

MID-CONTINENT RAILWAY *Gazette*

VOLUME 24, NO. 2, JUNE 1991

COACH SEED

MINNEAPOLIS, ST. PAUL & SAULT STE. MARIE
RAILWAY CO. (SOO LINE)

No. 15604

TYPE - Box Car

BUILDER - Wells & French Co.
Chicago, Illinois

DATE BUILT - 1897

PROFILE: THIS 36 FOOT LONG BOX CAR IS AN EXAMPLE OF LATE 19TH CENTURY FREIGHT CAR CONSTRUCTION. WHILE TODAY'S STEEL BOX CARS ARE CAPABLE OF CARRYING 70 TO 100 TONS OF MATERIAL, THIS CAR WITH ITS WOOD UNDERFRAME AND TRUSS ROD CONSTRUCTION IS CAPABLE OF CARRYING ONLY 30 TONS. FOR YEARS THIS CAR TRAVELED THROUGHOUT THE MIDWEST HAULING GRAIN, LUMBER, AND OTHER PRODUCTS REQUIRING PROTECTION FROM THE WEATHER.

WHEN THE SOO LINE RETIRED THIS BOX CAR FROM ACTIVE FREIGHT SERVICE, DATE UNKNOWN, IT WAS ACQUIRED BY THE GOODMAN LUMBER CO. FOR IN-PLANT USE AT ITS GOODMAN, WISCONSIN, FACILITIES. THE CAR WAS RENUMBERED NO. 206 WHILE IN GOODMAN LUMBER SERVICE WHERE IT REMAINED UNTIL 1966. THE BOX CAR HAS BEEN RESTORED TO ITS ORIGINAL SOO LINE LETTERING SCHEME.

Riding the 'Footplate' with Rudy

After Mid-Continent and Keighley and Worth Valley photos appeared side by side in Locomotive and Railway Preservation, the Gazette (Nov. 1990) summarized Mid-Continent's international connections. Tony Green of the Worth Valley in England wrote these remembrances of visits in the 1970s.

I first became interested in American railways in the mid-sixties when a friend gave me a pile of old *Trains* magazines. At that time, the English did not visit America, it was too expensive...so we had to be content with books, magazines, etc.

Then in 1973, air fares became "cheap" and the dollar was 2.4 to the pound. Three of us from the Worth Valley Railway decided a trip was possible. I wrote to several railways along the proposed itinerary; the most encouraging reply was from Ron Jones at Mid-Continent. We had three weeks, starting at Toronto, and using a special internal half price air fare deal plus hire cars we saw steam operations in New York State, Strasburg, East Broad Top, and Cass, flew to Chicago for MC and circus train with 4501, then to Denver for DRGW and C&T.

MC got a full weekend. We had a great time. We had a very friendly welcome, some names I regret I cannot remember, but I recognize many names which still appear in the *Gazette*. We rode the Montana Western, controls operable at one end only, a diesel with rods and two engines (one working).

And of course the steam locos. We rode the footplate with Rudy and other drivers (engineers) and surprised many of your passengers by explaining the cab controls in "foreign" English when they filed through the cab at the quarry terminus (where we did not see any rattlesnakes). During the weekend we walked the track back to the depot—we did disturb a black and green snake sunning itself on a sleeper (tie) or perhaps the snake disturbed us—we hit line speed in different directions in 10 seconds flat. I remember cool drinks at La Rue and Saturday evening we had a film show in an old school house, or was that on the second trip?

I came to MC two or three times after that, the next time in a party of eight, subsequently in smaller groups. We always had a great welcome, and usually very good weather.

My latest visit coincided with a plague of giant midges (possibly mosquitoes) which made standing outside extremely uncomfortable. The coach shed and freight house were new and unfinished, and I think I will have to start planning another visit soon.

Over the years we have had visits from several MC members, and it goes without saying that anyone planning a holiday in the U.K. will be most welcome on the Worth Valley.

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Roundhouse 1

Mid-Continent's summer season is well underway. Ridership through June 30 totaled 14,256, a drop of 4.8 percent from 1990. Revenues which include the gift shop and first class services are about the same as a year earlier. There were 44 tour groups in May, nine more than in 1990.

The museum participated in Freedom Days, Memorial Day weekend. To build additional area recognition, Mid-Continent carried 337 Sauk County residents for \$1 each for a special Independence Day promotion; the total for the day was 660, compared with 231 on July 4, 1990.

The season opened May 13. Steam service resumed June 9 with Western Coal & Coke no. 1, sporting a new wood cab, at the front of the trains. The locomotive was in the engine house June 28-30 for repairs and a boiler wash.

The fall board of directors election will be conducted under new bylaws, approved 56 to 42 in a mail ballot counted at the spring fling banquet. Under the revisions, there will be a primary election, if necessary, to narrow the candidates and a final election to select the board.

Spring Fling weekend was busy, as members contributed many hours on work projects. About 80 attended the banquet Saturday night.

While the hot weather dominates the summer scene, planning begins for Autumn Color and Snow Train. Brochures are being distributed. Autumn Color features trains Oct. 5-6, 12-13 at 10, 11:30, 1, 2:30, and 4, plus a sunset special limited at 6 p.m. each Saturday.

More attention is turning to Washington, D.C. Rail groups are building recognition with the National Trust for Historical



First class service increases. A retreat May 29 for the Association of American Railroads, Research and Testing Department, Chicago, included top management from other AAR test sites in Washington, D.C., and Pueblo, Colo. The event also marked the birthday of George H. Way, AAR vice president, research and testing, Washington, D.C.

Preservation and planning a national railway heritage foundation, while the Federal Railroad Administration is gathering information to institute a "safety user fee assessment" on tourist railroads.

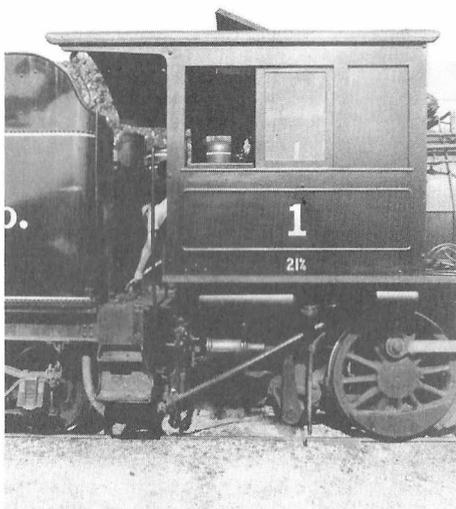
Increasingly, Mid-Continent is being pressed to make improvements (water, sewer connection, for example) and revise its financial record systems for the 1990s. It also is beginning a new development program to boost its resources for preservation and education.

Mid-Continent must bring its water and sewer systems in compliance with county and state sanitary codes by summer of 1993. To do this, the museum needs to build connections to North Freedom. At the same time, the museum has an opportunity to boost fire protection for its collection.

The Sauk County Planning and Zoning Office has given Mid-Continent two years, to spring 1993, to prepare plans, permits, and financing to connect to the village systems. Work must be completed by spring or summer 1993. In addition, the zoning office set a deadline of June 10, 1991, for modifications to the existing holding tank.

