Skip Lichter reported on the status of the checking account: a balance of \$18,157, with \$19,421 in bills to pay and more expenses due before the operating season begins in May.

Vice President Tom O'Brien Jr. reported he is helping develop a pre-TRAIN convention tour, the first Monday in November, to Mid-Continent. He has a request for Mid-Continent to co-sponsor a chocolate festival train May 15-16 at Burlington; he is getting more information. He discussed options for excursions at Wausau and Green Bay; we can offer a better price if the two are done as a package.

Swanson moved, Raia seconded, to authorize O'Brien to offer two options for the prospective excursions. Carried.

Long range planning suggestions from the department heads meeting Saturday were discussed. Brist asked each department to put together a summary, including "must do" and "wish" lists.

Ronald Steiner of General Engineering, Portage (the village of North Freedom's engineering firm), was at the meeting. Since the village board has turned down the museum's request to connect to the North Freedom sewer system, the only remaining option for Mid-Continent is to build an approved holding tank. He expects to finish a design for a collector system and tanks by May. He recommends doing the construction during the dry season of the year; cost savings can be substantial. As part of his services, he will obtain approvals from the Wisconsin Department of Natural Resources and Sauk County. He will keep the county informed of the progress.

Holding tanks are always the last resort, for any site, anywhere, Steiner said. Hopefully, in 5-10 years Mid-Continent will be able to hook up to the village system. The collection system being built now will still be usable when a connection becomes possible. The last tank will be designed so it can connect to a lift station and the village system.

Steiner also will do the design work, estimated at \$4,500, for a connection to the village water main. With the design, the museum can obtain more accurate cost estimates. The preliminary estimate is \$53,500. O'Brien asked for names of companies who could assist with a fire detection system.

Swanson moved, Pitzen seconded, to proceed with the design work for the water connection. Carried.

Reports from superintendents continued. Bob C. Welke recommends pursuing agreements for a motor car day. Swanson has looked at additional passenger cars. Don Pingel reported a profit of \$9,663 from first class service at Snow Train.

Lovina Tisler presented an office report. The photo copier needs frequent repairs, it does not make good copies. Oseland, Bloohm, and Pingel will get prices for a new copier. Bloohm moved, Swanson seconded, to authorize the president to make a decision on a new copier, based on the recommendations from the three members. Carried.

Tisler is getting bids for lawn mowing and pumping the holding tank, and looking for a food service vendor. Bloohm moved, Oseland seconded, that she explore food service options, and select a vendor in the best interest of the museum. Carried.

A letter from Signe Johnson about keys, access, and other items was read.

Dave Bierman provided estimates for repairing the Baraboo River and Seeley Creek bridges and drainage in the west yard. The total is about \$24,000; he will be checking the

estimates in the next week. Work should start on the drainage problem before Spring Fling, while the ground is frozen. Bridges must be repaired before the operating season begins.

Dick Gruber, chair of the marketing committee, discussed plans for school group, Railfest, and other promotions. Mid-Continent will be included in an article in *National Geographic Traveler* this summer. To keep costs down, several members have contributed for some advertising. The committee asked that members be added to the committee. A meeting is set for Monday to finalize 1993 plans. David Goodheart of Goodheart Productions has provided video of Snow Train to be used for promotion.

Bloom moved, Raia seconded, to go into executive session to discuss equipment. Carried.

Bloohm moved, Pitzen seconded, to authorize Swanson to negotiate for additional equipment. Carried.

Bloohm moved, Hojnacki seconded, to authorize Brist to pursue equipment acquisition. Carried.

Raia moved, Hojnacki seconded, to go out of executive session. Carried.

The board took a break for lunch.

Robert F. Welke will provide his final membership secretary's report at the April meeting. Darcy Welke then assumes the position.

Brist appointed Wally Tisler to the membership committee. Raia moved, Swanson seconded, to approve the appointment. Carried.

Old Business

Lichter attended a meeting of the Pink Lady Rail Transit Commission about the Badger wye. Dick Goddard is a member of the commission.

Brist has contacted a person about a title search for DL&W #425.

Swanson advised that the museum should keep Lichter working on #425, if the car is to be ready for service in June. Bloohm moved, Oseland seconded, to extend Lichter's employment to the next board meeting (April 18), using savings and money market accounts. Carried with Swanson abstaining.

Brist discussed the need for additional fund raising, as museum expenses increase. Among many possibilities—opening a fund raising office in Madison. He will bring more ideas and recommendations to the next meeting.

Gruber, chair of the fund raising committee, distributed a status report. "The immediate fund raising goals are to increase educational visibility, boost ridership, and provide new experiences for visitors. These short range priorities have a specific purpose—to increase business and give the museum more credibility for long term development plans," he said.

Projects are: Memorial Day (Railfest), North Freedom's iron heritage, a brochure in com-

memoration of Mid-Continent's 30th anniversary and the 100th anniversary of the village [Slichter memorial, approved 3/15/92], and photo exhibition of William D. Middleton's work featuring this area, a project of the Railroad Photography and Art Committee; 30th anniversary, ceremony with state and Amtrak representatives, brochure for Baraboo/Dells area friends and businesses; parking lot, signs, plantings, as approved 12/8/91, work to be coordinated with Dave Schumacher; Locomotive restoration, according to resolution of 9/13/92, to be coordinated with Jim Eng and mechanical department; National Model Railroad Association mailing, a part of the fund raising budget.

