
MID-CONTINENT
RAILWAY
Gazette

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Historic Drawings Influenced Mid-Continent Building Plans

For Bill Armstrong, an architectural engineer for the Chicago and North Western for 35 years, preparing drawings for Mid-Continent buildings came naturally.

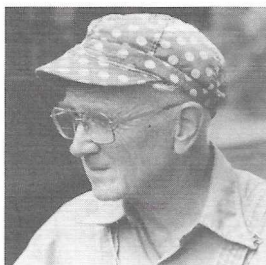
Even when he went to work in Chicago in 1946, many of the historic railroad structures were gone. But the drawings were still in the vault, and they provided ideas for the buildings at North Freedom. He was influenced, not by the job, but by "what I found in the files, such as designs of the older stations. I appreciated that type of architecture," he said.

From his Bradenton, Florida, home, surrounded by railroad artifacts, he recalled joining Mid-Continent in 1961 when "28 of us put in \$100 and bought the 1385." Armstrong helped build the museum, beginning in 1965 with the move for the depot from Rock Springs, through the designs for the office building in 1981.

Somehow, in 1965, a contractor built the depot foundation too long. "I don't know how that happened. But we added five feet in the middle, and all turned out well," he said.

The next structure, the two stall engine house, was built in 1967 or 1968, with the machine shop addition coming in 1969.

"That's a modeler's free lance design, but basically years ago when railroads started out they had small parallel track houses like that. The old ones had what they used to called pile studs or pile butts. They put those down in the ground, untreated. Then



Armstrong visits in 1991.

they'd put an 8 by 8 or similar sized sill on top of it, and build up the studs on top of that. There were some old drawings in the files of that type of construction. Some buildings are basically the same today, except you have a pole building with treated poles," he said.

In Iowa, there were similar engine houses at Jewell and Ames. "The C&NW had one in Chicago shops that lasted, even when I was working there. They kept a couple of cranes in that one." They were frame buildings, with wooden roof trusses. Some of them were stub end, some had doors on both ends.

Armstrong prepared Mid-Continent's master plan in 1974. "Several people had input, but since I was used to drawing tracks and buildings, I did the work."

The Coach Shed, built in 1976, "was very utilitarian. There were car repair buildings similar to that, too, in the old days. What would have been nice, but would have cost extra money, was some kind of a monitor on top of the roof," he said.

Mid-Continent "is very much like some short lines I have seen. One comes to mind, in the way of the shop facilities, and that was the old Bevier and Southern down in Missouri. It had a 2 stall engine house, about like ours.

"The flavor and atmosphere is typical short line or branch line," he said, a fitting tribute to volunteer efforts over the last 30 years. *JG*

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ROUNDHOUSE 1



Snow Train, the annual winter outing inaugurated in a snow storm in 1976, approaches quickly. Locomotive 1385, which started Mid-Continent on its North Freedom journey almost 30 years ago, will be on the

front of the 7-car trains.

The 1993 event opens Friday, Feb. 19, with coach service at noon and 2 p.m., plus a dinner train and night photo session at 6:30 p.m.

To accommodate the crowds expected for Saturday and Sunday, Feb. 20-21, six trains with coach and first class service are running at 9, 10:30, 12:01, 1:30, 2:45, and 4. The Saturday dinner train is sold out.

The office is taking reservations. Fares in coaches are \$8 for adults and \$4.50 for children Saturday and Sunday. First class service is \$18.50. The dinner train, at \$45, features stuffed chicken breast and many extras. The night photo session is \$25.

For the two Friday coach trains, there are group discounts and a special rate for Sauk County residents, \$5 for adults and \$2.50 for children.

For members, the social committee will be serving lunch on Saturday and Sunday, plus coffee and doughnuts in the morning.

The buildings and grounds committee plowed the parking lot in December, and will plow again as needed, to be sure as much space as possible is available. In addition, the crew is helping the engineering department cut brush near the depot.

The gift shop will be open as usual. Among the videos are "February, Freedom, and Flurries," made at Mid-Continent in 1989, 60 minutes, \$29.95; and "Snow on the Run," a Southern Pacific documentary of a record breaking storm in the Sierras in the 1950s, 18 minutes, \$19.95.

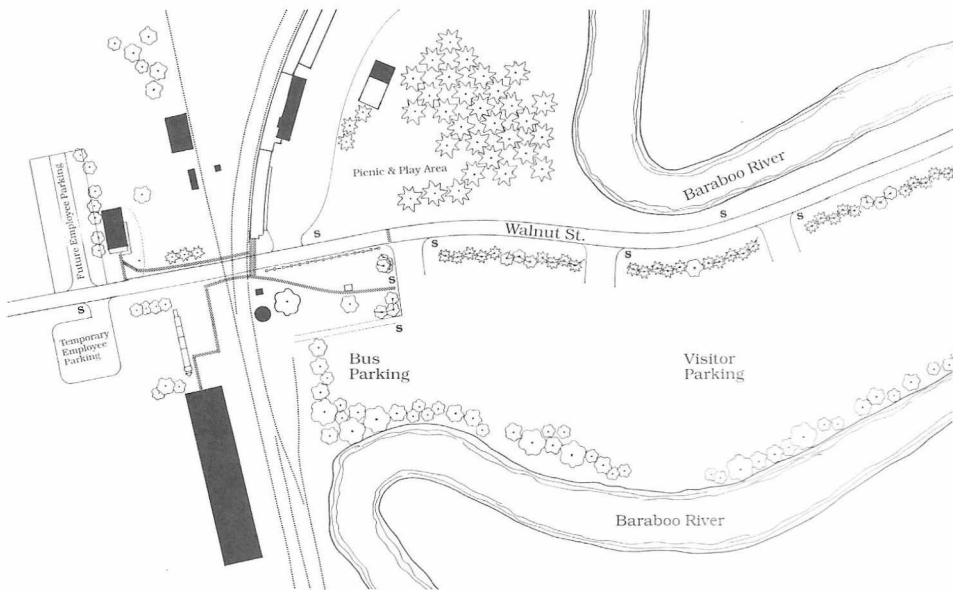
Midwest Living, *Wisconsin Trails*, and the AAA magazine have featured the event in advance publicity. *Train-Line*, published by the Tourist Railroad Association, again had Mid-Continent on the cover of its December issue. The photo by Don Murphy shows #1385 taking water during Snow Train 1989. Mid-Continent has been on the cover every winter since 1980.