"If you were not open to the public, these deadlines would not be as critical. Because of the health and safety concerns I will recommend fines if the above deadlines are not met. It is not my intent to create a hardship for the museum. All I want is compliance with the sanitary code. ILHR 83.01 (2) (a) states every building intended for human habitation or occupancy shall be provided with a properly functioning system for treatment and disposal of domestic waste," Steve Sorenson, administrative technical assistant, wrote in a certified letter.

"In Sauk County, we are working with land owners and private industry to get all sites brought up to code. It is pretty common right now for people to get orders from us. There is government money (Wisconsin Fund) for up to 50 percent of the cost for private homes, but no county or Wisconsin Department of Industry Labor and Human Relations funds for organizations such as yours," Sorenson said later.



WC&C #1 has a new wooden cab.

The state codes were last revised in 1980, and Mid-Continent has not been in compliance since then. In the next year or two, when pumping codes again are revised, the cost of dumping sewage could quadruple, Sorenson said. (In 1989-90, Mid-Continent paid \$4,500 for pumping the holding tank, and \$2,500 to \$3,000 for pumping and conditioning water.)

"It is better, for sanitary purposes and for fire protection, if you are brought up to code," he said. "The present system is just bad news. We have been generous in trying to give you time to do the work."

The independent CPA's compilation for the fiscal year ending Oct. 31, 1990, shows assets of \$983,226. The report outlines support and revenue of \$428,150 and costs and expenses of \$396,175, for an excess of support and revenue of \$31,975.

"A compilation is limited to presenting, in the form of financial statements, information that is the representation of management. We have not audited or reviewed the accompanying financial statements and, accordingly, do not express an opinion or any other form of assurance on them," said Walter D. Smith, Baraboo certified public accountant, in a May 29 letter to the board of directors.

Skip Lichter, elected treasurer in January, advises a conservative approach to financial affairs. He said that Mid-Conti-

ment needs "a program that ensures that all purchases and money spent is cost effective. We also need to improve our educational program."

Executive Director David Henke is resting at home, after spending a week (June 27-July 4) at St. Clare Hospital in Baraboo.

Educational information in the coach shed will be augmented by nine new exhibit labels, reports Curator Don Ginter. When these are completed, each piece of restored equipment will have a label. In a year or two, labels with graphics and more permanent displays are planned. In addition, two signs are being placed next to the C&NW narrow gauge cars on display next to the depot. Gift funds are being used to help support the educational initiatives.

The Soo Line crossing tower will be lifted to its permanent position this summer; supports are in place. Ginter is looking for two or three people to sort periodicals in the library.

A Mid-Continent video, written and narrated by Jim Neubauer, has received favorable reviews in *Trains*, *Railfan & Railroad*, *North Western Lines*, and the *National Railway Bulletin*. "The 'Mid-Continent Steam Story' is a documentary of the type you might see on PBS-TV; it chronicles the beginnings, organization, and operation of the volunteer-staffed museum at North Freedom...By the way, don't hit the stop button when you see the credits roll, several minutes of prime viewing remain," said Ted Davis in the *Bulletin* (No. 1, 1991). The 30-minute video sells for \$29.95 from Interurban Video/Films, P.O. Box 6444, Glendale, Calif. 91225. It is available at the Mid-Continent gift shop. A short description by Neubauer was in the July 1989 *Gazette*.

Mid-Continent has a traveling exhibit in Madison, prepared Henke. "Mid-Continent Works to Maintain Its Mission of Steam Heritage Preservation" was installed the week of June 10 at the State Capitol Employees Credit Union's new office in the City Station building on W. Washington Ave. next to the restored Milwaukee Road depot. The exhibit, in the main lobby through October, shows themes at the museum, including education, research,

locomotive restoration, coach restoration, and special events, and asks viewers to visit North Freedom.

In a review in the *New York Times* (May 17) about the Cannes Film Festival, Vincent Canby says: "Without a doubt the strangest film to show at this festival was 'Pupi Avati's Bix,' an Italian movie about the life of the great American jazz cornetist Bix Beiderbecke, shot largely in Iowa and Illinois with a cast of American actors, most of whom are new to the screen." Unfortunately, the Mid-Continent scenes were not mentioned.

Railway & Locomotive Historical Society honored artist Gil Reid with a senior achievement award in May at the group's 10th annual railroad history award program. Reid, a life member of Mid-Continent, joined Kalmbach Publishing Co.'s art department in 1956, retiring in 1978 as *Trains* assistant art director. A black-and-white line drawing appeared in the first issue of *Trains* in 1940. For Mid-Continent, he produced a full color painting of UP 440 at the North Freedom depot.

In "Bridging a Preservation Gap," Mark Smith and Michelle Giroux urge rail preservationists "to reach out to a broader constituency and in particular to build bridges with the National Trust and other preservation organizations." Their Viewpoint was in *Historic Preservation News* (June), published by the National Trust for Historic Preservation, Washington, D.C. "As far as forging bonds with related organizations and reaching out to the public is concerned, railroad preservation is just coming into its own," according to *Locomotive & Railway Preservation's* editor/publisher and executive editor.

Deaths. Thomas D. Robinson, 81, April 15. Survivors include his wife, Caroline. When Tom retired from the Waukesha school system in 1973, they moved to Lyndon Station. They were hard working Mid-Continent members. They spent their time traveling and at Lazy Palms, Texas, from 1985 to 1988, when they moved to the Independent Living Center at Divine Savior Nursing Home, Portage.

'Doing Away With Danger'

La Crosse Alliance to Preserve Grand Crossing Tower

Interlocking plants were introduced in Wisconsin late in the 19th century to protect busy railroad crossings. The public understood their purpose, in the words of a *Milwaukee Sentinel* headline, was "Doing Away With Danger." To avoid accidents, levers for signals and switches were connected so the person operating them could not set up conflicting train movements.

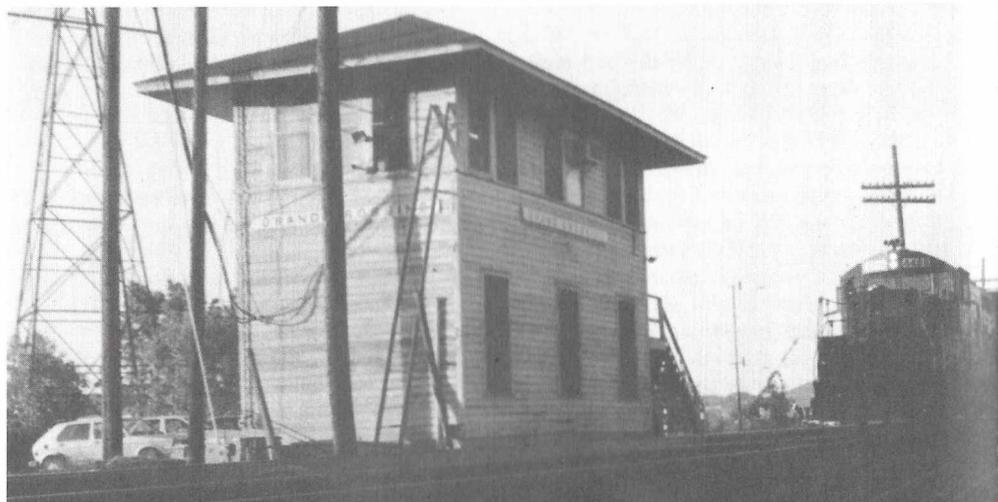
Grand Crossing at North La Crosse, an early tower, turned out to be the last continuously operated plant, staying in service until January 1991.

