

MID-CONTINENT RAILWAY

VOL. 23:1

Gazette

FEB. 1990



David P. Morgan, 1927-1990

David P. Morgan, I suspect, would ask to be remembered as he remembered Phil Hastings ("The man was and will remain his photos," page 6).

For David, *the editor* for more than 34 years, the record unfolds month by month on the pages of *Trains* and between the covers of ten books. His first article appeared in the magazine December 1947. He joined the staff soon after, in June 1948. His appointment as editor was announced in January 1953. He was responsible for 415 magazines including every "News and Editorial Comment" until he retired in 1987. The *Trains* indexes credit him with 627 articles. Vol. 50, which started in November, will add four to the total.

He generously shared experiences, insights, and ideas about railroading with readers, breaking new ground every step of the way. "We're in the business of answering questions that nobody has asked," he said frequently. The issues are memorable, sometimes unsettling, as "Who Shot the Passenger Train?," April 1959; far reaching, as the photo essay, "Nevada," January 1978; north-looking, as the 45th anniversary issue, "O Canada," November 1985, or long running, as the annual all steam editions, August 1956 to February 1987.

The Railway and Locomotive Historical Society, when giving him the inaugural Senior Achievement Award in 1982, described him as a "wordsmith of the highest order." The citation said, in part: "For four decades, it has been Dave Morgan who has told us what railroading



Morgan, at Mid-Continent in 1975

means to people, to their patterns of livelihood, to the fabric of their society, and to their heritage in the broadest sense." R&LHS named its article award in his honor in 1988.

As editor he pioneered new and creative ways of looking at the railroad in photography and art. He introduced generations of photographers to his readers: Steinheimer, Shaughnessy, Plowden, Benson, Patterson, Patrick, and many many more. The farewell to steam series with Phil (including *Smoke Over the Prairies and Steam in Indian Summer*) from 1954 to 1958 resulted in *The Mohawk That Refused to Abdicate* (Kalmbach, 1975). He gracefully took the flak when my telephoto lens squeezed locomotives together (November 1961). He playful published *Streaking in Cajon* (June 1974). Through the years, he documented the work of the long-time stalwarts such as Stringham and Hanft and remembered the railroad's striking calendar artwork.

Travels were wide ranging throughout the U.S. and across the oceans. After he and Margaret Blumer were married in 1961, she always went along. They were on the last trip of the *Queen Mary* from
Continued on page 9

The Mid-Continent Railway Gazette is published by the Mid-Continent Railway Historical Society, Inc., P.O. Box 55, North Freedom, Wis. 53951, 608/522-4261, and is distributed free to members and friends of the society. The contents of this publication may not be reproduced in whole or in part without consent of the editor, John Gruber, 1430 Drake St., Madison, Wis. 53711. Vol. 23, No. 1, February 1990.



Roundhouse 1

With another Snow Train record set and the car repair building completed, Mid-Continent is looking toward the 1990s and its 28th summer season at North Freedom.

For the second year in a row, Snow Train passenger counts increased. Mid-Continent carried 3,834 passengers over three days: 62, Feb. 16; 1,876, Feb. 17; and 1,896, Feb. 18. The total, 56 more than a year earlier, includes 639 first class tickets.

In addition to six passenger trains Saturday and Sunday with coach and first class service pulled by locomotive 1385, Mid-Continent operated mixed trains each day, usually with WC&C no. 1. The night photo sessions Friday and Saturday also included a passenger train.

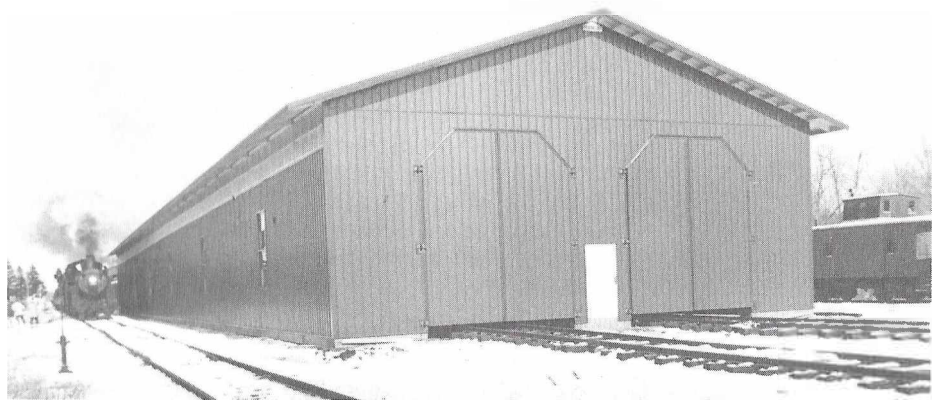
Volunteer work started far in advance, but for visitors, events began with a press train at 11 a.m. Friday which brought coverage from Madison TV stations.

Mid-Continent's train, a winter tradition in Wisconsin since 1976, was inspired by snow trains operated out of Boston by the Boston & Maine R.R. in the 1930s.

The contractor completed construction on the 12,500- square-foot, 250- by 50-foot car repair building Jan. 11, and by Jan. 20 two tracks were down in it. Cost including site preparation was \$74,500. The building, which can accommodate eight 60-foot coaches, provides space for restoration work. Construction started Nov. 20 with drilling for post holes. Dick Goddard worked part time to see the project to completion.

The building helps protect historic passenger and freight equipment, Mid-Continent's "strong point," according to Ray Buhrmaster, who when he joined in 1963 shared in ownership of the wooden Cooper Range combine. "You can count on the fingers of one hand museums that have made any effort to do anything with wooden passenger cars," he said.

Mid-Continent has cars that are more than 100 years old. "They represent what railroading was years ago. They represent not only the transportation aspects but also the manufacturing and building aspects. We made an effort to get pieces of



Trains steamed past the new coach building frequently during Snow Train.

equipment significant by virtue of their design, manufacturer, and locale.

"The wooden car technology is virtually unknown in the country. The last wooden passenger car was built about 1914, and wooden passenger car construction was all but dead by 1908 or 1910." Also important, he added, is the atmosphere that the cars lend to the railroad operation.

For Don Ginter, curator, the wood has a lot more style and warmth. For example, most of the cars built of oak are quarter sawed, which highlights grain. To aid in restoration, "we have accumulated quite a bit of paper on our cars, especially original specifications," he said.

When Mid-Continent opens its summer season May 14, the main auto route to North Freedom, the 4.5 miles of highway 136 between West Baraboo and PF. will be closed. The Wisconsin Department of Transportation plans call for complete reconstruction of the highway on a new alignment, with longer, flatter curves. The marker detour will leave highway 12 a mile south of West Baraboo, and go west on county W and north on PF to North Freedom. Although 136 may be finished by mid-September, the detour will be in effect through mid-November because of construction at the 136, 12, 33 intersection at West Baraboo.

During May, Mid-Continent promotes trips for school groups. Brochures being mailed to schools show the alternate route.

Ed Minihan, McFarland, is serving as interim manager until April. He formerly was executive director of Aetna CHOICE Healthcare Plan, Milwaukee. He is a licensed private pilot and a blacksmith. He has been chair of the Town of Dunn (an elected town official) since 1979.

"I'm impressed with the potential at Mid-Continent," he said. "With your equipment and setting and the knowledge base of your members, you could become a world-class railroad museum."

As a part of the search for a new executive director, ads are being placed in preservation publications:

Mid-Continent Railway Historical Society, one of the top historic railroad operations in the country, seeks a full-time executive director, to be responsible for



Ed Minihan, interim manager

safe and efficient museum operation, hiring and supervising employees, budgets, sales and marketing, purchasing, and coordinating volunteer work schedules. Bachelor's degree or equivalent experience required. Salary, \$25,000 to \$35,000, depending on experience. Application deadline: April 15. Write for job description and details. Mid-Continent Search Committee, P.O. Box 14405, Madison, Wis. 53714.

Membership Committee needs information about events and work activities for Spring Fling, April 21-22, and the summer season. Please send dates, times, and other details to Art Oseland at Mid-Continent or his home address, 6206 S. Illinois Ave., Cudahy, Wis. 53110. Oseland is coordinating the Pick 'n Save one percent rebate program. Save receipts for Oseland, who will turn them in for the rebate.