Skip Lichter submitted a resignation Dec. 14 as a member of the board of directors, to accept a job in the car department. The board accepted the resignation in January, with thanks for his service.

A special election to fill the vacancy is set for the members meeting at 8 p.m. Saturday, March 13. Tom O'Brien Jr., chair of the nominating committee, asks



Five of the 17 of the lower arched windows have been installed in the GN coach.



A landscape/signage/parking plan includes plantings along the street, selected for their hardiness, ease of maintenance, and autumn color. The concept has been endorsed by the board. Sharon Crawford, who has a master's degree from the UW-Madison department of landscape architecture, prepared the plan and plant list.

that voting members call him with nominations as soon as possible.

Two full time mechanics, Steve Seibel and Bob Ristow, are busy in the engine shop, which has new metal, insulated siding and new doors on the north end.

Ristow and his wife, Pat, are moving from Waukesha to Baraboo. A former Mid-Continent president, he worked for the Southeast Wisconsin Regional Planning Commission for 13 years, and most recently, for Wm. K. Walthers for 12 years.

Seibel, a former chief mechanical officer, is temporarily laid off from a job at Becker Boiler.

Locomotive 1385 will be in good shape for Snow Train. A grate support bar in the firebox is about done, and a new stop valve has been built for the steam turret. Before going off line for excursions, #1385 needs a pilot truck spring replaced.

However, Saginaw Timber #2 will be out of service for some time for extensive and expensive smokebox, boiler, and firebox repairs. The bottom has been cut out of the smoke box; a new section will be welded in its place. The bottom section of smoke box tube sheet needs to be re-

placed, with a small part of boiler barrel below it. In addition, all four inside corners of the fire box next to the mud ring and a portion of the fire box tube sheet must be replaced. A new set of tubes must be installed in the boiler.

Chief Mechanical Officer Jim Eng has estimates from Becker Boiler for the welding and other work. Before deciding how to proceed, he is talking with the state boiler inspector, getting more information about having the shop certified for welding, and preparing estimates of the time each step will take.

Tender repairs are about done. The truck's center plate has been repaired, and a new draw bar pocket built.

The GE diesel has been running since December. It loads up and pulls well, Eng said.

Restoration continues, in the cold.

Five of the 17 of the lower arched windows have been installed in the Great Northern coach. Bob Mundstock, of Schaumburg, Ill., prepared the patterns to re-create the windows and is fitting and soldering the glass. The patterns are

Continued on page 15

#49 Honors State's Steam Rail Heritage

When #49 went to work for the Green Bay Route in April 1929, six months before the Great Depression, the railroad needed additional power to maintain freight schedules on its 214-mile run to Winona.

Today, after more work for Consolidated Papers, the 87-ton steam locomotive is preserved at Mid-Continent, while the railroad it served for 21 years nears the end as a separate company. The Interstate Commerce Commission, which approved the sale of the Green Bay & Western to a Wisconsin Central subsidiary verbally Nov. 10 and in writing Dec. 10, has delayed the effective date of the order to Jan. 28 to further review labor protection conditions.

The Green Bay railroad's authorization to buy #49 (type 280-S-174) from the American Locomotive Co. for \$34,182.46 briefly explains the need, "To care for the necessity of additional power." On a form dated Dec. 1, 1928, C. H. Smith, general manager, recommended the expenditure and Frank Seymour, president, approved it. Locomotives were used jointly by the Green Bay and Western and its subsidiar-

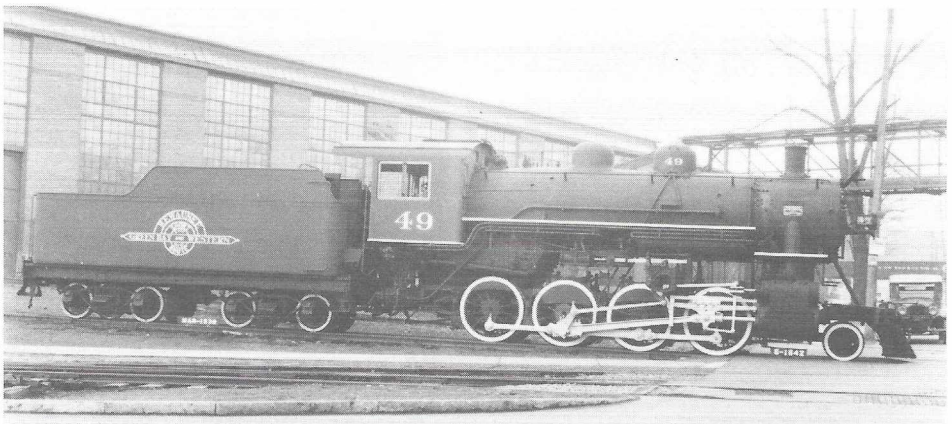
ies, Kewaunee, Green Bay, and Western and Ahnapee and Western. KGB&W purchased #49; at the same time, GB&W itself purchased a similar Consolidation, #69.

The railroad was preparing for additional traffic, fruit moving east and automobiles going west, expected in 1929.

The locomotives, shipped March 30 from Schenectady, N.Y., on the New York Central, arrived at Kewaunee on the Ann Arbor boat April 15. The shop forces in Green Bay immediately prepared #49 for service, and it was on its way to Winona the next day. #69 started out a day later, April 17.

The purchase, according to the *Green Bay Press Gazette*, was "part of a plan of the Green Bay road to give its patrons in Green Bay and surrounding territory the shortest and best possible east and west service. These engines, it is believed, will assure adherence to a fast schedule, with ample reserve power for emergency. They are sufficiently powerful to haul a train of 35 loaded cars at a speed of 40 miles an hour."

In recognition of the growing danger of highway crossing accidents, the bell was



No. 49 poses for builder's photo. Alco Historic Photo/Robert Welke collection

placed in front, "so the auto drivers can't help hearing it," an official said. "The new locomotives are said to be the most modernly designed and equipped in this section of the state," the *Press Gazette* said.

