
MID-CONTINENT RAILWAY *Gazette*

VOL. 26, NO. 2, APRIL 1993



North Freedom Celebrates 100 Years as a Village

As North Freedom celebrates the centennial of its incorporation as a village and Mid-Continent the 30th anniversary of its move to North Freedom, the Gazette takes a look at railroading in the community. Mid-Continent, with gifts in memory of William Slichter, is publishing a brochure about the mine/quarry heritage to commemorate the anniversaries.

When the Chicago & North Western tracks reached North Freedom in 1871, lumbering was an important industry. Hand-hewed ties and cordwood for locomotives also were produced. "It was not unusual after the winter season was over to see in the neighborhood of 5,000 cords of oak, maple, ash, and basswood piled up eight feet high on the railroad property all the way from the east railroad crossing on Walnut St. to Oak St.," according to a history of the village. An 1886 lumberman's directory lists seven saw mills and lumber yards, producing 5,000,000 feet annually. Although agriculture soon dominated the local economy, some lumbering continued; Joseph Vodak operated a saw mill from the 1920s to the early 1960s.

Residents had high hopes of becoming an iron mining center. In 1893, as the first boom subsided, the village was incorporated—an event being celebrated in 1993 during Freedom Days May 28-30. Higher quality ore was discovered in 1900, the branch to La Rue built in 1903. But the optimism faded as water flooded the underground tunnels. A quartzite quarry shipped from 1917 to 1962.

Businesses in North Freedom kept the railroad and its agency busy. Many stores including Lange & Knauss (*Gazette*, Dec. 1986) received all their merchandise by rail. Among the C&NW agents: B. J. Cook, Charles E. Elger, T. J. Tracy, Earl Wilson, and Fred Tisher. George O. Lund, the last assigned agent, came to North Freedom in 1949, went to Mt. Horeb when North Freedom closed, and returned to North Freedom after retiring with 53 years of C&NW service. A son, George W., worked for the C&NW in sales and marketing in Chicago until about 1990.

Warehouses once lined the tracks. Today, Bender's Feed Mill, purchased by Lloyd Bender about 1943, is a reminder of the importance of the railroad corridor. Sheds used by the feed mill were built for loading or unloading lumber, potatoes, and meat for local butcher shops.

The North Freedom Silica Co., associated with the Pierson Brothers Sand Corp., Milwaukee, from 1918 to about 1922 moved foundry sand off the hillside owned today by Mid-Continent.

The North Freedom Canning Co., incorporated in 1919 by Walter Hahn, George G. Schorer, and William G. Peterson, was "the leading industry in the village," according to the *Baraboo Daily News* (1924). "Peas and corning are packed for the trade and the brand have a fine reputation." The C&NW built a siding in 1919, extended it 30 feet in 1921. St. Mary's Packing Co., Sidney, Ohio, took over the company in 1942, operating in North Freedom until the

Continued on page 10

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ROUNDHOUSE 1

As the winter season closes, Spring Fling, Mid-Continent's 30th anniversary season, and the North Freedom village centennial approach.

Passenger trains carried 2,714 visitors at Snow Train Feb. 19-21, including 317 on Friday, 1,582 on Saturday, and 815 on Sunday. It was the eighth best ridership (of 16), despite a record snowfall, 7.5 inches, for Feb. 21. Higher fares were in effect, boosting revenues.

C&NW combine #6409, its exterior restoration nearly finished, saw service Friday and Saturday. The car will be painted Pullman green in the spring.

The weather kept Mid-Continent volunteers busy. The water tower had to be thawed, the snow plowed, and a long list of cold weather tasks undertaken.