Two rail enthusiasts teamed up with Milwaukee public television for a 13-part series, "On Track," released Feb. 3 on channel 10 in Milwaukee. The series also is due to be released to public television stations nationwide in the fall. Mid-Continent is covered in the 11th segment.

David Baule, executive producer/director, and Charles E. Zehner Jr., creator, came up with the concept. They covered everything about trains—model, real, authors, publishers, artists, and manufacturers. "On Track," underwritten through a grant from Kalmbach Publishing Co., Waukesha, is a production of WMVS/WMTV.

LS&I locomotive no. 22 is staying at Mid-Continent. Ray Buhrmaster, Bill Buhrmaster, and Don Ginter purchased Dick Goddard's share Dec. 27. Ed Pung also is an owner. The locomotive is pictured in *Trains*, December 1954, page 54.

"Hear That Whistle Blow" is a one-day bus trip Saturday, June 23, from Madison to Mid-Continent, with a return stop at Mazomanie to learn about the village's depot restoration. The trip is coordinated by Prof. Margaret Bogue of the Liberal Studies Dept. of the UW-Madison Division of Outreach. Mid-Continent director Steve Brist is the instructor. Tickets (\$30, including admissions and sack lunch) are available from the Madison Registration Office, 702 Langdon St., 262-2451.

Foster's and Nobody Else's (1988) continues to get recognition. Mid-

Continent "should be lauded for demonstrating that it is still possible to publish a first-rate railroad history for a moderate cost," Neil W. Hogan of East Stroudsburg (Pa.) University said in a review in *Railroad History*, Autumn 1989. The journal is published twice a year by the Railway and Locomotive Historical Society.

The National Trust for Historic Preservation has made its first line-item request to the U.S. Congress for railroad preservation, \$150,000 for stations. The project is being coordinated by the Trust's Denver office.

Births. Catherine Claire Elizabeth Brist, daughter of Steve Brist and Monica Burkert-Brist, Feb. 24; Sara Lindsay Welke, daughter of Bob and Darcy Welke, Oct. 24; Aaron Justin Ewinger, son of Tim and Becky Ewinger, Aug. 15.

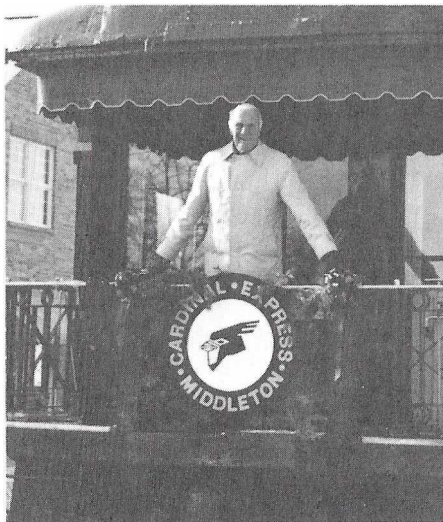
Wisconsin Rails

The Alco fleet in Green Bay is expanding. Green Bay and Western, which purchased six RSD-15s and parts from the Lake Superior and Ishpeming, is leasing the Alcos to Fox River Valley Railroad. They are going into service between Green Bay and Butler (Milwaukee); #2406 was the first to operate, on Feb. 24. Engine work is being done by GBW, trucks are being checked out by FRVR. Both Green Bay railroads are owned by IteL.

Stan Mailer's book about GBW's first 111 years was published late in January. Another GBW book, to be published late in the year by the National Railroad Museum, Green Bay, will cover the railroad from its beginning in 1866 to the present. The authors are John Gruber, Madison, and Thomas Kloehn, Milwaukee.

Wisconsin and Calumet's parent company, Chicago West Pullman Transportation, has purchased Iowa Interstate Railroad. WICT and Iowa Interstate likely will connect through another CWP company, Chicago Rail Link. WICT's Jan.-Feb. employment is at 17. Its excursion business continues to grow. Among recent trips: Dec. 17 from Middleton to Sauk Prairie for the Middleton Chamber of Com-

merce; Feb. 16 from Sheraton Hotel, Madison, to Sauk Prairie. An expanded Walworth excursion operation begins Memorial Day weekend.



Bob Zimmerman, Wisconsin Secretary of State for 18 years, poses on the back platform of a train operated for the Middleton Chamber of Commerce in December. Vince Mathews photo.

Something About Dr. Hastings

By David P. Morgan



Before there were Amtrak and Conrail, whilst there were Railway Express and the Railway Post Office, and when cabooses trailed Mikado-hauled freight trains and their crews snared "19" orders on green tissues from bamboo hoops, there was Philip R. Hastings. He was the right man at the right time in the right place.

The man: More than most photographers, Phil shot the railroad. Many other photographers simply took engine pictures (you're hearing this from someone who yields to no one in his enthusiasm for the builder photo) or train pictures or pretty train pictures. Phil's photos tended not to isolate; they were, if you will forgive a contemporary bromide, inclusive. The viewer was invited into the picture and reminded of similar scenes in his life. Or he was given a fresh dimension on a familiar subject. Phil wasn't unique. But he was disarmingly good at what he did. And because he was by background and nature a taciturn individual, I think you find in his pictures the man himself, his imagination and his sensitivity.



A Phil Hastings classic of Snow Train at North Freedom.

The time: The Hastings workplace, if you will, has vanished with him. The rail-roading that he placed on film, to reiterate the first paragraph, is no more. The people, the equipment, the structures, the institutions . . . gone. When you marry truck and train (RoadRailer), when covered hopper replaces box car for grain, when dispatchers are several states removed from the trains they dispatch, when the builder also leases and repairs his locomotives, when conductors ride with engineers, when CSX stands for the alphabet from A&WP and ACL to B&O, C&O, CRR, L&N, SAL, and WM, when you can drive parallel to a railroad all day and never see a depot, you curtail to the point of cancellation what concerned Hastings.

(Without imputing motives to Phil that he cannot defend or explain, it is reasonable to suggest that he invested so much time and capital in the Mid-Continent Railway Historical Society, Inc., because he saw in North Freedom what he could no longer see in the likes of Saxton, Pa., and Bluffs, Ill., and Mission, Tex. Certainly his MC photos evidence an enthusiasm dating back to his B&M youth.)

The place: Oh how the good doctor got around! He took fullest advantage of the travel implicit in the Army, the Veterans Administration, vacations, and *Trains*. What could be more disparate than the roundhouses of the East Broad Top and Union Pacific. Or the topography encountered by the Milwaukee Road in Idaho and Missouri Pacific in the Rio Grande Valley. Phil's talent translated fluently from one setting to the next. As a result, we have in his work a national look at traditional rail-roading making its last rounds, from the individual plush seats of Western Maryland locals to a Northern Pacific wheat extra.

No, no, I would not place Phil on a pedestal. Technically, his soft focus, both typical and symbolic of his work, could be carried to extremis. In composition, he bent the rules, perhaps playfully on occasion. Color was not his strength. Some subjects bored him, and his photos told you which.

Phil Hastings took a photo on the Boston & Maine in his hometown of Bradford, Vt., which may sum up his *modus operandi*

as well as any. *Locomotive and Railway Preservation* wisely allocated it a page in its first issue, March-April 1986. Train 77 is making its 5:17 p.m. stop in the deepening twilight of a fall 1948 day. Uniformed conductor and brakeman converse with locals beneath the lowered order boards of the frame depot as a blurred figure in the foreground exchanges mail sacks at the door of the R.P.O. It is a lovely, lovely scene, as genuine as the metal WESTERN UNION TELEGRAPH and CABLE OFFICE sign above the bay window, as soft as the glow of the platform lamps. It reminds me of Monticello and St. Matthews and Taft. It has no locomotive, no scenery, no 3/4 angle, no smoky and/or panned action. Phil took it when he was 23. He had miles to go before he slept, but he'd signed his name in the railroad record with that picture.

There, that's all I am going to say about Philip R. Hastings. Anything else, and perhaps this much, is superfluous. The man was and will remain his photos. They tell you, as the old song says, all that you need to know.