"That first trip west our master mechanic rode with us and kept track of every shovel full of coal I shovel'd in," Fred Jensen, fireman from Wisconsin Rapids to Winona, recalled. "I have it in my records somewhere that it was 860 scoops of coal I shovel'd between the Rapids and Winona. Anyway he said I did a good job," Jensen wrote to a friend in 1981.

The new locomotives drew most, but not all, of the premier assignments in the 1930s. An older Consolidation, #302, posed for publicity photos in 1938 with the first trainload of enamel paper for *Life* magazine from Wisconsin Rapids.

Many years later, Weldon McGee talked about the Consolidations (2-8-0 types), #49 and #69 (renumbered 350 and 351 in 1936). "They were considered pretty snappy locomotives. They were the two choice locomotives for our Ford runs until we got the Mikados," according to McGee, who started work for the GB&W in 1935. He succeeded his father as president in 1962, serving until IteI purchased the company in 1978.

"One thing about the Consolidations, they were easy on track. After all, we had a lot of 70 pound rail on the railroad. They had a top speed of about 35 miles an hour, so you never had to worry about going too fast. We would handle 40 cars of Ford parts out of Green Bay and make the trip from Norwood to East Winona in 6 to 6-1/2 hours. They only made one stop, Wisconsin Rapids, other than water stops. It was nearly always pretty much a through train, not limited to Ford parts, but run primarily for the Ford traffic."

As the larger, more powerful Mikados (2-8-2 types) took over through freights in 1937 and 1939, "we put the 350 and 351 in way freight and yard service. They were good steam engines for local freight. They couldn't out run or out pull the Mikados, but for way freight service they probably were a better engine than the Mikados. They could negotiate poorer track, for one thing," McGee said.

The Mikados initially operated between Green Bay and Wisconsin Rapids, where the railroad improved track and strengthened bridges to handle the heavier locomo-

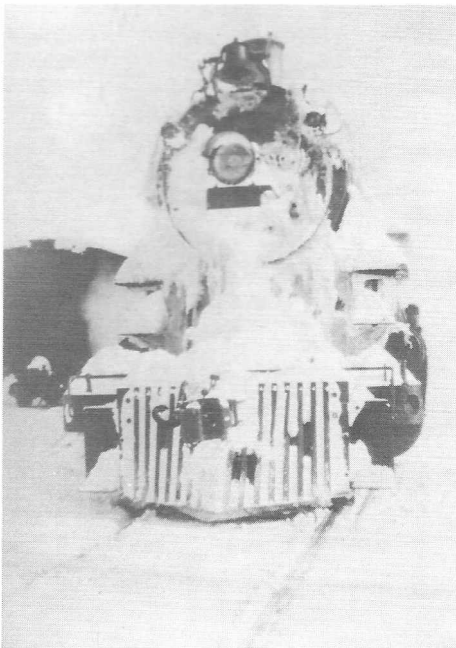
tives. As rehabilitation extended west to Winona, three more Mikados were placed in service in 1939.

The Consolidations frequently worked to Sturgeon Bay on the A&W, a subsidiary from 1906 to 1947 and after 1978. The KGB&W, the other subsidiary, became a part of the GB&W on Jan. 1, 1969.

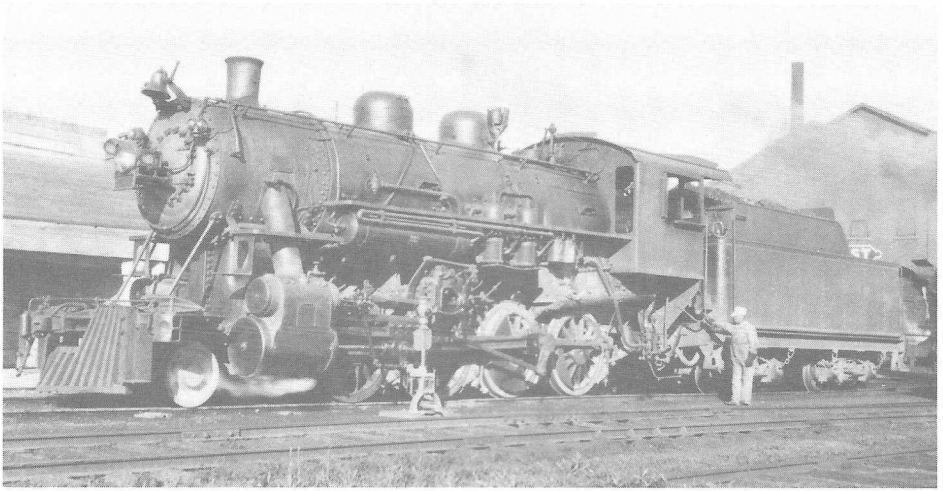
Myron "Mike" Schultz, who hired out in 1941 as a fireman, made his first paid trip on locomotive #350, on a 16-hour extra freight run from Green Bay to Sturgeon Bay and back. "That locomotive and #351 were the regular engines on the Sturgeon Bay job." Then, "the railroad used them on the way freight, and sometimes we double headed to Kewaunee or Wisconsin Rapids with them ahead of the 400s" (the Mikados), he recalled. Schultz, Green Bay, retired as a locomotive engineer in 1984.

Al Kalmbach, publisher of *Trains*, photographed #350 at Sturgeon Bay, his home town, in 1945. A photo appeared in the September 1949 *Trains*.

For #350, the last GB&W assignments were at Wisconsin Rapids, where the locomotive switched cars at Consolidated Papers for four railroads (a GB&W task from 1925 to 1988), and worked on the way freight to Winona, according to Tom Van



Snow covers #49 at Wisconsin Rapids in 1934-45. Van Dreesse collection



No. 49 at Norwood Yard in Green Bay in 1935. John A. Rehor collection

Dreese, Wisconsin Rapids, an employee from 1945 to 1990. His father, Loyal, who started as a fireman in 1917 and retired as assistant superintendent in 1962, would have operated #350 (or #49) many times.

During the GB&W years, the locomotive received a major reconditioning, June-September 1937, including light weight "Z" shaped rolled steel pistons and a pair of Box-Pok main drivers. Minor improvements were smoke consumer, 1933; flange oiler, 1935; and gauges, 1945.