An agreement, signed March 25, 1886, permitted the Chicago, Burlington & Northern to cross the Milwaukee Road, and provided that the Burlington install and maintain "all crossing-frogs, crossing-signals, gates and targets and other fixtures" at the crossing. Construction started on the first tower, "from which signals will be displayed to approaching trains," in April 1887. The contractor turned over the tower to the Milwaukee Road, "to operate the new gates across the track," in June, according to the *La Crosse Republican and Leader*. Green Bay Winona

and St. Paul (today's Green Bay and Western) and North Western also used the tower.

By the end of the year, the Milwaukee Road and C&NW had adopted similar interlocking protection for crossings at Bay View and Washington Street in Milwaukee. In an article praising the railroads "for insuring against serious accidents," the *Sentinel* described the system. "The signals at both crossings are the same. A high tower has been erected in which a man will be stationed to throw switches and display signals at all times of the day," the newspaper said. Both towers were placed in service in 1888.

The systems quickly became obsolete. In November 1892, three companies agreed to build today's Grand Crossing Tower, "an improved Saxby and Farmer interlocking plant." North Western paid \$1,020 of the cost; Burlington, \$1,500; and Milwaukee Road the balance, \$3,693. Milwaukee Road installed, maintained and operated the plant, placed in service in February 1893. Maintenance expenses were split according to a formula. C&NW and CB&N



paid for operations, the same as they had paid for the previous plant; if the operations involved additional cost, these would be paid by the Milwaukee Road.

In Milwaukee, Bay View was replaced in 1894, Washington Street in 1903.

Plants also were placed in service on the Milwaukee Road main line, such as Medary near La Crosse, December 1892, and Camp Douglas, August 1892; these as well as Grand Crossing were rebuilt in 1902 when the line was double tracked.

Interlocking grew rapidly in Wisconsin. The railroad commission reported 19 plants installed in the four years ending June 30, 1898. By 1912, 110 plants were in service across the state.

Grand Crossing stayed busy through the years, barely missing GB&W's daily mixed train which made its last trip to La Crosse in October 1922.

In an attempt to reduce its proportion of the expenses of joint facilities, CB&Q counted trains at the crossing for a month in 1939: CB&Q, 275; CMStP&P, 575; C&NW, 200. Switch moves accounted for an additional 120 trains on the CB&Q; 150, CMStP&P; and 40, C&NW. Correspondence between the CB&Q and Milwaukee Road continued for six years. A letter from H. C. Murphy, vice president, to J. H. Aydelott, general manager, quoted a third Burlington official, who concurred with Murphy "that further negotiations with the Milwaukee in an effort to receive a more favorable offer would be fruitless."



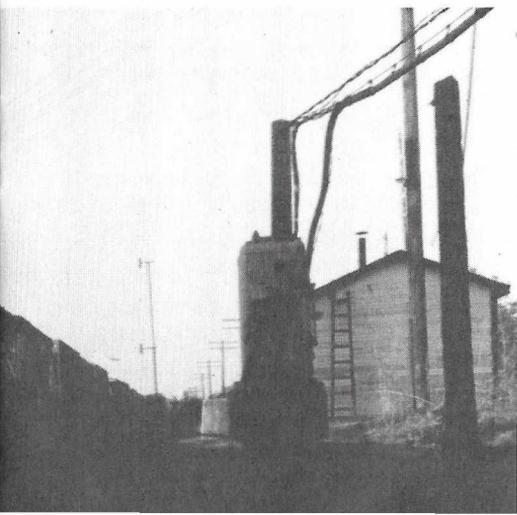
The supplemental agreement, effective Oct. 1, 1946, provided that the Milwaukee deduct \$10 a month from its bills to the Burlington, so the levermen-operators could continue to handle train orders for the Milwaukee. The railroads signed another supplemental agreement in 1954. For the 12 months from May 1966 to April 1967, CB&Q paid the Milwaukee \$18,927 for maintenance and operation.

The names changed, as CB&Q merged into Burlington Northern and Soo Line purchased the Milwaukee Road. The C&NW started operating on the Milwaukee/Soo, and later, in 1987, its diamonds were removed.

The end came when the manual interlocking was taken out of service at 7 a.m. Jan. 24. Trains operated on hand signals until 6 p.m. Jan. 27; signals placed in service then were controlled by the Soo Line dispatcher in Milwaukee. After the 4 p.m. to midnight shift Feb. 28, the tower was closed and locked.

Grand Crossing (photographed in 1988) had lasted far longer than most plants, including the famous tower in the middle of a lake in Madison which operated from 1901 to 1954. Today, all plants in the state are gone or remotely controlled.

Plans are underway to preserve the La Crosse tower. The Soo Line has agreed to sell it for \$1 to a group which plans to move the landmark to Copeland Park, next to CB&Q locomotive no. 4000 and a Milwaukee Road caboose. "Save the Tower" buttons are available for \$2 from the Preservation Alliance of La Crosse, La Crosse, Wis. 54602-1422. JG



Towers Keep Watch on 1900s Rail Landscape

Interlocking towers once dotted the countryside where rail lines crossed.

One such tower was at Crawford, near Prairie du Chien in Crawford County. A predecessor of the Milwaukee Road reached the location in 1857, but it was not until 1886 that the Chicago Burlington & Quincy route opened.

The two railroad companies agreed March 25, 1886, on a contract allowing the CB&Q to cross the Milwaukee line. As traffic increased, the Milwaukee Road hired flagmen for the crossing; under the agreement, the CB&Q had to reimburse the Milwaukee for the costs.

The railroads wanted to cut time off train schedules. So, a second agreement was signed May 27, 1903, permitting the CB&Q to substitute its telegraph operators for the Milwaukee's flagmen and build an interlocking plant.

CB&Q owned the tower, which opened in March 1904. The Saxby & Farmer plant had 24 mechanical (or strongarm) levers, 19 of them working. Electric interlocking was added in 1917 to control switches and derails at Ports, 1.5 miles east of Crawford on the south side of the Wisconsin River bridge. CB&Q's double track main line narrows to a single track from Crawford to Ports for the river crossing.

Don Bayer, a Mid-Continent member, worked at Crawford in 1962 and 1963 until the tower closed. Since the Milwaukee Road did not have a telephone line, it

was the last place on the CB&Q that took train orders by telegraph, he recalled.

With the Milwaukee's passenger trains gone and its freight needs provided by a three times a week train from Madison, tower activity declined. A supplemental agreement of Feb. 11, 1963, provided for "remotely controlled electric interlocking."

When the tower closed May 1, 1963, the CB&Q operator 2.7 miles north at the Prairie du Chien depot assumed responsibility for the crossing. More changes came as CB&Q merged into Burlington Northern in 1971, the then-bankrupt Milwaukee Road suspended Prairie du Chien service in 1980, and BN removed the crossing. The crossing was put back in service in August 1986 for Wis-

consin and Calumet. Today, control is miles away in Galesburg; WICT crews call the BN dispatcher there for permission to unlock the derails and cross the busy main line.