David P. Morgan prepared the article in October. His travels with Hastings resulted in text and photos on the vanishing steam locomotive in 33 issues of Trains between April 1954 and November 1958, and a book, The Mohawk That Refused to Abdicate (Kalmbach, 1975). If you look closely, you'd find Morgan in 16 pictures in the book. He wrote about Phil in the Epilogue to the book (pages 298-299) and "Philip R. Hastings, 1925-1987" (Trains, May 1987, page 4).

David P. Morgan, 1927-1990

Continued from page 2

New York to Southampton in 1967 and the last trip of the Queen Elizabeth in 1968. Among mementos on their apartment wall in Elm Grove: certificates attesting to a 20-hour ride across the Atlantic in a World War II-era flying boat and a 3-hour return on a Concorde in 1976. Railroaders across the country learned to ask, "Cab permit? David P. Who?" (see George Drury's publicity photo caption in November 1977).

At Mid-Continent, he helped cut a ribbon opening the 1975 season and praised our volunteers ("Confession and Congratulation," *Gazette*, June 1975). Recalling his childhood in the Great Depression, when "time stood still" and his "cherished L&N mixed trains" operated, Morgan concluded: "That famous railroad-oriented North Carolina novelist Thomas Wolfe wrote a book entitled *You Can't Go Home Again*. But Thomas Wolfe was wrong. You can go home again. All of us gathered around this train are home again in North Freedom." He and Phil Hastings collaborated in 1979 for a photo show/commentary at a Mid-Continent/TRAIN dinner at Lake Delton.

Although an unconventional thinker and writer, he believed some traditions had to be maintained. He was committed to Ford automobiles (most recently, a 1987 Thunderbird) and Friday noon lunches with George Gloff, Kalmbach art director.

Yet he shunned personal recognitions. His retirement words were spread across the pages of *Trains* ("On Pulling the Pin," Turntable, July 1987). When the issue was finished in May, he quietly walked out the door at 1027 N. 7th St. with a model of L&N Pacific no. 266, a gift of Kalmbach. Words of praise or a retirement dinner were, in the language of his adopted Milwaukee, verboten. Interviews were limited: the Mid-Continent *Gazette* (May 1987) and "Offbeat," a column by Gerald Kloss (*Milwaukee Journal*, May 18, 1987).

Mid-Continent directors presented him an honorary life membership. He served Mid-Continent as a member of the commit-



tee planning a center for railroad photography and art.

After leaving the office behind, he kept up correspondence with postcards, appropriately chosen and carefully composed on his trusty manual typewriter (at Kalmbach, he adapted to computers and word processing in 1980). He wrote "Say It On a Post Card" (*Wisconsin Magazine*, *Milwaukee Journal*, Dec. 11, 1987) "to break the stereotypes." Among a sampling of the messages: "meeting John at Club 113." Quotes occasionally appeared in the *Gazette* (July and September 1989, for example). A postcard to the editor of the *Milwaukee Journal* about the plight of his downtown church (Calvary Presbyterian) got results quickly; a front page article Oct. 11 and color photo of the sparse crowd at the Sunday service.

At 113, we discussed a variety of issues—politics, 4960, crossing accidents, A-class valve settings, skiing mishaps. David's delight in quizzing me about the board minutes (Who's this guy who always votes no, for example) masked a concern for the museum and its future. Jay Slinde added his comments to the fast-paced discussion one afternoon.

The final farewells came at a memorial service Jan. 14, where with a rousing organ postlude of the War March of the Priests from *Pomp and Circumstance*, friends and relatives joined Margaret to commemorate the contributions of the 5-foot, 9-inch giant of railroad journalism. *John Gruber*

Gorman's Films Feature Railroading on the Move

Long before home movies and videos become popular, Pete Gorman's railroad photography featured moving trains.

"Occasionally I did take still pictures, too. But I always thought, 'where there's action, you ought to be able to record that,' rather than just take individual still pictures," he said.

Gorman's motion pictures begin in 1937 and extend through the end of the steam era to about 1980. He is especially proud of his narrow gauge footage in Colorado, Alaska, and Canada, as well as the views of his father as a locomotive engineer.

He gave up movies because the cost of 16 mm. film and processing "has gone sky high," but keeps a couple of 100-foot reels of blank film in the freezer. "If an event shows up which I think is important enough, I probably will get it out and load the camera and take a few pictures." His photography today is confined to still photos, which he shunned when starting out.

When he joined Mid-Continent in January, 1961, he already had films of the Colorado and Southern, Rio Grande Southern, Rio Grande Western, and White Pass and Yukon, plus such Wisconsin steam scenes as the *Hiawatha* at 90 mph, taking up the tracks on the Kickapoo branch in 1938, and Kewaunee, Green Bay and Western's 350 (now at Mid-Continent) crossing the Fox River.

Since his father worked for the Milwaukee Road and the family home was within two blocks of the railroad yards, "I couldn't help but become interested in trains, especially steam locomotives," he said. He graduated from high school in Elkhorn in 1931. Jobs were scarce during the depression; 25 cents per hour was the usual wage in those days. He worked for a canning factory seasonally, a children's shoe factory, and band instrument factory until getting a job in spring 1936 at a Milwaukee manufacturing plant. After a year, he purchased "one of the best on the mar-



Pete Gorman

ket," a Bell & Howell 8 mm camera, and set out with his brother for Colorado.

"One of my first memorable trips to Colorado was filming a venture on the Colorado and Southern. My brother and I went down to the railroad yards in Denver early on the morning that we heard there would be a train. This was going to be a freight train. Well how in the world do we get to ride on a freight train? But we talked with some members of the crew and they said 'you can ride along with us, get in the caboose.'

"So we left town. A good share of that trip going up the Clear Creek Canyon was from the cupola in the caboose. It was an excellent place for photography and we did get some pretty good footage. At least in those days railroad people were like a great fraternity, and as soon as my brother and I told the conductor on the narrow gauge train that our Dad was an engineer on the Milwaukee Road, well, it was like a key opening a door. We were like part of the crew."

"By 1940 I was making enough money

that I could buy a 16 mm camera. The pictures were sharper and more detailed than the 8 mm pictures."

Between trips to various parts of Wisconsin, he continued to gather footage of the narrow gauge. He recorded the Rio Grande Southern in 1950, the year before the line was abandoned. He took a leave of absence from his job in 1952, and with 5,000 feet of film, headed for the White Pass and Yukon and Alaska.

He edited the Alaska films for a lecture series at the Milwaukee Public Museum in 1969. Despite a break in the film, he was honored by a standing ovation at the end of the presentation.

He values the 300 feet he took of his Dad as locomotive engineer on a freight train from Beloit to Ladd, Ill. in October 1943, the only chance he had to make a trip like that. His Dad, Ralph, never retired; he died in 1959 after spending 49 years with the railroad.

Gorman started taking pictures "mainly because I loved railroads. They were for my own interest, simply for my own records. It wasn't until the 1960s after I had accumulated considerable 16 mm footage that a railfan I knew suggested, 'why don't you have those reproduced and make money on them?'"

The suggestion eventually led to 10-year agreements with Blackhawk Films, beginning in 1962, to reproduce the 16 mm films of Rio Grande Southern, Rio Grande Western, and White Pass narrow gauge, plus Rio Grande standard gauge. Royalties from the WP&Y footage have equaled the cost of the six-week trip.

Gorman's manufacturing job ended in 1962, when the company moved the division he worked for out of Milwaukee. He took a temporary job with the Shorewood high school, which became permanent until retirement in 1978. He and Betty work part time at the school.

As with many railroad photographers, what he learned about photography came from books and his own experience. He never took any photo classes. But over the years, he has built an outstanding film collection of railroading and steam locomotives in action. As one of Mid-Continent's senior conductors, he also has years of railroad knowledge to share with passengers.

Eastin's Films Preserve Early Railroad Titles

Blackhawk Films and Kent D. Eastin had an important role in preserving and distributing early railroad movies.

Eastin's company developed a method of copying paper contract prints of the original 35 mm. films deposited with the Library of Congress, until 1912 the only way for film makers to obtain copyright protection. The original films, made on nitrate, had deteriorated or been lost.