Records kept by the GB&W showed that #350 traveled 1,764,000 miles during the 21 years, serving through the depression and World War II to the cold war and Korean Conflict. During these years, Consolidated Water Power & Paper Co. (renamed Consolidated Papers in 1962), which started making paper in Wisconsin Rapids in 1904 with the world's first electrically powered machines, scored another first: manufacturing coated paper in a single high-speed operation in 1935.

No. 350's twin, #351, brought the GB&W steam era to an end April 21, 1950. One tradition continued. Since 1907, new locomotives had come exclusively from American Locomotive Co.; all diesel engines also are Alco products.

In November 1950, KGB&W sold #350 to Consolidated for \$9,000; GB&W #351 went to Ahnapee & Western for \$6,000 (and later was scrapped).

At Consolidated, August Henke regularly worked on #350, most often as a brakeman or fireman, on the 6:30 a.m. to 3:30

p.m. shift at Wisconsin Rapids. He spent the first half hour getting the fire, banked overnight, ready. The four-person crew picked up empty cars and moved them to the wood yard, where a steam crane loaded them. GB&W delivered wood, mostly from the Soo Line or Chicago and North Western, to the yard; if additional switching was needed after the GB&W left, #350 and the Consolidated crew did the work. In the afternoon, the loaded cars were taken to the wood room, ready for the night shift to unload, to begin the pulp and paper making process. No. 350 was used for one shift a day; it was kept under cover at night. Henke's duties included washing the boiler once a month.

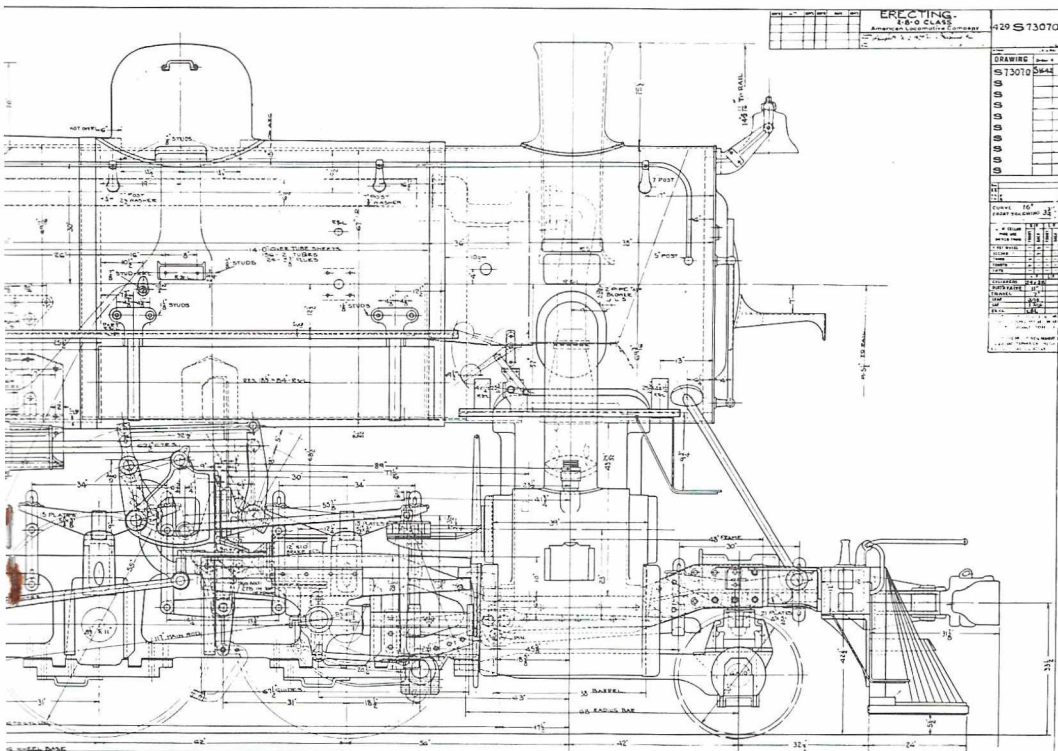
When tubes leaked, plugs were welded in the ends, to seal the tubes. #350 continued on its way, with less power. During one session, the welder inscribed August (for Henke) and Ernie (for Ernest Eberhart, the engineer) in the floor of the cab.

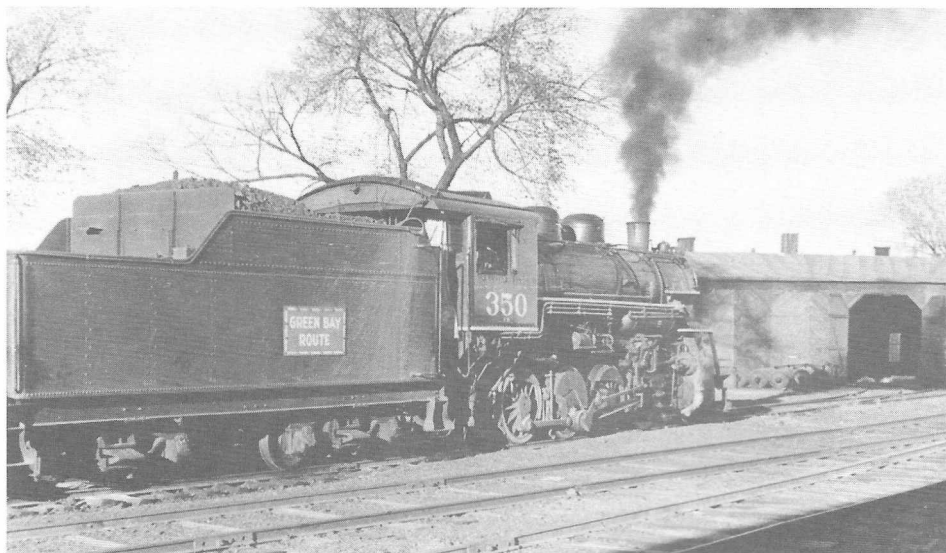
While switching in the Consolidated yards, #350 burned an average of 55 tons of coal a month, according to the *Wisconsin Rapids Daily Tribune*. The locomotive was last used in January 1957, when replaced by a Plymouth (Ohio) Locomotive Works Torqomotive switcher. Henke continued as brakeman and relief engineman until retiring in 1973 with 44 years of service at Consolidated.