The Milwaukee Road and CB&Q opened another interlocking plant in Wisconsin at Trevino (Buffalo County) in October 1903. Crawford, Trevino, and the other plants built at the turn-of-the-century were part of the railroad effort to boost speed and efficiency. JG

Photo by Don Bayer in December 1962 shows new signal to the right of the tower. Bayer also provided information for articles in this issue.





Board Minutes

John Gruber, Secretary

JANUARY 13, 1991

Board members present were Art Oseland, Jeff Bloohm, Stan Nordeng, Tom Hruska, Greg Vertein, Steve Brist, Skip Lichter and John Gruber. Bill Raia had to turn back because of bad weather in Chicago; he phoned his proxy to Lichter. Also present were Executive Director David Henke, VP Tom O'Brien Jr., and Supt. Robert C. Welke.

President Bloohm called the meeting to order at 9:15 a.m.

The November minutes, prepared by Tom Hruska, were accepted as corrected. The December minutes, prepared by John Gruber, were accepted as corrected.

Secretary Gruber reported gifts, as a part of the annual year-end fund campaign, from Douglas A. Anderson, William F. Armstrong, Radleigh Becker, Alice L. Bertele, Roy J. Blazek, Robert Boelter, Charles P. Bowman, Robert F. Breseman, Barton S. Burch, William Chernick, W. Tandy Chenault, James Henry Clausen, Charles N. Clark (Charlie's Train), Arthur Caluter Jr. and Hazel Clauter, George W. Cook, Millard Y. Crisp, Edward M. Cummings, Mr. and Mrs. Robert J. Cutting, Steven Dickey, F. A. DuVal, Louis A. Edwards, Philip W. Epstein, Thomas Eckstein, Harold R. Fotsch, Robert J. Gary, Richard D. Green, James F. Greger, Donald C. Gates, Ralph A. Garman Jr., Melvin L. Hanson, Marian B. Hastings, David L. Henke, Peter R. Hills, Frederick B. Hoese, Thomas Hruska, William G. Hupfeldt, Warren M. Jackson, John I. Jenkins, Karl L. and Sharon E. Johnson, John W. Kachel, Ron D. Kokemuller, William S. Kuba, Edward P. Leight, Richard L. Linder, William C. Lowe, John W. Lyon, Daniel F. Marx, Vincent R. Mathews, Dieter A. Matti, Gary McCullan, Dr. Irvine G. Milheim Jr., Mr. and Mrs. Melvin Monson, Anton G. Mueller, Charles S. Mueller, Jon Nienow, Herman Page, Peter J. Paulson, Carl "Skip" Pierce, Edward P. Pung, J. Wendell Putz, Kenneth W. Ochs, Evan E. Richards, Robert W. Rohrig, R. J. Rollbuhler, Russell W. Sackett, Calvin O. Schmah, Larry E. Shankles, Fred M. Springer, Col. Roy M. Stanley II, Edward J. Steinhauser, David H. Tesch, Richard E. Travis, Michael Waidelich, Kurt Wegelius, Donald A. Weigt, Donald A. Wildman, G. R. Wilson, Russell T. Wolfram, Lowell F. Wood, Jim Wakefield, and Frank Zarnowski. In addition, Margie Borgrud (for the Wm. F. Statz Family Trust) donated a 20-foot by 30-foot Trachte building at Waunakee.

Lichter, who has been co-signing checks for the last month, suggested places where we could save money. He reported that the electric bills are "way out of sight," phone bills are high, we have been paying rent on 5 Red Arrow acetylene tanks lost

since 1983. He asked if the North Freedom bank was aware of the board's policy requiring two signatures on checks. These items will be taken up in the executive director's report or as new business. A financial summary for November-December from Bill Burhmaster and Henke showed accounts payable of \$12,816, and year to date expenses of \$40,177. The 1991 budget will be presented in February.

Executive Director Henke presented a report covering finances (with Supt. Burhmaster), operations (with Supt. Robert Welke), mechanical (with CMO Steve Siebel), Red Arrow tanks, quarry (no report from Kraemer), accounting changes, 1991 budget, barn, letter to private equipment owners, insurance (audit of 1989-90 policy resulted in an additional charge of \$8,712), purchase of a computer, year-end reports, directory, and volunteers (down 3,800 volunteer hours in 1990). Paul Swanson, car foreman, reported that siding has been removed from the Great Northern coach, which he wants to use for Snow Train; Swanson and Henke will work on the problem. Brist moved, Nordeng seconded, to accept report of executive director. Carried. Brist asked for unanimous consent to take up immediately items from the report requiring action.

Brist moved, Vertein seconded, to change accountants, hiring Walter D. Smith, Baraboo, in place of Fishkin, Dippel & Horman. Henke estimated savings of \$1,200 to \$1,600 yearly, with computing work done in house and reviewed quarterly by Smith. Motion carried, with Lichter voting no. Lichter said more study was needed.

Brist moved, Hruska seconded, to purchase at least a 386 model computer for up to \$3,186. Funds would be borrowed from the excursion account, and as much as possible paid back by donations. Henke explained the computer would be used in house for accounting, check writing, editing, mailing lists, fund raising, and so forth. Carried.

Lichter moved, Vertein seconded, to authorize Henke to settle accounts with Red Arrow by offering \$250 plus current expenses, and asking them to pick up any tanks at Mid-Continent and cease business with Mid-Continent. Carried, with Brist voting no.

Brist moved, Hruska seconded, to approve outline of train crew promotion procedures as proposed by the superintendent of operations. Lichter requested that an annual review be added. He complimented Welke on the outline, but asked that Welke come back with a plan for the review in March. Carried.

Election

Nordeng moved, Gruber seconded, to elect Lichter as treasurer, to fill a vacancy. Brist moved, Vertein second, to close nominations and cast a unanimous ballot for Lichter. Carried unanimously. Brist moved, Nordeng seconded, to elect Buhrmaster as assistant treasurer. Carried. Wava Vertein also serves as assistant treasurer.

Old Business

There was no report on locomotive leases.

Lichter moved, Vertein seconded, to decline the offer of the Dickey barn. Carried.

Steve Siebel, chief mechanical officer, and Chuck Wiesner, excursion coordinator, discussed the mechanical department report, locomotive status, and excursions. Siebel reported two locomotives would be under steam for SnowTrain. Work needs to be done on no. 1385. The Montreal is ready, thanks to spring replacement by Lichter, Paul Wolff, Bill Raia, Jerry Pitzen, and John Meyerhoff. Siebel outlined work after SnowTrain: placing new cab and repairing tender truck on Montreal, replacing 5 staybolts (3 behind frame) on D&R #9. Lichter said no. 2 needs a couple of weekends of work, but the biggest problem is the lease. Siebel recommended waiting a year for off-line excursions with no. 1385. Bloohm received a letter Jan. 7 from the Federal Railroad Administration, telling which regulations Mid-Continent must follow on the museum line. Brist moved, Oseland seconded, to accept the mechanical report. Carried.

Lichter moved, Oseland seconded, not to operate off-line excursions in 1991. Carried, with Brist voting no. Mid-Continent will lose a lot of momentum, lose a lot more than the revenue, Wiesner said. Wiesner is waiting for the rest of the bills from Wava Vertein before giving a final report on the Sept. 14-16 McFarland excursion.