Blackhawk issued its first re-created title, "Famous Trains of Western Railroads, 1897-1903," in 1958. Two 1897 films by Thomas Edison, often called the "father of motion pictures," show fast mail trains on the Northern Pacific and Southern Pacific. More titles followed.

In a review in *Trains* (January 1959), David P. Morgan said, in part: "Railroad movies, whether shot by Warner Brothers or railroad enthusiasts, are still not quite commonplace, so it is a matter of moment to discover films of moving trains shot at the turn of the century."

Eastin's long-time interests, from about 9 years old, included old movies and railroads. He founded Blackhawk-Eastin 16 mm. Picture Co. in Galesburg, Ill., in 1928, and moved it to Davenport, Iowa, in 1935. It became Blackhawk Films, Inc., about 1967.

A major restoration project of the 1970s was reassembling 50 early D. W. Griffith films in honor of the 100th birthday of the first great American filmmaker. A *Wall Street Journal* article in 1975 quoted Walter Kerr, *New York Times* critic, as crediting Blackhawk and Eastin with "loving labors that have preserved and made available more early screen material than any other contemporary source."

Blackhawk Films was sold to Lee Enterprises in 1975; to Ted Ewing, Carl Lange, and Tom Voss in 1979; and to Republic Pictures in 1987. It is no longer in business.

At the time of his death in 1981, the *Quad City Times* praised Eastin as "a pioneer in the film sales business" who "served film history through his vision."

JK

Rolling Studios

Company Photographers Tour in Photo Cars

When explaining how he photographed railroad scenery, William H. Rau stressed the need for a photographic car, "to do the work most rapidly and satisfactorily."

Rau (1855-1920) was appointed the official photographer for the Pennsylvania Railroad in 1891 and the Lehigh Valley Railroad in 1895. Both railroads provided "well equipped" cars. In *Photo-Era* (1916), he described the LV car; it had "darkroom, water-tanks, developing facilities, and living room— every convenience, excepting a cook." Rau did such an outstanding job photographing the scenery, bridges, terminals, equipment, and tracks that the

Museum of Modern Art recognized his work in a 1987 exhibition in New York city.

"The wonderful progress of photography assists advertising in the greatest possible manner," the Baltimore and Ohio's advertising agent said in 1897 as the company's photographic car toured its lines. Smithsonian Institution photos record B&O cars in 1871 and 1905.

But the photographic car is far from an eastern phenomenon. Take the Chicago and North Western, Milwaukee Road, and Wisconsin Central, for example.

The famed western photographer, William Henry Jackson (1843- 1942), spent

J. B. Silvis, who toured the Union Pacific in a photo car at a time between 1870 and 1880, specialized in "Rocky Mountain Scenery" and portraits, especially in western Wyoming and Utah. People prepared far in advance for the car's twice a year visits. A drawing of the car appears on the back of his stereo views. Silvis, a Civil War veteran, lived in Elkhorn, Neb., in the 1890s. Union Pacific photo.





On the C&NW, Jackson used car 104, a coach built by Barney & Smith in 1884 and later converted to a business car. According to data from Ray Buhrmaster, the car was dismantled at the Chicago Shops in 1940. C&NW photo.

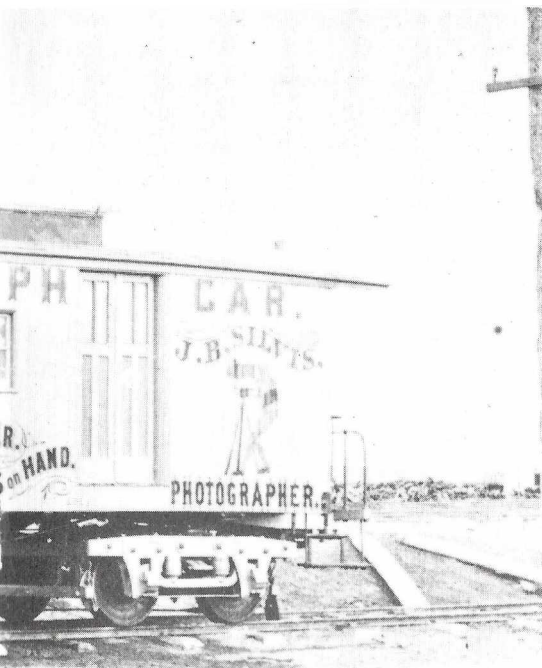
about two months on the C&NW in 1898 (*Gazette*, Sept.-Oct. 1980) for the Detroit Photographic Co. Apparently the trip was not that unusual for the C&NW. The Clinton, Ia., *Herald* reported simply that "Gen. Pass. Agent W. B. Kniskern has his photographic car going over the line again." C&NW carried a car through Chadron, Neb., in 1892, headed for the Black Hills.

At Wisconsin Dells, H. H. Bennett's photos of the Milwaukee Road show a railroad car provided for his benefit. The Wisconsin Central references are more specific. WC hired Bennett and Charles Brainard, Mil-

waukee, to produce a new tourist guide in 1889. A visit by the *Ashland Daily News* "disclosed a passenger car with a carefully fitted darkroom for the development of negatives, a table with Remington typewriter, a skillful arrangement whereby certain of the seats were converted into bunks, a barrel filled with the clearest water from the Waukesha spring, and a couple of gentlemen hard at work getting ready for the next day's work." Photos reveal the car was a coach with some seats removed.

The coming of the photo car could be an event of importance for an isolated community. F. Jay Haynes, who operated a remodeled Pullman car on the Northern Pacific from 1885 to 1905, described the new car and his work in the *Photographic Times* (reprinted in *Scientific American*, 1886). "We bill a town the same as any traveling show, and advertise for a certain number of days. The novelty of the thing attracts everybody, and, of course, 'artistic photography' is in demand the world over," he said. (See Edward W. Nolan's *Northern Pacific Views, the Railroad Photography of F. Jay Haynes, 1876-1905*, published in 1983.)

When photography was in its infancy, the photographer often needed his lab in a railway car, close to the work location, to quickly develop the wet plates. Later, the car and its well lighted studio became an attraction and convenience. Always, it helped the photographer produce top quality views. JG



Bennett's Work Builds Dells, Tourist Travel

H. H. Bennett, frequently called the Milwaukee Road's official photographer in the 1880s, helped the company build tourist travel and fill its passenger trains during the golden age of railroading.

Bennett (1843-1908) opened a studio in 1865 at Kilborn City (now Wisconsin Dells) only eight years after the railroad reached the scenic Wisconsin River community. The studio continues today, operated by Oliver and Jean Reese. Mrs. Reese is Bennett's granddaughter.

Bennett, in cooperation with the railroad's passenger agents, was instrumental in promoting Dells tourism in its beginning years. Bennett himself named many of the attractions along the river.

He started selling stereo views to the railroad, then known as the Chicago, Milwaukee & St. Paul. At a time when photographs were unknown in magazines and newspapers, the line purchased 6,000 "unexcelled" views in 1878, for distribution "by this enterprising company in all principal cities of the south," according to the *Kilborn City Guard*. With an 1880 order was "a short descriptive catalog containing the traditions, legends, etc., of the Indians in regard to the various points of interest in and about the Dells."

Soon, he was traveling to locations along the Upper Mississippi and the resorts near Milwaukee, the top tourist spots of the 3,775-mile railroad. A special train took Bennett, accompanied by writers and artists for *Harper's* and *Scribner's* magazines, to St. Paul, Red Wing, Lake Pepin, Reads Landing, Winona, and other points in September 1880. A year later, another train took him to Frontenac and other river points. While covering the railroad's Dubuque Division, Bennett stopped at Iowa places such as Buena Vista and Turkey River Jct. (Traveling on scheduled trains in 1898, he met the engineer who



H. H. Bennett photographed his train and crew on the Milwaukee Road along the Mississippi River in the early 1880s. Plate 311-1.

had taken his car from La Crosse to Dubuque and back some 20 years earlier.) Artists followed his photos when making wood engravings for such *Harper's* issues as "Some Western Resorts," August 1882, or "Valley of the Upper Mississippi," Oct. 6, 1883.