In February 1957, Consolidated told Orville Marti, a Wisconsin Rapids alderman, it would be willing to donate the locomotive to the city. As Consolidated



As #350, the locomotive switches cars at Consolidated in 1954. R. A. McLeod photo, Buhrmaster collection . Below, Alco erecting drawing S73070 is reproduced.





No. 350 is at the roundhouse at Winona in the late 1940s. Tom Van Dreese photo

proclaimed, "Old Smokey' heads for new life," the locomotive started the moved south to the museum.

Exterior restoration and fund raising got underway soon after the arrival in Sauk County. Five weeks of sand blasting in summer 1982 using 520 bags of sand plus primer and several coats of paint transformed the locomotive to KGB&W #49 as it appeared fresh from the Alco Works. In fall 1983, #49 was placed on display outside the Coach Shed, its location today. Gifts, including a grant from Consolidated Foundation, helped pay for the work.

Among the visitors at a Wisconsin Rapids appreciation weekend in 1987: August Henke, the fireman/brakeman at the wood yard.

Locomotive #49's ties with the Green Bay Route, Consolidated Papers, and Wisconsin Rapids make it a significant historic asset.

Consolidated Papers, GB&W's biggest shipper, continues major expansion programs started in the 1970s. At Biron, exclusively served by GB&W since the spur opened in 1895, Consolidated finished a large addition in 1987. The company dedicated the \$495 million Number 16 Paper Machine Complex in Wisconsin Rapids, its single largest expansion, last September.

The GB&W Lines purchased 61 steam locomotives between 1871 and 1939. No.



Earl Otto (left) and John Kachel stand on #350 as Consolidated announced plans in 1957 to donate the locomotive to the city. Wisconsin Rapids Daily Tribune photo

49 was the 54th; only 7 followed, including its twin, #69. The only survivor is #49.

The Consolidation type, first built in 1866, reached its peak in the first decade of the 1900s as a popular freight locomotive on U.S. railroads. A relatively modern example, Mid-Continent's newest, #49 is as a reminder of the importance of steam locomotives and rail transportation in the economic life of communities all across the state. *JG*

BOARD MINUTES

John Gruber, Secretary

OCTOBER 18, 1992

Board members present were Jeff Bloohm, Jerry Pitzen, John Gruber, Greg Verstein, Stan Nordeng, Steve Brist, and Skip Lichter. Pitzen had a proxy for Bill Raia, who had to work; Verstein for Tom Hruska, who had a previous commitment to the Boy Scouts. Also present were Mike Harrington, Jonathan Howard, Bob Ristow, Art Oseland, Bob C. Welke, Darcy Welke, Lovina Tisler, and Paul Swanson.

President Bloohm called the meeting to order at 9:33 a.m.

Minutes of the September meeting were approved as corrected. Secretary John Gruber presented minutes of the annual meeting Oct. 10, at which Steve Brist, Paul Swanson, and Art Oseland were elected to 3-year terms on the board of directors.

Gruber has had the bylaws printed; copies are available at the office. Hruska sent a letter to board members, "I am appalled at what some members of Mid-Continent are trying to do to the hard-working volunteers of this organization...."

On recommendation of the membership secretary, Gruber moved, Verstein seconded, to approve life membership status for Walter Pomrenke Jr. Carried.

Gifts were received from Douglas A. Anderson, Val Campbell, Edward M. Cummings, Robert J. Gray, Peter Hill, Fred Klyver, Robert McKay, Richard L. Meyer, Curt J. Seelinger, David Shaw, Lester J. Stintzman, annual fund; Niles C. Knutzen, coach shed #2; Eliot Keller, Charles Kratz Jr., Vincent Mathews, James A. Neubauer, Tom O'Brien Sr., Carl Pierce, John Sorrell, Raymond B. Zilvitis, track material; Max Pruess, calendar; Brian Bachmann, Jonathan Howard, Ken Ristow, utility.

Treasurer Skip Lichter reported on balances in the checking account. He said Mid-Continent is current on its bills, in healthy financial condition, and can get to Snow Train with money in the checking account. Funds to pay the quarterly insurance bill have been set aside. In summary, "we are in a better position than in years, but discretion is the word." The computer printout of Sept. 30 was distributed.

Lovina Tisler reported the museum hosted 18 people from the AWTa Oct. 7, with Lichter

and Brist representing the board. Circus Cranes and Trains promotion of the Baraboo Chamber of Commerce brought in \$4,803. Tickets sold were 1,297; riders are shown as passes on ticket reports. She estimates we lost 600 to 800 fares the day the train did not operate.

Bloohm suggested we should consider borrowing, when needed, from ourselves, with the commitment to pay interest to the accounts.

Art Oseland reported the Nov. 7 banquet is set, with Bill Gardner as speaker. Brist moved, Nordeng seconded, to pay for 3 rooms and 6 meals for speakers and guests from Wisconsin and Southern Railroad. Carried. Russ Porter is the speaker at the spring fling banquet April 24.

Pitzen presented Bill Raia's report on the camp car and FRA committees. Insurance bills were not sent, since the office staff was busy with Autumn Color weekends. Locomotive #2 will be ready for flue and interior boiler inspection by the FRA, hopefully on Oct. 24.

Lichter reported on efforts to clear an area for a switch for a west yard track. Pitzen suggested we need an estimate of cost of fixing the drainage problem.

Brist reported on an inquiry from a film company to hire #1385 on a standby basis. He has tentatively set a meeting for feedback on the summer's excursions for the Saturday of the banquet.

Supt. Bob C. Welke reported Autumn Color went well, with an extra train required on the last Sunday. He is imposing a switching moratorium, effective today, because of the problem Sept. 11. No switching is to be done without his permission.

Old Business

No one has accepted the full time mechanic's job.

Paul Swanson discussed two car department budgets. He suggests the budget with a full time employee be adopted. He can keep an employee busy through the winter.