Gruber moved, Brist seconded, to approve the following resolution:

"Mid-Continent Railway Historical Society, a nonprofit group organized in 1959, has operated steam passenger trains and a museum at North Freedom since 1963. Over the years, it has made significant contributions to the Wisconsin tourist industry and brought many visitors to the state; in 1989, the museum carried its 1-millionth passenger. Mid-Continent is recognized nationally as a leader in railway preservation.

"Mid-Continent is pleased that the state of Wisconsin has placed increased effort into building tourist travel to Wisconsin. Mid-Continent could make even greater contributions to the growth of the tourist industry, if it could expand its excursion trains and concurrent education programs. However, operating passenger trains on state supported railroads continues to be hampered by rules and regulations of the Wisconsin Department of Transportation. While Mid-Continent has operated a limited number of trips on state-assisted railroads, the rules have changed frequently enough to discourage such excursions. Since 1987, WisDOT has issued five versions, although it has not taken official action to adopt them as rules. The regulations duplicate regulations of other agencies. Changes are made without notice or input from the small businesses that are affected.

"The goals of promoting tourism and maintaining freight railroad service are not incompatible. Mid-Continent directors ask that a Wisconsin Tourism Development/Wisconsin Department of Transportation task force be formed, which includes citizen members, to examine the issues and establish priorities and procedures for expanding excursion operations on state-assisted railroad lines."

Motion carried.

The board took a recess for lunch.

Nordeng moved, Brist seconded, to authorize the executive director of contact the DNR about the river bank erosion.

Bloohm reported that Oseland had acted strictly "on his own" in holding a meeting with state and county officials about the highway crossings. As a result, there is a public record of the officials' recommendations.

A report on timbers removed from the property was put off until March. There was no report on the proposed shop extension, since contractors have been too busy to return phone calls. A report on the private equipment charge will be given at the next meeting.

Henke picked up the mailing tubes, records, and prints from former fund raiser Robert Sladky in December. Before the members meeting last night, 15 members formed a bucket brigade to hand up the tubes to the attic. The tubes nearly filled the meeting room. A computer disc from Sladky, containing the fund raising mailing list, is unreadable.

In response to Mid-Continent's request to remove a coach from the property or pay \$100 a month rental, Diversified Rail Services has billed Mid-Continent for storage of locomotive 4960 and parts, \$2,233.70 including interest. Bloohm will check on the storage bills.

New Business

Oseland moved, Vertein seconded, to authorize the president to look into the sale the Union Pacific rotary tender. Carried.

Lichter moved, Vertein seconded, to appoint Tom O'Brien Jr., Ken Breher, Stan Nordeng, Phil Watson, and Brian Schumacher to a committee to review the utilities. Our utility bill is too great for what we have, Lichter said. Carried.

Lichter requested a log of all long distance phone calls. This will be discussed in March. Lichter asked about billboard at Pate Implement, Highway 12 and W, authorized last year. It was requested that the last person out hook the gate at the coach shed; Wally Tisler requested that reflectors be added to the gate. Beer bottles have been left in the trash in the engine house; members are reminded of the policy that beer be consumed only in private areas such as camp cars.

Lichter will arrange to reassemble the metal building from Waunakee as soon as possible. Cost is estimated at \$1,000. He will get a recommendation from Pitzen. This will be discussed in March. Also, 200 ties are needed for the west yard project.

Brist moved, Nordeng seconded, that unassigned donations no longer be applied to the new car building, since there is a mortgage on the building. Carried.

The board adjourned at 3:25 p.m.

Board members present were Art Oseland, Jeff Blohm, Tom Hruska, Greg Vertein, Steve Brist, and John Gruber. David Henke, executive director, also was present. Stan Nordeng and Bill Raia gave a proxies to Blohm.

President Blohm called the meeting to order at 9:13 a.m.

Minutes of the January meeting were approved as corrected.

Secretary's Report

Annual fund gifts came from Jeff Blohm, Charles Bohi, Melissa Bradley, Ralph A. Cavaleri, Irma E. Getschmann, Richard A. Higgins, Mark R. Jensen, Leon D. Keune, James S. Keith, Richard McLeod, Robert L. Neff, Dwight H. Rennison, Donald C. Ritchey, George E. Strombeck, Gordon J. Schmitt, Ted J. Scholl, Robert W. Taylor, Roland W. Tetzlaff, and David E. Vos. Additional gifts came from J. Marshall Buehler, F. A. DuVal, Richard J. Gruber, Eliot A. Keller, Vincent R. Mathews, Thomas J. O'Brien Jr., Stuart M. Rich, and Beverly Schara.

Correspondence included letters from Tom O'Brien Jr., opposing the "illogically conceived" \$50 private equipment assessment; Dick Gruber, about elections bylaws ("let's accept the revisions and get on with business"); Don Ginter, curator, requesting copies of board minutes since 1984 for the archives; Bill Armstrong, "be very careful in any discussions or commitments regarding hauling loaded cars of rock." Blohm presented copies of letters about an excursion on the C&NW in the Chicago area. Jerry Pitzen sent reports on the erosion problem near the oil house and the metal building for the engineering department. Gruber reported on preliminary discussions about sponsoring a railway preservation symposium with the National Railroad Museum, Green Bay.

Skip Lichter joined the meeting at 9:30 a.m.

Executive Director's Report

Henke listed 14 items in his report. The financial summary showed year to date income of \$11,518, expenses of \$43,515, savings income of \$15,857, and savings expenses of \$6,979. Accounts payable stands at \$9,755. The annual budget will be presented in March.

Bob C. Welke presented a written report, including appointments and summer train crew. For information, a roster of members qualified to operate various pieces of equipments was with the report. Steve Siebel, chief mechanical officer, reported at the members meeting it was his goal to have four steam locomotives working throughout the season. C&NW #1385 and WC&C #1 will be ready for Snow Train.

Henke recommended increases in admissions rates for 1992: adults, \$7; children, \$4; seniors, \$6; group tours, \$6 for adults or \$3 for children/school groups. As in 1991, special group rates would not be offered at special events.

Work for Snow Train continues. First class service is sold out, including 728 during the two days and 56 for a Saturday night buffet train. Planning is underway for Railfest. Brian Allen has organized Mid-Continent promotions at several rail shows.

Red Arrow has picked up its tanks.

A report from Rail Service through Edward Kraemer & Sons has been sent to various committee members for review.

The accounting has been shifted to Smith. The 1990 audit begins Feb. 20. A computer has been ordered. Savings in the telephone bill will be possible through "Pro-Watts" service.

Brist moved, Hruska seconded, to accept the report, except for Operating Department appointments. Carried.

Tentatively, the board plans a review and evaluation with Henke, in April.

Committee Reports

The fund raising workshop is March 9 in Baraboo. Henke reported a gift from the Mathews Foundation, Kansas City.

About 25 attended Saturday night's members meeting. Department heads presented reports and Paul Swanson showed slides.

The camp car committee is getting insurance questionnaires returned. The committee will be asking that every piece of equipment have some type of lease.

Member Upgrades

Brist moved, Hruska seconded, membership upgrades recommended by the membership chairman: Christopher Pacha, associate to regular; Brian Allen, associate to regular; Byron Schumacher, associate to regular; David Schumacher, associate to life; and Jeff Nelson, associate to regular. Carried.