When he published *Wanderings Among the Wonders and Beauties of Western Scenery* in 1883, Bennett listed 38 views of the Upper Mississippi. The catalog's writer told of spending "many summer days on a hand-car with Mr. Bennett during one of the photographer's excursions in search of subjects, and can bear testimony as to his conscientious and laborious zeal." A map of the railroad showed "the route patronized by summer tourists to all points in Wisconsin and Minnesota." Bennett's catalog also included photos of Devil's Lake and "Bluffs of the Baraboo."

Cooperation continued through the years. After he photographed the resorts at Oconomowoc and Waukesha in 1888, the *Kilborn Mirror Gazette* wrote that the "St. Paul road evidently intends to do its share of booming the Dells next season."

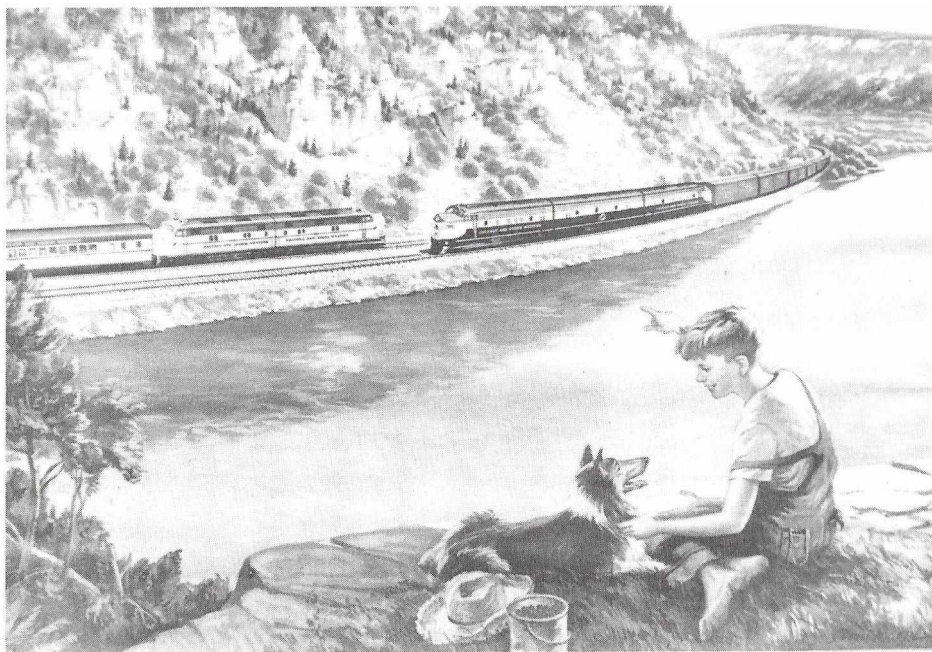
Bennett "is getting out a large lot of views of the Dells, Waukesha, and other points which will be placed in conspicuous places over the country . . . They cannot fail to attract attention, and are certain to be an inducement to tourists to visit the Dells," the newspaper said.

Bennett's photography today is recognized by institutions such as New York's Museum of Modern Art and Milwaukee's

Art Museum. But the pioneering tourism promotion and railroad associations are very much a part of his legacy.

The railroad's ties to Dells tourism continued until Amtrak took over its passenger trains in 1971. The 1962 calendar, showing the *Hiawathas* at the lower Dells, is one of the many pieces of artwork produced through the years. JG

Jean Reese assisted with information for this article. The Bennett Studio, P.O. Box 145, Wisconsin Dells, Wis. 53965, has many of H. H. Bennett's railroad views on sale.



Railroad calendars are well known for quality artwork. Paul Proehl was responsible for the 1951 scene at Devil's Lake and several other C&NW calendars. The tradition continues today, with artwork by Stewart Buck, a suburban Des Moines art instructor, on C&NW calendars for the central division in 1987 and system in 1989 and 1990. Buck also has done artwork for Wisconsin Central, Iowa Interstate, and Wilson Railway Corp.

Through the years, calendars by artists such as Walter L. Greene (1870-1956) have become well known throughout the country. Greene, who worked for General Electric's art department from 1903 to 1940, originated GE's calendar plan in 1925 and did artwork for the New York Central, especially of the *20th Century Limited*.



Board Minutes

Tom Hruska, Secretary

September 10, 1989

Board members present were: Buhrmaster, Parr, Emhoff, Bloohm, Oseland, Gruber, and Hruska. Nordeng's proxy was given to Emhoff. Gruber had Brist's proxy. Also attending the meeting were: Dick Goddard, Ken Breher, Jim Neubauer, Jay Slinde, Jon Neumann, Lovina Tisler, and Jerry Mennenga.

The meeting was called to order by President Gruber at 9:05 AM in the general office. Gruber asked for a brief executive session.

Motion by Oseland, second by Buhrmaster, to approve the August minutes as corrected. Passed unanimously.

VICE PRESIDENT FINANCE REPORT

The Board reviewed the financial printout from the accountants and the accounts payable list from the assistant treasurer.

VICE PRESIDENT OPERATIONS REPORT

Pahl reported in that he was sick and would not be able to attend the meeting. No report had been prepared in time to send it to the Board meeting.

SECRETARY'S REPORT

Hruska reported that Herbert J. Mainwaring has applied for life membership. Motion by Bloohm, second by Buhrmaster, to regrade the membership of Herbert Mainwaring from associate to life. Passed unanimously. Willard Shoener has applied for regular membership. Motion by Bloohm, second by Oseland, to regrade the membership of Willard Shoener from associate to regular. Buhrmaster complained about the regrade and the motion was withdrawn by the first and second. Matching funds have been received from the Amoco Foundation in recognition of volunteer services from Bill Buhrmaster. Jeff Bloohm has made a cash donation toward utility costs and Wawa's office time related to the restoration work on locomotive 988. Brian K. Bachman donated a set of four new pipe wrenches, a new drill chick, and five rolls of teflon tape. Jon Neumann donated three dome sockets, Fairmont bearings, and some rail drill bits. The Board has received letters both pro and con relative to the letter mailed to the membership by "about thirty concerned members." The Board acknowledges the letters from Marshall Buehler, Al Joyce, Ken Hojnacke, Eliot Keller, Mike Harington, Sue Oseland, Skip Lichter, Bob Doench, and one unsigned letter.

MANAGER'S REPORT

Goddard reported on the Museum performance figures, updated through August. Gift shop and ticket sales continued strong through the period, as did ridership. Gift shop percentages surpassed other categories, helping to achieve stronger-than-ever revenues per person. Puhl Constuction of Reedsburg will begin work on the damaged display roof north of the depot during the week of September 17th. Approval of the estimate by our insurance carrier was cleared early this past week. Roof repair on the C&NW business car #440 has been completed except for paint touch-up. The process of disassembly revealed structural damage to one roof rib, indicating a heavy mishap had occurred some time earlier in the affected area of the roof. A check for \$2,190 was received in August from the Baraboo Area Chamber of Commerce for Mid-Continent's share of the Circus, Cranes, and Trains ticket sales to that date. Two memos dated August 18, 1989, have been issued that relate to track inspections and track speeds. On a related subject, Superintendent Peters is very concerned over damage to flanges, especially on the engineer's side of #1385, apparently due to excessive rail contour wear on certain curve areas,

including the Seeley Creek - LaRue areas. The remainder of the Butler Building components have been removed from the Museum. Labor Day weekend was most productive, thanks to volunteers and staff, who worked together to repair the depot parking lot, plus cleanup in the west yard, southeast yard, north display yard, and freight house areas. Additionally, the old bulk oil plant was cleared of debris and the exterior piping dismantled and removed. Fill dirt was moved in and graded to shore up the sidewalk east of the general office. The Great Northern business car had a wind-damaged tarp worked on and the exterior doors secured. Our thanks to all who lent a hand. Motion by Buhrmaster, second by Bloohm, to accept the report of the Manager. Passed unanimously.