Lichter has gone over the metal siding/insulation/door repair project for the engine house with Keith Koenecke. Welke requested that the side door facing the main line be eliminated and a door for people be placed inside a locomotive door. Paul Swanson and

Pitzen expressed the hope that we don't put metal siding on real railroad buildings.

A new accounting/audit firm was discussed. Brist moved, Nordeng seconded, that when the treasurer has a proposal, all board members be polled by phone. Carried.

The board held a long discussion with Jon Neumann, who had received a letter asking him to be at the board meeting for expulsion proceedings. The board also took note of the resolution at the members annual meeting, asking the board to "take appropriate action regarding any contracts, agreements, or stipulations."

In April, Neumann offered to stay away from the museum for a year in return for the board dropping discussion of continuing problems, but he has been at the museum several times recently. Neumann said he had spent too much of his life and money here to resign his membership. After more discussion, Vertein moved, Lichter seconded, to formally ban Neumann from the property for a year, effective today, and have the president send him a letter that he is not to come here for any reason during that time. The letter should state explicitly that, if asked, he should refuse and meet the person somewhere else, unless requested by the board or president. Carried.

Charles Kratz presented accounting proposals, including sample reports, and suggested taking the collections out of the assets listing for accounting purposes.

Brist moved, Pitzen seconded, that the board adopt a policy of not capitalizing collections, in conformance with generally accepted accounting principles for museums. Carried. Kratz will talk with the new accountant about reports and categories he has suggested. At its next meeting, the board will discuss the monthly reporting forms: consolidated balance sheet, statement of activity, summary of operating budget, and operating budget report. It will be necessary to develop inventory lists.

John Gruber reported on fund raising activities. The first advisory committee meeting was Oct. 15 in Madison. Grant requests have been sent to two foundations. Planning is starting on the year-end annual fund mailing. Steve Maertz will maintain the mailing list.

The 1992-93 budget, prepared by Bloohm, was discussed. Based on estimated income of \$426,000, "affordable" totals by department are: operating, \$53,000; car, \$25,000; curator, \$8,600; first class, \$6,000; engineering, \$33,000; mechanical, \$59,000; gift shop, \$56,000; and museum, \$185,000. Nordeng moved, Vertein seconded, to approve the budget as prepared, and to vote on special projects as presented. Carried.

New Board Takes Office

The old board adjourned, and after a short break, the new board was called to order. Art

Oseland and Paul Swanson joined the board. The first item was election of officers.

For president, Gruber nominated Steve Brist, Hruska nominated Tom O'Brien Jr., and Art Oseland nominated Bob Ristow. No other nominations were made, so Oseland moved, Swanson seconded, to close nominations. Carried.

After discussion, voting was done by secret ballot, with Ken Breher as ballot clerk: Brist, 6; O'Brien, 2; Ristow, 1. By consensus, ballots were destroyed. The meeting continued with Brist as chair.

Vertein nominated, Oseland seconded, Tom O'Brien Jr. as vice president. Bloohm moved, Gruber seconded, that nominations be closed and the secretary cast a unanimous ballot for O'Brien. Carried.

Bloohm nominated, Swanson seconded, John Gruber as secretary. Bloohm moved, Vertein seconded, that nominations be closed and the treasurer cast a unanimous ballot for Gruber. Carried.

Vertein nominated, Bloohm seconded, Skip Lichter for treasurer. Oseland nominated Bob Ristow for treasurer. Bloohm moved, Vertein seconded, that nominations be closed. Carried. Lichter was elected by a vote of 7 to 2.

The curator's department recommends the museum move a CB&Q caboose from Dubuque, Ia., and restore it for exhibition only. Gruber moved, Oseland seconded, to acquire the coach, as recommended by the curator. Defeated. Lichter moved, Swanson seconded, to encourage Ken Breher to investigate further and report back to the board. Carried.

Bloohm moved, Pitzen seconded, to hire Jon Howard at \$9 an hour, as a car department employee. Carried with Swanson abstaining. Swanson, as car department superintendent, will work out details and report to the board.

Brist provided more information about the film company's request to hire locomotive #1385 on standby for 6 weeks in the winter. Bloohm moved, Oseland seconded, to authorize the president to negotiate in the best interests of Mid-Continent. Carried. The #1385 would be at North Freedom for Snow Train

Lichter again discussed the west yard track and drainage. The engineering department has a plan for drainage, including the car repair building, and \$2,000 previously allocated is available.

Brist named Lichter, Welke, and Swanson to a disposition committee, to implement the board's resolution of July 12 that the "hill" (the area between the Baraboo River bridge and the C&NW interchange) no longer be used as a car storage area.

Lichter moved, Vertein seconded, to expand Snow Train in 1993 to two weekends, with the second weekend limited to coach operations, subject to approval of affected department heads. Carried with Swanson voting no.

Swanson moved, Bloohm seconded, to set SnowTrain fares at \$8 for adults and \$4.50 for children. First class and dinner train fares will be determined in consultation with the first class coordinator. Carried.

Swanson moved, Gruber seconded, to adjourn. Carried at 6:21 p.m.

NOVEMBER 15, 1992

Board members present were Art Oseland, Bill Raia, Jerry Pitzen, Steve Brist, Skip Lichter, John Gruber, Jeff Bloohm, Paul Swanson, and Greg Verstein. Also present were Bob C. Welke, Don Pingel, Ken Hojnacki, Ray Buhrmaster, Dick Goddard, and Jay Slinde.

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

Minutes of the October meeting were approved as corrected.

In a discussion of board procedures, President Brist suggested the board do more long range planning. "We all have a common purpose, but no consensus on where we are going," he said. He distributed copies of a *Milwaukee Sentinel* article, "Leaders, not managers, put business in gear," and an example of a strategic plan. Brist or Vice President Tom O'Brien Jr. will chair monthly superintendents meetings at 3 p.m. on the Saturday before board meetings, so superintendents do not have to be present at the board meetings. Written reports will be given to board members. Brist will prepare the agenda the Monday before the board meeting; he asked that items not be added later, except in an emergency.

Pitzen moved, Raia seconded, to reappoint Don Ginter as curator. Carried.

Raia moved, Pitzen seconded, to reappoint John Gruber as *Gazette* editor. Carried.