At the election March 13, Ken Hojnacki was elected to the board of directors to fill Skip Lichter's unexpired term. Hojnacki, chief financial officer and treasurer, will

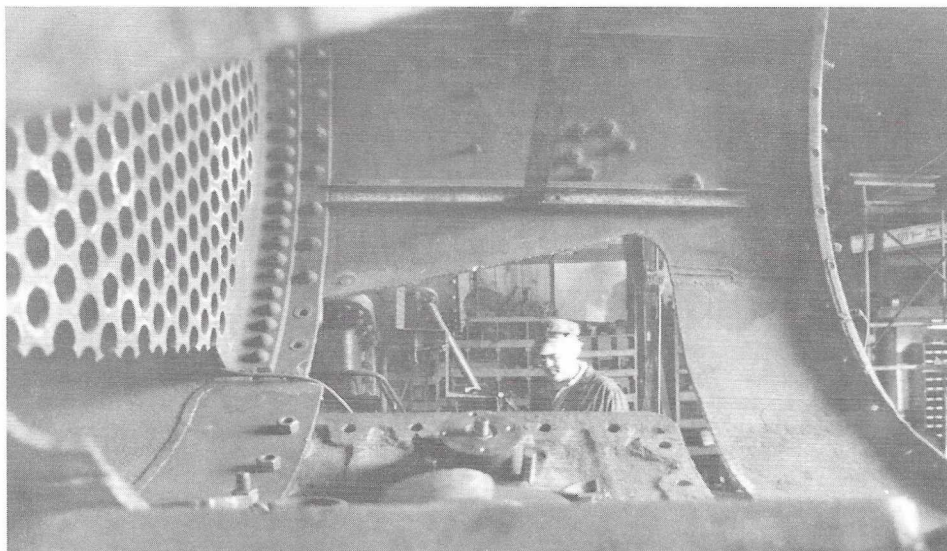
serve until the October annual election. Voting members returned 108 ballots.

The board thanked Lichter for his services as director and treasurer. Lichter, who resigned to work at the museum, is an assistant treasurer.

Spring Fling, April 24-25, includes a welcome and orientation session for new members at 10 a.m. Saturday. President Steve Brist is sending a letter especially inviting new members. Department heads have work projects for the weekend.

Russ Porter speaks at the banquet Saturday, April 25, at Pierce's Viking II Restaurant in Baraboo. Social hour begins at 6:30 p.m., dinner is at 7:30 p.m. The buffet costs \$10.50 or for children 12 and under, \$7.50; send payment to the office by April 17.

Porter, Milwaukee, will talk about trains, ships, and paintings, and how he gets ideas for this works. Many of his paintings are in the permanent collections of the



Repairs on Saginaw Timber #2 include replacing the bottom for the smoke box.

Smithsonian Institution, Washington, D.C., and Maritime Museum, Manitowoc.

The daily operating season opens Monday, May 10. Letters have been mailed to school groups, and already a few reservations have been received.

Pre-season trains will run May 1-2 for the opening of Baraboo's Circus World Museum, celebrating its 35th anniversary; and International Crane Foundation, observing its 20th. Already, trains have carried passengers April 1 in a spring snow storm, for a mystery tour from Madison, and April 4, for the 40 et 8 Society.

First class service will be offered May 22-23 and June 19-20, Father's Day. On Saturday, lounge service will be available on the 12:30, 2, and 3:30 trains; on Sundays, dinner train will operate at 12:30.

North Freedom's centennial celebration is May 28-30. The Midway opens Friday. Highlights Saturday include an opening ceremony at 11 a.m., fashion and doll shows at the Legion Hall, whisker judging contest at 4 p.m., and home talent show at 6 p.m. Sunday, a time-capsule ceremony is at noon and parade at 1 p.m. Both days have an art, craft and flea market on Oak St., street dance at night, and many other events. Mid-Continent is planning complementary Railfest activities.

As a part of the National Railway Historical Society convention in Chicago, #1385 will pull the *Mid-Continent 400* Sunday, July 25, from the new La Salle St. Station to Joliet. The train will operate on METRA's former Rock Island line, traveling on the Blue Island branch on the trip to Joliet, returning on the main line. Many photo stops are planning, including at the ornate depots on the branch. At Joliet, the locomotive will be turned on the EL&E turntable. The auxiliary water car, tool car, a car of coal, and business car 440 will travel with #1385.