OLD BUSINESS

The Mazomanie excursion is planned for the weekend of October 28 & 29, 1989. For the best profitability, we are planning five trips per day on Saturday and Sunday at 9, 10:30, 12, 2, and 3:30 across the Wisconsin River to Sauk City (16 miles round trip). In addition, we are planning a railfan/photographers trip on Friday (24 miles round trip). Total possible train revenues could exceed \$40,000 with a sellout of all three days. Brist is corresponding with the Wisconsin Department of Transportation concerning liability insurance.

Autumn Color weekends were discussed. Four coaches and either one or two first class cars will be used. Bloohm will check with Charles Wiesner about the 2017 diner/lounge car. The first class menu is not known at this time. A freight train with combined passenger service is also planned.

The C&NW combine coach is ready to be moved from Connecticut. Motion by Buhrmaster, second by Oseland, to authorize \$12,500 to acquire the C&NW combine coach with \$1,800 from the acquisition account, \$3,800 from the Harvard film profits, \$3,000 from the car department savings, \$2,000 from the 2017 account, and \$1,900 from excursion profits. Passed unanimously.

The possible sale of the CB&Q steam locomotive #4960 was discussed. The Grand Canyon Railway has offered to pay \$60,000 for locomotive #4960 on a where is, as is basis. Motion by Buhrmaster, second by Parr, to accept the \$60,000 offer from the Grand Canyon Railway for the purchase of the CB&Q steam locomotive #4960 in its present disassembled condition and stored location in Indiana. The motion tied with Bloohm, Brist, Emhoff, and Nordeng voting no; Hruska, Buhrmaster, Parr, and Oseland voting yes. The President cast the deciding vote in favor of accepting the offer. Motion by Buhrmaster, second by Bloohm, to authorize \$39,000 of the \$60,000 to pay off the note on the 1385 locomotive repairs and the balance used to bring the locomotive fund into a positive account balance. Passed unanimously. Motion by Bloohm, second by Parr, to authorize \$21,000 of the \$60,000 to pay toward the loan on the coach shed and to make a commitment to borrow \$21,000 at a future date to be used for the restoration and completion to operation of a Museum owned steam locomotive. Passed unanimously.

Copies of the current and proposed bylaws have been printed. The Manager will prepare a cover letter and ballot for mailing to the voting membership.

Buhrmaster made a presentation on the proposed construction of a car shop building. Three contractors submitted bids ranging from \$68,375 to \$88,290. Motion by Buhrmaster, second by Parr, to award a contract to Koenecke Construction to design and construct a 50' X 250' X 20' high pole building per MCRM's "storage building specifications", "standard specifications", and drawings for a sum of \$68,375. The contract shall be awarded pending an approved loan from the Reedsburg Bank in the amount of \$62,375. The balance of the money (\$6,000) shall come from the "coach shed" savings account. Up to an additional \$4,000 will be available from the savings account for contingencies. The loan will be for twenty years at the present rate (10.75%). Motion passed with Emhoff voting no and Nordeng's proxy abstaining.

The Camp Car Committee was asked to report on all stored railroad cars at the next meeting.

NEW BUSINESS

Track repairs were discussed. Superintendent Slinde indicated that the Walnut Street crossing should be rebuilt in 1990 including the fourth track for

the wye. The main line street crossing should be repaired this fall. Work will be needed on the Seeley Creek bridge in the near future. Slinde also recommended installing 450 ties at a cost of about \$5,600. Motion by Parr, second by Oseland, to authorize approximately \$5,600 for the replacement of ties on the main line and at the approaches to the Seeley Creek bridge with \$3,600 from the interest fund and the balance from the engineering budget. Passed unanimously.

The meeting recessed until 12:40 PM.

Motion by Bloohm, second by Oseland, with the retirement of the loan on the present coach shed, all future unassigned donations shall be applied to the car shop building. Motion passed with Emhoff voting no and Nordeng's proxy abstaining.

Art Daehler was asked to serve as chairman of an ad hoc committee on structure and operations. He will select two others and outline ideas at next meeting.

Museum member Sandy Hamlet has proposed offering a food service on the Museum property. Motion by Parr, second by Bloohm, to authorize a food service trial operation for the two Autumn Color weekends using the pavilion in Pine Tree Park. Passed unanimously.

The new Membership Secretary, Bob Welke Sr., was appointed to the Membership Committee. Motion by Buhrmaster, second by Bloohm, to approve the appointment of Bob Welke Sr. to the Membership Committee. Passed unanimously.

Considerations are being made for steam locomotive 1385 to be used for the Circus Train in July 1990.

Buhrmaster made a motion to authorize \$100 to move the Louisiana Cypress #2 side frames and cylinder castings to Milwaukee. Motion died for lack of a second.

The replacement wood cab for the Western Coal and Coke steam locomotive was discussed. Motion by Bloohm, second by Hruska, to authorize \$5,600 from the 1989/1990 equipment budget to start the process to construct a wood cab for the Western Coal and Coke engine with the completed cab to be delivered by April 1, 1990. Motion passed with Buhrmaster abstaining.

Unauthorized cab rides is becoming a problem again. The Museum's established policy on riders in locomotive cabs must be observed.

The October Board meeting will be moved to October 22 because of Autumn Color activities. Due to the Tourist Railway Convention, the November Board meeting will be on November 19, 1989.

Motion by Buhrmaster, second by Parr, to adjourn the meeting. Passed unanimously. The meeting was adjourned at 3:05 PM.

Special Meeting, September 24, 1989

Board members present were: Brist, Parr, Emhoff, Bloohm, Oseland, Gruber, Nordeng, and Hruska. Also attending the meeting were: Dick Goddard and Monica Burkert-Brist.

The meeting was called to order by President Gruber at 9:05 AM in the general office.

At the September 10 meeting, Willard Shoener had requested a change in membership to regular member. No action was taken at that time. Motion by Bloohm, second by Emhoff, to regrade the membership of Willard Shoener from associate to regular. Passed unanimously.

Motion by Parr, second by Bloohm, to go into executive session. Passed unanimously.

During the executive session, the pending litigation of Vodak versus Mid-Continent was discussed. Motion by Bloohm, second by Parr, that Attorney Monica Burkert-Brist and the DeWitt Porter law firm be authorized to expend such amounts as reasonable and necessary to represent the Museum's interest at the

Vodak trial; further moved and seconded by Bloohm and Parr that the DeWitt law firm be authorized to offer up to \$10,000 as a cash settlement to fully dispose of the Museum's liability prior to the commencement of trial. Passed unanimously.

Emhoff distributed copies of a letter received by a Museum member that appears to be in conflict with the Museum's bylaws concerning campaigning for office. No action was taken at this time.

Motion by Parr, second by Bloohm, to adjourn the meeting. Passed unanimously.

Special Meeting, October 14, 1989

Board members present were: Nordeng, Brist, Buhrmaster, Parr, Emhoff, Bloohm, Oseland, Gruber, and Hruska. Also attending the meeting were: Sue Oseland, Lovina Tisler, Monica Burkert-Brist, John Winter, Jim Neubauer, Dick Goddard, and Art Daehler.

The meeting was called to order at 3:05 PM by President Gruber in the general office.

The Vodak litigation has been settled out of court. Monica Burkert-Brist informed us what happened at the week-long trial. Some information presented was questionable if it was damaging to Mid-Continent's case. The judge suggested that the percentage of negligence could be 55-45 either way or 50-50. The original lawsuit was asking for \$1,500,000 in damages. By mid-week, the plaintiffs were asking for \$450,000 for an out-of-court settlement. On Thursday, they lowered their request to \$285,000. The defense counter offered \$150,000. On Friday, the plaintiffs lowered their request to \$225,000. The defense countered with \$170,000 which was accepted. The insurance fund is to pay \$150,000 and the Museum and Chicago Insurance are to pay \$10,000 each. The Museum also has to pay the cost of Monica's legal services.

Motion by Brist, second by Bloohm, to authorize Monica Burkert-Brist to contact the Wisconsin Department of Transportation for recommendations for all four public grade crossings. Passed unanimously.

Motion by Brist, second by Nordeng, that until further notice, all movements at Walnut Street will be protected at the crossing. Passed unanimously.

Motion by Brist, second by Nordeng, to appoint a committee consisting of Bloohm, Oseland, the Vice President Operations, and the Superintendent Operations to establish recommendations for rules and procedures. Passed unanimously.