Brist recommended that superintendents be reappointed. Oseland moved, Raia seconded, to reappoint Paul Swanson, car department; Jay Slinde, engineering; Robert C. Welke, operations; Jim Eng, mechanical; Jeff Haertlein, gift shop and finance; and Don Pingel, first class. Carried.

Bloohm moved, Verstein seconded, to designate the North Freedom branch of the Bank of Reedsburg as depository. Carried.

Bloohm moved, Raia seconded, to maintain the principal office of the corporation at the office building in the Town of Freedom. Carried.

Verstein moved, Raia seconded, to reappoint Lovina Tisler as registered agent. Carried.

Brist recommended members for committees.

Bloohm moved, Gruber seconded, to approve the appointment of Lichter, Raia, Pitzen, and Ken Hojnacki to the accounting procedures committee. Carried.

Verstein moved, Pitzen seconded, to approve the appointment of Tom O'Brien Jr., Bloohm, and Brist to the committee to discuss items of mutual interest with the National Railroad Museum. Carried.

Pitzen moved, Swanson seconded, to approve appointment, to the excursion committee, of O'Brien Jr. (chair) and Elliot Keller plus superintendents (or representative) from the gift shop, operations, mechanical, car, first class, and FRA departments and committees. Carried.

Raia moved, Verstein seconded, to approve appointment of an Americans for Disabilities Act task force: Ken Breher, Pitzen, O'Brien Jr., Welke, and Oseland. Carried.

Reports

Secretary Gruber reported gifts were received from Culligan Water Conditioning, Mike Harrington, Kenneth Hojnacki, David McConnell, Jerry Mennenga, Jeffrey L. Nelson, Stanley Nordeng Jr., Paul K. Swanson, track material; Edward M. Cummings, Edward E. Fuller, John W. Kachel, annual fund; Chris Hornocker, utility upgrade; Bruce Friesch, prints; Mathews Foundation, C&NW combine 7409; Byron Ostby, railroad map with symbols of class 1 railroads.

Treasurer Lichter reported money is tight. The check book balance shows a balance of \$22,032 as of Oct. 1, deposits of \$66,205, checks written totaling \$46,790, credit card expense of \$633, and a balance as of Oct. 31 of \$40,814. Accounts payable are \$16,808. The fiscal year ended Oct. 31; the office is still entering last year's business on the computer.

Brist discussed the possibility of borrowing from savings accounts to pay down the long-term loan. Gruber will work with Peter Bunde to determine the status of the railway restoration fund and recommend guidelines.

Lichter, who polled the board by telephone on hiring a new accounting firm, reported board members favored hiring Houghton, Taplick & Co., Madison, for one year at a cost of \$5,700.

Bloohm moved, Raia seconded, to reappoint Wava Verstein as assistant treasurer. Carried.

The board discussed a previous policy of setting a part of first class income and tips for maintenance of the first class cars. Verstein moved, Raia seconded, to designate 10 percent of income and tips for maintenance. Failed. Lichter moved, Bloohm moved, to rescind the policy of setting aside 20 percent of income and tips for maintenance. Carried.

VP Tom O'Brien Jr. sent a written report, listing options for CB&Q coach #6144.

Bill Raia reported on FRA items. Saginaw Timber #2 failed an inspection; new tubes will be needed. The FRA has a new inspection book and revisions for such rules as out of service

time. He is working on waivers. Camp car insurance statements were sent in October.

Supt. Jay Slinde reported Osmose Wood Preserving Co., Madison, inspected the bridges last month; a report is expected soon. Slinde is buying industrial ties, since he can't get grade ties because of the hurricane in Florida. The track crew inserted 500 ties this year. Slinde thanks Volkmann Railroad Builders for loaning a tie inserter. Ties purchased from the tie fund drive will be used around the car repair building. The old tamper will be advertised for sale as is, where is.

Don Pingel reported the first class staff served 621 people days during Autumn Color and 52 on the dinner trains. Food for the 5-course dinner was purchased from the restaurant.

Bloohm moved, Raia seconded, to thank John Obst for his service as first class coordinator. Carried.

Supt. Welke said as of Dec. 31 locomotive engineers at Mid-Continent must have an FRA certificate. A list will be posted. A student engineer certificate is available. Firemen do not need cards. The former CN/Northern Rail Car duplex roomette, shipped from Fond du Lac last week by the Wisconsin Central, could be used as a coach for Snow Train. The office accepted \$150 from D. F. Barhart Co. for assistance with a locomotive when loading the "Marquette" car; Welke will provide a bill for additional hours.

Bloohm moved, Raia seconded, to go into executive session for personnel matters.

On recommendation of Jim Eng, mechanical officer, Raia moved, Swanson seconded, to authorize Eng to hire Bob Ristow at \$11 an hour and Steve Seibel at \$10 an hour for seven months. Carried.

Swanson moved, Raia seconded, that the three full time employees be offered a benefits package including six paid holidays, one week paid vacation after one year, and health insurance (if working at least 30 hours a week). Carried.

By consensus, the board moved out of executive session.

Eng said Saginaw Timber #2 needed 291 tubes. Costs, estimated at \$10,000, are unbudgeted. If the two people accept the full time jobs, the locomotive could be ready for Snow Train. Lichter is willing to have a longer term lease; he will check with the other owners. Verlein moved, Raia seconded, to authorize up to \$10,000 to repair #2. Carried.

Museum representatives met last Saturday with Bill Gardner, president of Wisconsin and Southern, and presented an estimate (about 8,000 hours) for restoration of the Decapod. Eng will provide more information by the end of the month.

Old Business

Brist reported a film company has asked for prices to have #1385 available as backup power for a film in Duluth.

West yard drainage work had been scheduled for last weekend, but was not feasible because of the weather.

Raia moved, Pitzen seconded, to approve the president's appointment of Bloohm and O'Brien Jr. as coordinators for the sewer and water project. Carried. Bloohm, in a letter written Nov. 9, asked the village board for permission to connect to the village system. Pitzen moved, Swanson seconded, to authorize Ken Pieper to proceed with a Public Facilities grant. Carried.

Bloohm sent Jon Neumann certified and first class letters, informing Neumann of the board's action at the October meeting. Neumann signed a receipt for the certified letter. If Neumann is on the property before Nov. 18, 1993, he is violating the resolution.