Treasurer's Report

Lichter advised everyone to be conservative in managing and spending museum money. He also proposed a review of the ticket office and ticket procedures; board members suggested this could be done as a part of the annual audit.

Old Business

Locomotive leases will be discussed in March.

Brist moved, Oseland seconded, to authorize the president and executive director to sell the Union Pacific tender at a price favorable to the museum, but not less than \$5,000.

The Diversified Rail Services bill for storage of #4960 at Ft. Wayne was discussed. Henke will research the invoices.

Brist moved, Vertein seconded, to authorize the president to move diesel C-415 from Nekoosa to Green Bay and have the wheels turned, at up to \$5,000. Donations are paying the cost. Carried.

Gruber moved, Oseland seconded, to present the bylaws, as recommended by the bylaws committee, to the membership for approval at the spring fling banquet. Carried. Gruber will prepare a "pro" statement, Paul Swanson is being asked to write a "con" statement. The bylaws committee recommended that the fiscal year remain as voted in October (Nov. 1-Oct. 31).

A billboard near Circus World was discussed. Brist moved, Oseland, seconded, that Mid-Continent assign collection rights against the property owner to Vivid, in exchange for Vivid not making Mid-Continent a party to the lawsuit. Carried.

Additional funds are needed for the pattern Glen Guera is making for the D&R 9 tender bolster. Previously, \$800 was committed. Brist moved, Gruber seconded, to take up to \$400 more from the savings account for the bolster. Carried.

Oseland moved, Brist seconded, Welke's appointments: Orton Johnson, assistant superintendent; Jeffrey Nelson, trainmaster; and John Winter, safety officer. Carried.

Brist moved, Hruska seconded, Welke's recommendations for summer train crew: Jim Kenna, engineer; Wally Tisler, fireman; and Orton Johnson, conductor. Recommendations were made in consultation with Henke, who is responsible for day to day supervision. Carried, with provision that crew members may change positions if qualified for another position.

A discussion of the calendar was put off until March.

Lichter requested, when power lines are taken down to fix erosion problems, electrical service to engine house be redone.

Lichter suggested Bill Raia be appointed to represent Mid-Continent with the Federal Railroad Administration. This will be put on the March agenda.

President and executive director were authorized to enter into a film agreement, based on the figures in the executive director's report. The Illinois Film office recommended Mid-Continent for the film, based on the museum's good performance with Lincoln funeral train commercial. Carried.

Brist moved, Hruska seconded, to participate in the common interest program with *Locomotive & Railway Preservation*. Members will receive a \$1 discount for a renewal, \$3 discount for a new subscription. Carried.

Henke is making plans to recommend members to coordinate special events such as Railfest.

The Trachte building, taken apart at Waunakee, will be assembled at Spring Fling weekend. The amount available to spend will be discussed at the March meeting, after Snow Train revenues are reported.

Brist moved, Gruber seconded, to adjourn. Motion carried at 12:09 p.m.

MARCH 10, 1991

Board members present were Skip Lichter, Bill Raia, Tom Hruska, Greg Verstein, Art Oseland, Jeff Blohm, and John Gruber. Also present were David Henke, executive director; Tom O'Brien Jr., vice president; Chris Honecker, Bob Welke, Charles Wienser, Jay Slinde, Jeff Haertlein.

President Blohm called the meeting to order at 9:07 a.m.

Executive Director's Report

The financial summary, prepared by Bill Buhrmaster, showed year to date income of \$46,314, expenses of \$66,832, and savings income of \$9,040. Accounts payable at the end of February totaled \$8,378.

Bob Welke presented a verbal report on operations. Although Snow Train went quite well, he has three investigations underway. A critique of the event has been held.

Henke reported Snow Train had been first in income, and the most successful ever for first class, carrying 818 people. The service sold out about Jan. 8, and after that, a Saturday night buffet train was added. He predicted a reservation system would become necessary for coach seats, also.

Since the new computer was purchased, Henke has moved his office to the board room. He will make a key available for committee meetings. Members meetings are being moved to the depot. Also included in his written outline: Brochures have been mailed to school and tour groups. The county zoning board, in response to a complaint, inspected the museum property Feb. 20; a written response has been sent. There is nothing new to report on the Diversified Rail Services requests for payment for storage of locomotive 4960 at Fort Wayne. Superintendents' reports are being edited as part of an annual report. At the events group meeting, committee members suggested another event or two, such as an antique transportation meet or fly-in. For Railfest, Mid-Continent will cooperate in the village's North Freedom days celebration; first class service will not be offered. Lovina Tisler has been continued on the payroll at Henke's request. A request to repair the washed out river bank was submitted to the DNR last week.

Jay Slinde reported for the engineering department that funds were available only for minimum track repairs this spring, after the frost comes out of the ground.

Carl and Barbara Ulrich told the board they have decided to sell their locomotive, W&OV #1, coach, and caboos. They especially want the coach to stay with the locomotive, since both were used by the Rock Island at the Chicago Railroad Fair and later for public appearances. They offered Mid-Continent the first right to purchase the locomotive, as provided in their lease. After discussion, they agreed to wait until July 1 before looking for other offers.

Secretary's Report

Minutes of the February meeting were tabled to April. Correspondence has been received from Jeff Haertlein, March 9, "taxation of private equipment owners"; Bill Raia, Feb. 25, to Chuck Wiesner, "statements made by you to the board of directors at the January meeting"; and Sid Vaughan, requesting permission to hold the Milwaukee/Madison Chapter of the Morse Telegraph Club meeting at Mid-Continent April 27.

Gifts were received from Anonymous, maintaining engines for 1991 season; Jeff Blohm, supplies; John Breher, *Steamer* postage; Kenneth F. Campbell; John Gruber; Fred Klyver; Niles G. Knutzen; David Henke; Arthur Hesse; Robert R. Pugh; Bill Raia, books, reports, photos; Mrs. Carl Klinzing, railroad towels; William B. Redmon; Marshall Sage; Carl and Garnett Traub; and Joseph Wonstarrt.

Gruber reported on the fund raising workshop Saturday in Baraboo. Directors and members attending the workshop agreed that, to build a foundation for fund raising, maintaining the daily steam operation at North Freedom, hiring a mechanic to keep the locomotives in dependable

running condition, promoting more special events, and boosting educational projects are vital. To demonstrate credibility, among other items, we need to show restoration successes by selecting a wood car and a locomotive and finished each with high standards. The goal is a major capital campaign in 1993.

Gruber moved, Hruska seconded, to approve a membership upgrade for Steve Siebel.

Treasurer's Report

Lichter presented a written statement, saying, in part, that Mid-Continent "needs a program that includes fund raising on a year around basis and a program that ensures that all purchases and money spent is cost effective. We also need to spend money to improve our educational program." Among other items: Mid-Continent is current on bills, we cannot afford the drain on our funds from the \$900 monthly electrical bill for the engine house, the buildings and grounds committee has asked Wisconsin Power & Light Co. to do an energy audit, and a problem with deposits at Snow Train has been straightened out.

Old Business

Chuck Wiesner reported communities were requesting off-line excursions for 1992. For a successful excursion program, he asked the board for commitments now for the 1992 season. The program was put on the April agenda.

Lichter reported on estimates for the machine shop extension, as requested by the long range planning committee and Siebel and Rick Peters. Since there apparently is not an agreement on what is wanted, Henke was requested to get the shop forces together and bring a plan to the next meeting.