Whereas, the Mid-Continent Railway Historical Society Inc. bylaws allows a candidate to campaign in the form of a half-page resume/platform, to be published in the Mid-Continent Railway Gazette. (Article III, Section 8) Whereas, in the past several years, the candidates campaign statements were sent with the ballot, instead of being published in the Gazette, fulfills the intent of the bylaws. Whereas, the MCRHS Inc. bylaws prohibits any and all other campaigning by mail. Whereas, members join MCRHS Inc. voluntarily, and agree to abide by its bylaws. Whereas, by voluntarily joining MCRHS Inc., and agreeing to abide by its bylaws, the member gives up certain rights under the United States Constitution. And whereas, campaign letters were sent out by mail to some voting members, endorsing certain candidates, without all of the other candidates having the same opportunity, because the other candidates were abiding by the bylaws. Now therefore, motion by Bloohm, second by Oseland, that these letters are in clear violation of the MCRHS Inc. bylaws with regards to campaigning. Motion passed with Gruber, Parr, and Buhrmaster voting no.

Motion by Bloohm, second by Emhoff, that because of a violation of the campaign section of the MCRHS Inc. bylaws, the following candidates shall be ineligible to serve on the Board of Directors of the MCRHS Inc. for the 1989-1990 term: Ken Breher, Skip Lichter, and John Huckstorf. Instead of taking action on this motion, the Board agreed to refer this to the members meeting. Motion by Brist, second by Nordeng, to refer the motion on candidate eligibility to the members meeting. Motion passed with Parr and Gruber voting no.

Motion by Bloohm, second by Nordeng, that the letter sent to members and friends of the Society, by the 28-30 members, in the form of an unsigned letter, is very damaging to the Society because it was unsigned. The letter was sent out without the Board's knowledge. A letter of this type cannot be tolerated. The Secretary will publish a letter of reprimand, in the Gazette, to the 28-30 members (these members are not known by name). The Board discourages unsigned, undocumented concerns and encourages all legitimate concerns to be pursued through proper channels. Passed unanimously.

Whereas, a video was shown at a members meeting last fall by Jim Engelke and Warren Tisler. And whereas, this video clearly showed an alleged violation of policies, rules, and regulations. Now therefore, motion by Bloohm, second by Emhoff, the Board of Directors will not tolerate any violations of policies, rules, and regulations by anyone. And this matter be turned over to the Peer Review Committee for their recommendations. Motion passed with Buhrmaster abstaining.

Whereas, a previous Board of Directors allowed Mr. Jon Neumann to bring his camp cars on the property with restrictions. Whereas, the previous Board of Directors did not enforce their restrictions and allowed Mr. Neumann's cars to remain on MC property. Whereas, Mr. Neumann leases track space in North Freedom, and MC is storing its cars on Mr. Neumann's leased track at no cost to MC. Now therefore, motion by Bloohm, second by Hruska, Jon Neumann be allowed to keep his camp car on MC property, provided Mr. Neumann abides by the rules and regulations governing camp cars. After discussion, the motion was withdrawn. Motion by Brist, second by Bloohm, to request Jon Neumann to reapply before the November Board meeting for the storage of his car at Mid-Continent provided he agrees to the camp car policies. Passed unanimously.

Motion by Bloohm, second by Brist, all membership applications for regrade, except associate, be first given to the Membership Secretary. The Membership Secretary shall submit the regrade application to the Board, with the proper fee and documentation for approval. Passed unanimously.

Brist reported on the financial situation. Money in the winter-set-aside is low. We need to cut expenses in all possible places. We can also hope for a good Autumn Color and excursion.

Gruber asked if the Wisconsin and Calumet Railroad could use locomotive 1385 during the week following the Mazomanie excursion. Motion by Gruber, second by Buhrmaster, to allow WICT to use locomotive 1385 during the week after Mazomanie at no expense, no liability to Mid-Continent. Passed unanimously.

Gruber asked for a short executive session.

Motion by Brist, second by Nordeng, to adjourn the meeting. Passed unanimously. The meeting was adjourned at 6:15 PM.

October 22, 1989

Board members present were: Nordeng, Brist, Parr, Emhoff, Oseland, Bloohm, Gruber, and Hruska. Buhrmaster gave his proxy to Parr. Also attending the meeting were: Dick Goddard, Charles Weisner, and Lovina Tisler.

The meeting was called to order by President Gruber at 9:00 AM in the general office. Gruber announced that Manager Dick Goddard has submitted his resignation effective November 30, 1989. Motion by Bloohm, second by Nordeng, for the Board to express thanks to Dick Goddard for his many years of service to Mid-Continent. Passed unanimously.

Motion by Bloohm, second by Emhoff, to approve the minutes of the September 10 meeting as corrected. Passed unanimously. Motion by Brist, second by Oseland, to approve the minutes of the September 24 meeting. Passed unanimously.

VICE PRESIDENT FINANCE REPORT

Brist did not prepare a report since he had submitted his resignation in August but the Board took no action to accept the resignation. He again pointed

out the right money situation and then submitted motions to help resolve the problem. Motion by Brist, second by Nordeng, to request the Manager to notify all Vice Presidents and Superintendents that all new purchase orders for all expenditures must have verbal and/or written approval of both the President and the Vice President Finance and then the purchase order must be countersigned by the Manager. Passed unanimously. Motion by Brist, second by Nordeng, that the Director of Development set priorities for soliciting for the new car shop building. Passed unanimously. Motion by Brist, second by Nordeng, for the car department and the mechanical department to determine what wheel sets may be sold and to make arrangements for the sale. Passed unanimously. Motion by Brist, second by Bloohm, to establish an ad hoc committee consisting of Art Oseland, Doug Crary, Bill Raia, Bob Ristow, and Don Ginter to evaluate the possible sale of any unneeded rolling stock. Passed unanimously.

VICE PRESIDENT OPERATIONS REPORT

No report was received from Steve Pahl. Gruber asked if the protection of crossings at Walnut Street had been implemented. Superintendent Tisler indicated that protection is in effect.

SECRETARY'S REPORT

Hruska reported that Carl "Skip" Pierce has requested a change of membership from associate to life. Motion by Brist, second by Nordeng, to regrade the membership of Carl "Skip" Pierce from associate to life membership. Passed unanimously. Ed Smith has donated some erection drawings from the American Locomotive Company for the KGB&W #49. Some books along with a telegraph key and sounder were donated by John Berman. Sandra Hamlet has donated cash towards repairs for the Milwaukee Road caboose. Cash for Steamer postage was given by Paul Halaska and Ronald Jones. The Railway and Locomotive Historical Society - Chicago Chapter donated cash toward the Sweet Soo locomotive project. A cash donation to the utilities fund was received from Jerry and Carol Mennenga.

MANAGER'S REPORT

Goddard reported that with one weekend of operation remaining, the Museum has already set new attendance and revenue records for both ticket sales and gift shop sales. At 45,305 riders to date, compared to the previous attendance mark of 44,976 in 1983. Previous revenue marks were exceeded substantially. The year to date performance is up in all categories. Gift shop sales are up 16.1% compared to last year. Ridership is up 4.7%. The Autumn Color performance is down in most categories. Gift shop sales were down 13.8%. Ridership was down 12.9%. First class service was down 15.8%. Sandra Hamlet has kindly provided a report on her snack concession operation from this year's Autumn Color. The Museum was paid \$112.41 as one-half of the net profit. This was 9% of the total sales. Sandy's employees would only be able to do this for special weekends, not for the regular summer season. For those weekends they provide a snack concession, they propose to pay Mid-Continent 10% of the sales (total till). For Snow Train weekend, Mid-Continent would make available a suitable heated and enclosed place to house a snack concession. Their preference is the Milwaukee Road caboose (for all weekends), but it is possible to do it in the pavillion during milder weather. The hydro test of WC&C #1 and the internal inspection of the Soo Line crane X105 boiler has been completed. The latter needs a new safety valve, otherwise both looked good. Due to a coding error, transaction journal and museum department computer printouts are incorrect. This is to be corrected on the 12th month printout at the end of the fiscal year. No provision was made for professional fundraising in 1989. Although paid from Railroad Restoration Trust Fund savings, it was charged to the museum department, showing an incorrect overage of \$11,329.56 against the departmental budget. Facilities maintenance was considerably over budget due to the escalating waste disposal costs. Advertising will exceed estimates for 1989. Less exposure or a higher budget will be the options for 1990. A tire was slipped on the WC&C #1 last weekend. This, coupled with the need to do inspection and washout on locomotive #1385 prior to the Mazomanie excursion meant diesel #988 was the duty engine for the last weekend. The ongoing legal-related workload has eased due to the out-of-court settlement of a suit filed in 1985. The settlement came on October 13, 1989. The car shop building project is on schedule, with site preparation, permits, financing, etc., all proceeding. The Wisconsin Department of Transportation has installed our new highway direction signs on highways 12 and 136. Motion by Brist, second by Bloohm, to accept the report of the Manager. Passed unanimously.