Snow Train will be one weekend. Superintendents have vetoed a second weekend. Welke pointed out that there is no plow for Snow Train.

Swanson discussed car department items. Southwest Air Brake Co. has been paid \$2,000 for work not performed. Only two-thirds of the materials have been returned. Restoration continues on the C&NW combine with savings and a grant. Only two more hours are needed to finish work on the DL&W combine. Diner-lounge 2017 will be out of service after Snow Train; Swanson is looking at alternatives. Swanson recommends, if excursions are operated, that the excursions be with Mid-Continent equipment, which also would be available for special events.

Raia moved, Pitzen seconded, to authorize Swanson to continue efforts to purchase the DL&W combine, at a price less work performed. Carried.

Raia moved, Bloohm seconded, to authorize O'Brien Jr. to continue negotiations on the CB&Q coach. Carried.

There is a possibility locomotive #1385 might be needed at the NRHS convention in Chicago the third weekend in July. Pitzen moved, Gruber seconded, to indicate Mid-Continent is interested in participating. Carried.

Brist will represent Mid-Continent at a Wisconsin Department of Transportation hearing Dec. 9 on proposed rules for excursions on state-owned railroad lines.

New Business

Gruber moved, Bloohm seconded, to appoint Ken Hojnacki as chief financial officer. Carried.

Gruber presented a resolution requesting that the photography and art committee be allowed to use the smaller room in the freight house to present exhibitions, for three years, and requested a vote at the next meeting.

Gruber distributed copies of a proposed landscape plan, and asked that it be voted on at the next meeting. Dave Schumacher, chair of the buildings and grounds committee, has seen the plan and endorses it.

Swanson moved, Vertein seconded, to authorize Gruber to apply for National Register listing for four locomotives: C&NW #1385, KGB&W #49 (350), Soo #2645, and LS&I #22. Carried.

Pitzen moved, Raia seconded, to request funds from the state's joint effort marketing program. Carried.

Owners of Milwaukee Road #988 discussed repairs, estimated at \$10,000. Raia moved, Oseland seconded, to accept the owners' offer to do the work, and to pay the museum's share (1/2) to the owners, per the lease agreement, during the 1993 summer season. Carried with Bloohm and Vertein abstaining.

A request from Jennifer Oseland for an ad for the America's Miss National Pageant Booklet was referred to the advertising coordinator.

Bloohm discussed the need for more revenue and recommended raising adult and senior citizen fares for the 1993 season. Bloohm moved, Lichter seconded, to increase adult fares from \$7 to \$8 and senior citizen fares from \$6 to \$7. Motion failed.

Bloohm moved, Vertein seconded to adjourn. Carried at 3:34 p.m.

Roundhouse 1

Continued from page 4

based on windows remaining in the clerestory and photos of similar GN cars. In addition, 5 clerestory windows will need to be replaced. Gift funds are paying for the glass and supplies.

Siding has been re-installed on the outside of the car. During the winter, Bill Buhmaster and Jerry Mennenga are working on new window frames at home.

The coach was built by Barney & Smith in 1906. The museum has the largest collection of existing Barney & Smith cars.

On the C&NW combine, Lichter replaced a 19-foot section of the side sill under the

baggage door on the east side of the car, and is replacing the side sheet on the same side. He also welded patches on the body bolsters, to improve the structure integrity of the car, and is fixing holes in the steam heat pipes. Rebuilding of the north truck is nearly finished; swing hanger pins have been replaced. Jon Howard continues to work on window frames. If all goes well, the car will be ready for temporary service for Snow Train.

Mid-Continent has purchased another steel car for the operating fleet, Lackawanna combine #425. The first payment was wired Jan. 7.

About 89 members and guests turned out Saturday, Nov. 7, for the annual banquet in Baraboo. Bill Gardner, president of Wisconsin & Southern, was the speaker (*Gazette*, Oct 1992). Plaques were presented to Stan Nordeng, for 9 years service on the board, and Jeff Bloohm, president for 3 years. Banquet coordinator Art Oseland presented rail spike plaques to Gardner; Jim Robertson, WSOR chief mechanical officer; Ben Meigham, WSOR superintendent of maintenance; Bloohm; Nordeng; and Betty Gorman. Tom Hruska, who also served 9 years on the board and was not able to be present, will be recognized later.

In a program planned by Membership Secretary Robert F. Welke, 5, 10, 15, 20, 25, and 30 years of service pins were distributed. For those not present, pins will be mailed in 1993.

Deaths. Niles Knutzen, a long time member, Wauwatosa, Nov. 18.

Frank Wendban, 81, Merrimac, Nov. 15. Wendbaum was manager for four summers. He had been a DeSoto dealer in Reedsburg and partner in Pope Auto Sales, Baraboo, until retiring in 1972.

Gwen Engebretsen, 21, daughter of Joanne Engebretsen, in a car accident New Year's Eve.

30th Anniversary Gifts to Mid-Continent

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

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



SCHEDULED

February

- 19 Snow Train, also Feb. 20-21.
- 28 Board meeting, 9 a.m.

March

- 13 Members meeting, 8 p.m. Ballots due for vacancy on board of directors.
- 14 Board meeting, 9 a.m.

April

- 2-4 5th National Railway Preservation Symposium, Sacramento, Calif.
- 24 Spring Fling. Milwaukee artist Russ Porter speaks at banquet. Also April 25.
- 25 Board meeting, 9 a.m.

May

- 10 Season opens
- 16 Board meeting, 9 a.m.
- 29 Railfest. Also May 30
- 30 Members picnic

June

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

July

- 4 Independence Day
- 10 Members meeting, 8 p.m.
- 11 Board meeting, 9 a.m.
- 28 NRHS convention, Chicago, through Aug. 1

August

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

Meetings are at the office building unless announced otherwise.

Cover. KGB&W #350 (pages 5-10) waits on the siding at Waterbury in the late 1940s. Photo by Tom Van Dreese

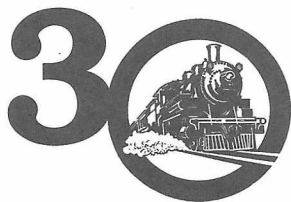
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