New Business

B. G. Miller discussed the need for a well-organized scrapping program. He proposes to coordinate with department heads, who will have to cut, sort, and size the scrap; provide monthly reports; and set up an account with a scrap dealer under which the dealer will regularly send payment directly to the museum office. Raia moved, Hojnacki seconded, to appoint Miller as scrap czar. Carried.

Pitzen moved, Swanson seconded, to provide \$3,000 for the engineering department to begin work on drainage and bridges, accounts to be determined by the chief financial officer. Carried.

Swanson moved, Pitzen seconded, to authorize the engineering department to order materials for the two bridges. Carried.

Brist appointed four additional members to the marketing committee: Don Johanning, Ed Minihan, Don Pingel, and Brian Allen. Raia moved, Swanson seconded, to approve the appointments. Carried.

Brist reminded the board of meetings: Spring TRAIN directors meeting, March 27; Mid-Continent and National Railroad Museum committee, April 3; regional TRAIN, ARM meeting, Green Bay, April 17; next board meeting, April 18; and Spring Fling, April 24-25.

Raia moved, Swanson seconded, to adjourn. Carried at 3:36 p.m.

APRIL 18, 1993

Board members present were Art Oseland, Jeff Blohm, Ken Hojnacki, Steve Brist, John Gruber, Paul Swanson, and Bill Raia. Raia held Pitzen's proxy. Also present were Vice President Tom O'Brien Jr., Asst. Treasurer Skip Lichter, Don Pingel, Don Ginter, and Jim Neubauer.

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

Minutes of the March meeting were approved as presented. With the minutes, Secretary John Gruber had distributed excerpts

from a fund raising book (gift of Jim Neubauer) and a coach shed walkway renovation plan from Ken Breher.

Gruber reported gifts from Consolidated Papers (matching), John Kaufholz, Otto Kiefert, Fred Klyver, UPS Foundation (matching), annual fund; Steven Maertz, calendar (more than \$4); Barbara Bachman, Ray Buhrmaster, Great Northern 271; Paul Wolff, treated timber; Jonathan Howard, telephone.

Ken Hojnacki, chief financial officer and treasurer, discussed a letter he sent to board members April 9, with a copy of the preliminary audit from Houghton, Taplick & Co., Madison. Under a new policy, previously approved by the board, collections of historic railway equipment and buildings are not included in the balance sheet; Gruber asked that the curator review the list. After the final audit report is received in May, Houghton, Taplick will provide a management letter.

Hojnacki's letter outlined Mid-Continent's financial status at the end of March: \$15,428 in the checking account, \$41,500 in accounts payable. Payrolls, mortgage, and workman's compensation are due before the season opens. In addition, Mid-Continent faces large capital improvements this year. Hojnacki met April 1 with Ed Miller of the Reedsburg Bank to discuss bank requirements for a loan for the capital expenditures.

Over the next two years, the museum must cut department expenses and significantly increase fund raising, Brist said. We need better planning and budgeting, and must find ways (in addition to ticket fares and the gift shop) to raise revenues. Brist asked Alice O'Connor, president of the O'Connor Co., a constituency, resource development, and grassroots communications firm in Madison, to present a proposal. The Tavern League of Wisconsin, of which Brist is executive director, has hired her for projects.

The board interrupted its financial report to hear O'Connor's proposals and discuss a letter she prepared March 29 for Brist with four payment options. Among her comments: Mid-Continent has to create value for others. Your message has to be the broadest. Put the word out that there are creative uses for your trains. The sky's the limit. You have a statement of purpose—sell your dreams. Engage people in your vision. Turn your locality into an asset. She said she would need direction—objectives and goals—from the board. She is willing to allow Mid-Continent to use a corner of her Madison office and she would supervise interns who would help on projects.

Blohm moved, Raia seconded, to hire the O'Connor Co. for fund raising and development and empower the four executive officers to work out details. Carried. Gruber will provide her with information about progress so far.

The board returned to its discussion of the museum's financial status.

Raia moved, Hojnacki seconded, to purchase CB&Q coach #6144 from Charles Wiesner for up to \$26,000, with \$5,000 down. Carried. Members will provide a 60-day loan for the down payment: Swanson, Bloohm, Brist, and B. G. Miller, \$1,000 each; O'Brien and Jim Neubauer, \$500 each.

Swanson moved, Oseland seconded, to authorize the chief financial officer to negotiate a line of credit with the Reedsburg Bank, up to \$20,000, to pay accounts payable. Carried. The railway restoration fund may be used as collateral.

Gruber moved, Hojnacki seconded, to use 1992 and 1993 annual fund gifts to purchase a Canadian National coach #5375 for \$5,000 from Lake Superior Museum of Transportation, Duluth. Carried. Neubauer will loan up to \$500 for the balance. Gruber will include the car in an annual fund appeal.