The mechanical department needs help every weekend to get steam locomotives ready for the summer season. Bob Ristow, who works full time in the shop, has a long list of volunteer projects.

No. 1385, which will open the season in May, needs new springs on the pilot truck, staybolts in the boiler side sheets, frame work, and an internal inspection.

Major repairs, estimated to cost \$55,000, will have Saginaw Timber #2 steaming by the end of June. Welding repairs, started by Becker Boiler Jan. 25,

should be completed by the end of April. Becker is replacing the four corners of the firebox sheet, welding small cracks, welding material on firebox flue sheet, and replacing the bottom eighth of the smoke box tube sheet and bottom section of boiler barrel at the smoke box.

Mid-Continent shop forces are replacing the bottom of the smoke box, and repairing a steam leak in the branch pipes. When Becker finishes, the Mid-Continent shop must place 291 new tubes in the boiler, arrange state and FRA inspections, and reassemble the locomotive.

ST #2 owners have signed an addendum, agreeing to a 10-year, noncancelable extension of the lease.

Steve Seibel took a job March 22 in Waukesha as a state boiler inspector for the Wisconsin Department of Industry, Labor, and Human Relations. He covers Milwaukee, Waukesha, Ozaukee, and Washington counties. He had worked for Becker Boiler for almost three years.

Two articles about Mid-Continent's wooden car collection and roofing methods will appear in the May/June issue of *Locomotive & Railway Preservation*.

"Mid-Continent is a very distinctive museum. It has a strong sense of country railroading in the early part of the century. I also appreciate the high degree of consistency between the site, the collection, and the line. Mid-Continent should be justly proud of its achievements and contributions," Editor Mark Smith said.

"We have had a lack of well developed 'how-to-do' articles and are grateful to Paul Swanson for coming forth with an article that really addresses construction issues. Paul's re-roofing article led to a subsequent contribution from John Gruber and Ray Buhrmaster on the wonderful wooden car fleet," Smith added.

A comprehensive article on the Cranbrook Railway Museum in British Columbia and the restoration of the *Trans-Canada Limited* also is set for the magazine's 41th issue.

L&RP regularly features railway museums. Mid-Continent's Snow Train was in issue 6 (Jan./Feb. 1987). Other museums include the California State Railroad Museum (issue 8), Illinois Railway Museum (issue 14), Seashore Trolley Museum (issue 21), and Minnesota Transportation Museum (issue 35).

The first annual Midwestern regional meeting of TRAIN and ARM will be at the National Railroad Museum in Green Bay Saturday, April 17. The one-day workshop will look at the FRA; Safety and Training; Historical Interpretation; and how the Tourist Railway Association and the Association of Railway Museums can cooperate to achieve common goals.

An informal Friday night gathering and a Sunday morning tour of the GB&W Norwood Shops are also planned. Registration is free. Contact Dick Gruber (days) at (414) 542-4900 for information.

Grand Crossings, *Railroading and People in La Crosse*, is available for \$15 from the 4000 Foundation, P.O. Box 3411, La Crosse, Wis. 54602. Joe Follmar edited the 96 page publication which includes many historic views. Grand Crossing Tower is featured in a color cover photo.

Ted Rose, a Santa Fe, N.M., painter and Mid-Continent member, has been awarded active membership in the American Watercolor Society. Two of his works including *Fire and Ice*, featuring railroad activity at Union Station in Chicago, were selected for exhibition at the society's 126th annual show in April. Rose, one of just 10 painters honored this year, will accept the accolade at the annual awards dinner in New York.

Deaths. *Harry L. Vertein*, 86, North Freedom, Jan. 23. A life member of Mid-Continent, he retired 21 years ago from Wisconsin Dairies with 19 years service. He served on the North Freedom village board and the Commission on Aging. Survivors include a son, Merrell, and his wife, Wava; and a grandson, Greg.