OLD BUSINESS

Charles Wiesner reported on preparations for the Mazomanie excursion. Ticket sales have been slow. Mr. John Trager has agreed to underwrite the cost of minimum expenses. Future moves on the C&NW will be at "fully allocated costs." Mr. Wiesner was asked who will be staying on the 440 business car. He indicated that the engine crews will be housed in the 440.

After a long discussion concerning the use of locomotive 1385 at Walworth, Wisconsin, Motion by Bloohm, second by Emhoff, to overturn the motion of last week and to bring locomotive 1385 home immediately following the excursion at Mazomanie because of the mechanical department's recommendation. Motion passed with Brist voting no and Buhrmaster's proxy abstaining.

The Board took a 15-minute break. Emhoff had to leave and she gave her proxy to Hruska for the remainder of the meeting.

Snow Train brochures will be ready for distribution at the Mazomanie excursion.

The money has not been paid for the C&NW combine car. The quoted transportation rate will be expiring soon.

The new ties intended for installation on the main line have been sold to the car shop project for the tracks inside the building.

The annual banquet will be at Pierce's in Baraboo on November 18 at 8:00 PM. Cost will be \$8.00 per person.

Motion by Bloohm, second by Nordeng, to designate Tom O'Brien Jr. as the official delegate to the TRAIN convention at Denver, Colorado. Passed unanimously.

Motion by Brist, second by Bloohm, to agree to the \$170,000 out-of-court settlement of the Vodak versus Mid-Continent lawsuit. Passed unanimously. Motion by Brist, second by Nordeng, to authorize payment of \$10,000 from savings, if needed, to settle Mid-Continent's portion of the \$170,000 out-of-court settlement of the lawsuit. Passed unanimously.

Motion by Bloohm, second by Nordeng, to allow Dave Wantz to continue to use the cabin in Pine Tree Park provided he pays the same rate as a camp car and maintains the building. Passed unanimously.

ANNUAL ELECTION

All three incumbents were reelected to another three-year term on the Board of Directors at the annual members meeting.

Parr nominated John Gruber to the office of President. Nordeng nominated Jeff Bloohm to the office of President. Motion by Brist, second by Nordeng, to close nominations. Passed unanimously. Jeff Bloohm was elected as President of the Society on a secret ballot vote of 6 to 3. The gavel was passed to Mr. Bloohm. The new President said all parties will work together.

Motion by Brist, second by Oseland, that the election of all remaining officers be tabled until the November Board meeting. Passed unanimously.

NEW BUSINESS

The sleeper car "Dover Plains" is to move to the Wisconsin and Calumet Railroad with the excursion train at no expense to the Museum. Mr. Wiesner is to coordinate this move with the C&NW.

Because the Museum has had a good working relationship with the WICT in the past, motion by Brist, second by Nordeng, for Mid-Continent Railway Museum to agree in principal with the Wisconsin and Calumet Railroad to operate future railroad excursions planned well in advance of the proposed date of operation. Passed unanimously.

The plow equipment for Snow Train was discussed. We need to check with the mechanical department concerning the use of the rotary plow. It was suggested that we should have all of our snow removal equipment on display.

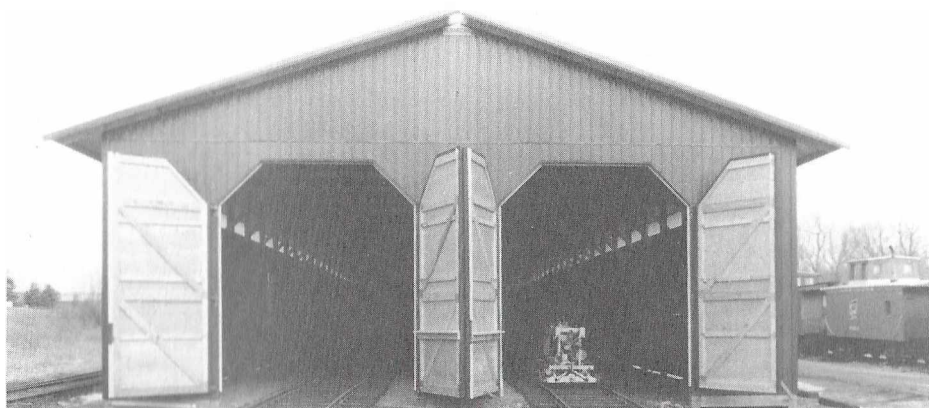
Bob Sladky as our professional fund raiser, was discussed.

The new bylaws were discussed briefly. It was asked if we need the Vice Presidents. Should the election procedures be changed? Should the role of the Nominating Committee be modified?

Brist informed the Board that he is a member of the Board of Directors for the Great Lakes Central Limited which operates the Nicolet, Badger Northern Railroad.

It was suggested that the main line crossing at Walnut Street be tamped up before the ground freezes.

Motion by Brist, second by Nordeng, to adjourn the meeting. Passed unanimously. The meeting was adjourned at 2:35 PM.



Help Preserve Our Wooden Cars

Mid-Continent's wooden car collection is nationally recognized. Preserving it is so important that we have just completed a 12,500-square foot building to improve restoration work space and to protect more cars from the harsh Wisconsin weather.

Wooden equipment is as much a part of the turn of the century railroad scene as steam locomotives and coal smoke. During their golden age, railroads proudly moved passengers in carefully crafted and finely finished cars. We have more than 20 wood passenger cars from the 1870s to 1912, built for ten midwestern railroads. The freight equipment, totally ignored at most other museums, is equally significant. We have 15 cars, dating from the 1890s to 1920s.

The Coach Shed, built in 1976, can accommodate 12 cars. With the completion of the new building, more cars may be displayed for the public in the Coach Shed and cars under repair shifted to the repair facility.

Take a look at cars restored for the Soo Line convention in September 1988. The cold winters and hot summers are taking their toll. Paint is peeling. Wood is deteriorating. That's why we want to keep adding buildings.

Help pay off the loan for the new building and preserve our historic collection. Send contributions to Mid-Continent Railway Historical Society, P.O. Box 55, North Freedom, Wis. 53951.

SCHEDULED

March

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

April

- 8 Board meeting, 9 a.m.
- 21-22 Spring Fling. Banquet at Viking II, Baraboo.
- 28 Morse Telegraph Day

May

- 5-6 Safety, rules class
- 14 Daily operation begins
- 20 Board meeting, 9 a.m.
- 26-28 Railfest. Kids ride free.
- 27 Freedom Day, all day in North Freedom
- 27 Members picnic, after last train.

June

- 16 Members meeting, 8 p.m.
- 17 Board meeting, 9 a.m.

July

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

August

- 11 Members meeting, 8 p.m.
- 12 Board meeting, 9 a.m.

September

- 2 Members picnic, after last train
- 9 Board meeting, 9 a.m.

Meetings are at the office building unless announced. Phone 608/522-4261.

Cover. The aerial view shows a mixed train passing Devil's Chair, a frequent happening during a busy Snow Train weekend. Interim Manager Ed Minihan piloted the airplane.

MID-CONTINENT
RAILWAY

P.O. Box 55
North Freedom, WI 53951

Address Correction Requested

Nonprofit Organization
U.S. Postage Paid
Permit No. 2

North Freedom, WI 53951



**First Annual Railroad
Photography and Art Issue**