Gruber moved, Hojnacki seconded, to authorize the chief financial officer to borrow up to \$150,000 on a 3-year term, 15-year note, from the Reedsburg Bank for capital improvements. The projects are repairs to Saginaw Timber #2, Lackawanna combine (covered by a \$17,000 note due in September), bridges, coach shed area drainage, sewage holding tank, and CB&Q coach. Carried.

(In addition, Mid-Continent pays Reedsburg Bank \$633 a month on a loan for the car repair building. \$48,316 is outstanding. The note must be renegotiated in January 1995.)

Gruber expressed reservations about the lack of educational/museum initiatives. These are necessary, if we are to boost ridership, offer new attractions so patrons make return visits, and be able to repay the loan, he said.

Old Business

Brist reported on a meeting he, Bob Welke, and Bloohm attended with representatives of the National Railroad Museum, Green Bay. He presented a 2-page memorandum of intent, providing that Mid-Continent and the Green Bay museum incorporate a private not-for-profit corporation, the Wisconsin Railroad Heritage Center, "to acquire, preserve, operate, and manage the Norwood Shops of the Green Bay and Western Railroad. And such other managerial, curatorial, marketing, and development functions as may be agreed to by the owners of WRHC, Inc." There is no commitment of funds. The Green Bay board approved the memorandum April 14. Gruber moved, Bloohm seconded, to approve the memorandum. Carried, with Raia and Pitzen voting no.

Bloohm reported that engineering plans for the sewer and water connections are complete. Initially, Mid-Continent will have to building a large holding tank.

Brist plans an orientation session at 10 a.m. Saturday at Spring Fling. He is mailing a letter to members.

Swanson and Don Pingel, superintendent of dining and parlor car services, discussed the dining car situation. Soo Line #2017 is out of service; repairs are on hold until a new lease is negotiated with its owner. Pingel compared, over 10 years, revenues possible from #2017 or a dinner/lounge being considered for purchase. Pingel reported profits of \$7,284, day service, and \$2,379, Sunset Limited, at Snow Train; and \$9,663 at Autumn Color weekends. He also reported favorable comments from cards (63 returned) randomly handed to patrons at the ticket window.

As part of his vice president's report, Tom O'Brien Jr. discussed excursions. We will not be going to Wausau or Green Bay this year; without these excursions, participation in Chocolate City days at Burlington would cost more than the potential revenue. Mazomanie and McFarland in the fall are still possible. #1385 without coaches is going to Chicago for the NRHS convention. Additional items in O'Brien's report included a Boy Scout visit May 15-16, TRAIN fall trip to North Freedom, and Dave Wantz' request for a special train for his 25th wedding anniversary.

Brist recommended hiring a part-time summer manager. Swanson moved, Raia seconded, to authorize Brist to negotiate with Jonathan Howard to spend half time as manager, half time in the car department. Carried.

Reports

The computer financial statement, dated March 31, has been distributed to board members.

Bob Welke does not yet have a summer train crew. Qualified other employees will have to fill in until a crew is hired. B. G. Miller will hire an assistant for the engineering department. He will place an order for 250 ties. The speed swing has a broken crank shaft; the engineering department will report on options for fixing it or leasing another piece of equipment.

Long range plans (April 2) and meeting notes (April 15) from the mechanical department were distributed. The membership secretary distributed a list of members who have not paid dues.

On recommendation of the membership secretary, Gruber moved, Raia seconded, to approve an upgrade from associate to life member for Clyde S. Forbes of Trenton, Florida. Carried.

Gruber moved, Bloohm seconded, to approve three items from Lovina Tisler's office report: continued health insurance for Jonathan Howard, BEF Landscaping's bid of \$385 a month, and Pickett Septic Tank Service, 2 cents per gallon for pumping holding tank. Carried.

Bloohm moved, Raia seconded, to adjourn. Carried at 5:12 p.m.

SCHEDULED

July

- 3-4 Independence Weekend trains
- 10 Members meeting, 8 p.m.
- 11 Board meeting, 9 a.m.
- 25 *Mid-Continent 400* with #1385 at NRHS convention, Chicago.

August

- 14 Members meeting, 8 p.m.
- 15 Board meeting, 9 a.m.
- 20-30th Show, Badger Steam & Gas Engine Club, Baraboo.
- 25 Deadline for nominations for board of directors.

September

- 5 Members picnic
- 6 Labor Day. Last day of daily operation.
- 12 Board meeting, 9 a.m.

October

- 2-3 Autumn Color
- 9-10 Autumn Color
- 9 Annual members meeting, election for board of directors.
- 8- International symposium on
- 12 railway history and preservation, York, England.

Meetings are at the office building unless announced otherwise. Call 608/522-4261 for information.

Cover. No. 1385 returns with a train from Quartzite Lake on May 27, 1963, Mid-Continent's first day of operations at North Freedom. See pages 7-9 for more coverage of Mid-Continent's first year in Sauk County.

Celebrating 30 Years
in Sauk County in '93



Address Correction Requested

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