Locomotive leases were referred to the April meeting.

Rock hauling for Kraemer also will be on the April agenda. The board has previously decided that no rock trains will be operated until the line is rehabilitated to Mid-Continent's specifications. If a request is received before the next meeting, the board will be polled by phone or a special meeting called.

The camp car committee reported it had decided not to recommend a change in the \$25 a year camp car fee; the fee will be looked at next November. Liability insurance is being handled on the museum's policy at no additional cost to the museum; owners are being billed for the additional cost of property damage insurance.

Oseland moved, Raia seconded, to rescind the special assessment on private equipment owners to help build the west yard storage track. Several letters of protest were received from owners. Lichter said that owners have "the best deal in town" and have "to shoulder a part of the burden" of keeping equipment at Mid-Continent." Motion carried.

Oseland moved, Vertein seconded, to ask Wiesner to draft a lease on combine 425, and bring the lease back to the board for approval in April. The car has been at Mid-Continent since 1972. The camp car committee wants a lease for every piece of private equipment. Motion carried.

Moved by Raia, seconded by Hruska, that all equipment, if not owned by a railroad or by the museum, be leased to the museum. Carried. The camp car committee, with Steve Brist, will follow up on the motion.

The Diversified Rail Services bill will be discussed in April.

Member complaints about the 1990 calendar were discussed. Gruber, who produced the calendar with his photos, said he had several compliments from railroad executives, a benefit to Mid-Continent.

Sale of the UP tender, with a commission, was discussed.

Gruber moved, Hruska seconded, to approve use of the museum facilities for Morse telegraph day April 27, as requested by Sid Vaughan. Carried.

Raia, who has talked with the Federal Railroad Administration about its regulation of tourist railroads, recommend that a FRA committee be appointed: Raia (chair), Tom O'Brien Jr., Jerry Pitzen, Robert Welke, John Winter, Steve Siebel, and Paul Swanson. Approved. Gruber moved, Vertein seconded, to authorize the purchase of the necessary blue flag equipment, costs to be divided between the mechanical and car departments. Carried.

The 1991 budget of \$320,000, recommend by Buhrmaster and Henke, was discussed. Paul Swanson appeared to request additional funds for the car department. Gruber moved, Raia seconded, to approve the budget as presented. Salary rates must be approved as people are employed.

Gruber moved, Oseland seconded, to hire a full time mechanic beginning Aug. 15, with funds from the excursion account and additional Snow Train income. A job description and classified ad will be prepared after consulting with the mechanical department. The president will name a committee to write the description and handle details. The board previously established the mechanic's position as a priority.

Steve Siebel reported on mechanical department activities. Preparations are going ahead for installing the new cab on the Montreal. Patterns for grates are being made. Work continues "little by little" on no. 1385. D&R 9 needs stay bolts. The department will meet on the shop extension before the April board meeting.

Vertein moved, Raia seconded, to take up to \$935 from the sale of the Cascade cars to reassemble the steel building for the engineering department. Carried. Old business ended at 3:20 p.m.

New Business

Hruska moved, Oseland seconded, to increase admission rates for the 1992 season as recommended by Henke in February. The family rate for 2 adults and 2 or more children would be \$22. Carried.

Raia moved, Vertein seconded, to hire B. G. Miller as section foreman at \$6.75 an hour, as recommended by Supt. Jay Slinde. Carried.

Raia moved, Oseland seconded, to authorize the executive director to send a letter of intent to the village of North Freedom, informing the village of Mid-Continent's desire to connect to the water and sewer system. Carried.

Henke informed the board that Sauk County had lowered the speed limit, as requested by Mid-Continent, to 45 mph at the crossings on PF and W. Mid-Continent must keep the full width of its right of way clear, 345 feet back from the crossings.

Vertein moved, Lichter seconded, to go into executive session to discuss a member problem. Carried.

Gruber moved, Vertein second, to go out of executive session.

Gruber moved, Oseland seconded, that the president be instructed to send a letter to Jon Neumann, expressing concern about his performance as a member. Carried.

Oseland moved, Vertein seconded, to contact Tom Hubbard of Edward Kraemer & Sons about inspecting wooden bridges. Carried.

A March 4 memo from Bill Buhmaster about restoration of Great Northern coach no. 217 was discussed. Swanson, car department superintendent, wants the car available as a revenue car, the fourth car in the operating fleet. Lichter moved, Raia seconded, to take \$2,500 from the Mathews Foundation grant for the GN 217 restoration account, to proceed with no paid labor except contract work for materials, and to report back to the board in 90 days. Project is to be coordinated by the car department superintendent. Carried.

Raia, who heads a committee to set locomotive restoration priorities, named Rick Peters, Bob Ristow, John Gruber, and Skip Lichter to the committee. Vertein moved, Oseland seconded, to approve the appointments.

A plan from the buildings and grounds committee for platform landscaping was returned to the committee, with a request that the committee first look into expanding the platform to accommodate larger crowds.

After discussion of the Ulrichs offer to sell W&OV #1 to Mid-Continent, Oseland moved, Vertein seconded, to authorize the president to look into the offer. Carried.

Raia moved, Vertein seconded, to adjourn at 5:31 p.m. Carried.

APRIL 14, 1991

Board members present were Steve Brist, Jeff Blohm, Art Oseland, Skip Lichter, Bill Raia, Tom Hruska, John Gruber, Greg Vertein, and Stan Nordeng. Also present were David Henke, executive director; and Tom O'Brien Jr., vice president.

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

Minutes of the February meeting were approved as presented, and the March meeting approved as corrected.

The secretary reported gifts from Gurdon S. Buck, Gerald Karstens, John R. Kludt, Fred Kraege, Rodney L. Peterson, Harrison R. Raynis, William F. Schwamback, annual fund; Anonymous, Milwaukee Road caboose; Rock River Valley Division, NMRA, unassigned; John W. Kachel, Fred M. Springer, matching corporate; Edwin A. Hopkins, Steamer postage; James A. Neubauer, car shop concrete; John A. Breher Sr., flowers; Muriel Berg, calendar.

Executive Director's Report

A financial summary, prepared by Bill Buhmaster, shows November through March income of \$54,160; expenses, \$73,654; savings income, \$15,252; and savings expense, \$832. Accounts payable at the end of March totaled \$8,198. Buhmaster's title is being changed to chief financial officer.

Bob C. Welke, superintendent of operations, presented a written report. He recommends Ken Ristow as summer trainman at \$5.25 an hour. He met with Dale Bennett of Operation Lifesaver about placing information in the Lackawanna coaches and display areas. In addition, he gave a verbal report on the safety class April 13.

No report was received from the mechanical department.

David Henke reported that on a March 26 letter from the Sauk County Planning and Zoning Office, identifying "areas in need of corrective action:" (1) create safe cover over holding tank and high water alarm by June 10, (2) prepare plans and financing to connect to city sewer and water within two years, (3) cabin should be vacated, and (4) trailer should be removed.

Among other items from Henke's report: we are being considered for an Illinois film, a drive for more associate and business/corporate members is recommended, the DNR granted a permit April 5 to construct and maintain rock riprap bank protection along the Baraboo River, a Sunday manager-in-charge program was explained, we paid \$660 to Diversified Rail Services in 1987, nothing located in files on car 425 lease, Walter A. Tisler is recommended for assistant superintendent of the car department, blue flag costs have been investigated, Jeff Haertlein will have one returning employee in the gift shop and has placed the additional vacancy with job service, we have been asked to have Rudy Fluegel's miniature engine and tender in the Freedom Days parade, several marketing approaches have been made to Mid-Continent, and typewriter/computer savings account should be transferred to the general operating account.

Henke has asked Tom Hruska to take responsibility for the ticket office for the summer. Ticket office personnel have been rehired. Camp car fee and damage insurance billing have not been sent.

Ken Breher discussed electrical needs for engine house, car shop, and camp cars.

Dave Bierman is preparing specifications, telling how Mid-Continent wants track rehabilitation done before rock from the quarry moves over Mid-Continent tracks. Mid-Continent received a report from Kraemer's consultant, Railroad Service of Lakeville, Minn., in early February.

Treasurer's Report

Lichter reported, for the second month in a row, he has not seen the check register. The winter set aside is less than \$2,000; we are basically coasting, and still paying Snow Train bills. He suggests we be as fiscally conservative as possible. Some members are using the office as a social center; the paid office staff needs to tell members to "come in, do your business, go." Engine house electrical costs, now at \$400 a month, are an uncontrollable drain.

Membership

Membership chairman Robert F. Welke reported 4 regular, 48 associate, and 3 family members have not paid membership dues. Regular members may not vote in the bylaws election unless dues are paid. Board members agreed to call associate and family members before dropping them. Another discussion will be held in May.

Old Business

Lichter moved, Vertein seconded, to appoint Ken Breher as electrical representative to Wisconsin Power & Light Co. Carried.

The proposed shop extension was placed on the May agenda.

Steve Brist discussed a 12-point locomotive lease he drafted at the request of the board. The draft will be sent to owners, and placed on the May agenda.

Walter Smith, the Baraboo CPA who now handles Mid-Continent accounting and auditing, and Bernard Fugate, an associate, presented samples of new, easier to understand forms, and answered questions. Smith recommended a change in the way accounts payable are recorded. He told of three major adjustments in the audit: \$20,000 in receivables had been counted as income twice, in two fiscal years; prepaid insurance carried as an asset had been overstated by \$18,000; and an insurance audit has increased insurance costs by \$8,500. These charges will result in a reduction in profit in the last fiscal year.

The president will continue negotiating with Diversified Rail Services on various bills.

The FRA visit April 8, 9, 10 was discussed. In summary, the FRA wants to see us work toward full compliance. As chairman of the FRA committee, Bill Raia will coordinate filing for exemptions and oversee paper work; day to day records will be maintained at the office. The FRA will send a written report of the visit.

Charles Wiesner has not sent a proposed lease for car 425.

The Ulrichs' offer to sell W&OV #1 to the museum was discussed. It was pointed out that the locomotive has not run for six years, water was running out of the lagging. The new FRA rules may depress or change the market for locomotives.

A clarification on rates: Group rates apply for all events except Snow Train.

The Sauk County Planning and Zoning office letter was discussed. Oseland moved, Raia seconded, to advertise the cabin on the river for sale as is, where is, for the best reasonable offer. If there is no response, we will dispose of it. Carried.

Kraemer has offered to inspect the bridges at no charge.

Dave Bierman reports about \$3,500 is needed to improve drainage around the new car shop, with \$1,000 appropriated. The board requested more information about specifications and costs.

Gruber discussed fund raising. While difficult, the sewer and water extension needs to get top priority as a part of efforts to improve Mid-Continent's facilities for visitors and preserve its collections, he said. It is important to keep working on initiatives discussed at the workshop in Baraboo. For the next meeting, he will bring further plans

and assignments. After discussion, it was decided to ask an attorney to write Robert Sladky about returning mailing lists and other Mid-Continent material.

New Business

Lichter moved, Nordeng seconded, to accept Henke's proposal for a manager in charge Sundays when the executive director or office staff are not at Mid-Continent. Carried, with the provision for an assistant manager in charge.

Lichter discussed the need for an FRA Form 4 for boiler calculations for D&R 9. Raia and Lichter will continue to look for a copy of the form, and contact the Donnelly family if necessary.

Raia moved, Vertein seconded, to designate the no. 2 track in the south yard as the car department rip track. Carried.

Because of a fire hazard, Lichter moved, Raia seconded, that no torches or welders be used inside the car repair facility or coach shed. Carried.

Brist moved, Nordeng second, to appoint Lichter to implement the river bank erosion control plans as approved by the DNR. Carried. Lichter said that as part two of the work electrical power to the engine house should be modified.

Wisconsin & Southern has offered the Cambria depot to Mid-Continent. Don Ginter, as head of the acquisitions committee, does not favor the acquisition. Lichter will look at the depot, and offers to move it to Quartzite Lake at no cost to the museum, if the depot would be an asset.

Brist moved, Hruska seconded, to appoint Walter A. Tisler as assistant superintendent of the car department. Carried.

Brist moved, Nordeng seconded, to approve Ken Ristow as summer brakeman at \$5.25 an hour. Carried.

Brist moved, Nordeng seconded, to move the computer and typewriter accounts from savings to the museum account. Carried.

Raia moved, Nordeng seconded, approve Signe Johnson, Darlene Cox, and Judy Shelton at applicable minimum wage for the ticket office and gift shop. Carried.

Vertein moved, Brist seconded, to cooperate in Operation Lifesaver by placing information in the Lackawanna coaches and display areas. Carried.

A 60 HP, dual control stationary boiler is for sale by a cheese factory. The decision was placed on hold; funds are not available at this time.

Since the June meeting had been scheduled on Father's Day, the meeting date was changed to June 2.

Three letters from Jeff Haertlein about the stationery and logo were discussed.

At the request of the membership chairman, Nordeng moved, Lichter seconded, to prorate membership charges for the first year, as follows: \$30 for four quarters, \$22.50 for three quarters, \$15 for two quarters, \$7.50 for one quarter. Carried with Brist voting no.

A review of Henke's performance as executive director was placed on the May agenda, as the first item under old business.

Brist moved, Nordeng seconded, to adjourn. Carried at 4:45 p.m.

SCHEDULE

July

- 4 Independence Day
- 13 Members meeting, 8 p.m.
- 14 Directors meeting, 9 a.m.

August

- 7-10 NRHS convention,
Huntington, W.Va.
- 10 Members meeting, 8 p.m.
- 11 Board meeting, 9 a.m.
- 16-18 28th Badger Steam & Gas Engine
show, Baraboo, 8 a.m.-5 p.m.
- 28 Deadline for nominations
for board of directors

September

- 1 Members picnic, steamed corn
- 2 Labor Day, last day
of daily operations.

October

- 5-6 Autumn Color
- 12-13 Autumn Color
- 12 Annual meeting, 8 p.m.,
North Freedom
- 13 Directors meeting, 9 a.m.
- 20 Last day of weekend operations

November

- 2-3 TRAIN convention, Duluth
- 9 Annual banquet
- 10 Directors meeting, 9 a.m.

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

Cover. To boost Mid-Continent's educational role, 11 plaques are being purchased with gift funds.

MID-CONTINENT RAILWAY

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