Edward P. Pung, 81, Feb. 4, Milwaukee. In World War II, he served on a U.S. Navy railroad at Corpus Christi, Tex. After the war, he received a perfect score on a test for a job with the Milwaukee Public School System. When retiring as a director of plant operations, his wife presented him with a Mid-Continent membership.

John T. Sandahl, 77, March 14, Madison. He retired in 1980 after 45 years at General Telephone Co. of Wisconsin.

Margaret J. Morgan, 60, April 9, Elm Grove. Mrs. Morgan, widow of *Trains* Editor David P. Morgan, served on Mid-Continent's railroad photography and art committee.

Around the State: GBW, Amtrak

Green Bay and Western officials and attorneys got relief from a 12-year headache—a lawsuit initiated by people holding 889 of its Class B debentures (*Gazette*, June 1992).

A Green Bay, Wis., circuit court judge in February dismissed an 11 count complaint against GB&W, a 254-mile Wisconsin railroad; Itel Corp.; GB&W's owner, Itel Rail Corp.; Fox River Valley Railroad, a wholly owned Itel subsidiary; and 17 GB&W directors. The debenture holders had complained of "mismanagement, fraud, and a gross abuse of duty by the controlling stockholders." Among the many "wrongs": GB&W invested earnings in the railroad, rather than paying dividends, from 1978 (when Itel purchased it) to 1992.

"Historically, there has been plenty of litigation between the Class B debenture holders and the Green Bay and Western Railroad," the judge said. GB&W also successfully defended itself against suits by Class B debenture holders in 1943, 1944, 1945, and 1980. The debentures, created in a financial reorganization in 1896, went to holders of second mortgage bonds and stock of the former company; GB&W didn't get any cash in the exchange. These securities are so-called "English debentures"; their terms are unlike those of any debentures issued today.

Meanwhile, the GB&W/FRVR sale to a Wisconsin Central subsidiary grinds along. Because of labor negotiations required by the Interstate Commerce Commission, the WC must wait until at least May to complete the sale.

Wisconsin Gov. Tommy Thompson favors expanding Amtrak service to Madison and Green Bay. In his State of the State speech Jan. 26, the governor directed the Wisconsin Department of Transportation to "invest \$600,000 in engineering studies for these two routes."

Circus train July 5-6 has a new route through Portage. The train leaves Baraboo at 9 a.m., moves to Soo Line tracks at Madison. For the second day, the train travels from Portage to Milwaukee, where it returns to the C&NW at Washington St. The circus parade is at 2 p.m. July 11.



Depots were a popular subject for post cards. Sherwin Gillett of Muscoda frequently included depot views in his selections. The photographs of (Boscobel, WHI(G5)336) and Black Earth (WHI(G5)183) are from the State Historical Society of Wisconsin.

Significant examples of railroad buildings of the late 19th century

Rural communities showed great pride in their railroad stations. As a new depot was being built in 1881 at Lone Rock, the nearby weekly newspaper boasted that "it is one of the best arranged and most commodious depots on the Prairie du Chien division." The paper said next week, "Mr. Towsley, the depot agent, says it is to be the model country depot in the state." And in a third issue, "it is a credit to the company and an ornament to the town."

Almost 40 years later, writing about small stations, John Droege said in 1916: "The realization of the importance of the railway station as an element of civic pride and the railway's attempts at cooperation in this respect have certainly effected a great improvement."

August Derleth spent a life-time writing about his home area for national audiences: "In any small town, the train is 'our train,' however much it may be the physical property of the railroad. The people of Sauk City and Prairie du Sac always had a

propriety interest in the local train, even to the extent of referring to it familiarly as the 'peanut grinder' or the 'coffee-grinder.'"

Railroad literature is full of references to the depot as the center of the community. George H. Douglas says, for example, in *All Aboard: the Railroad in American Life* (1992) that "whatever the placement of the railroad line, whatever the location of the station, the railroad environment and railroad doings figured prominently in small-town American life."

While civic pride may explain preservation in the 1980s and 1990s, it doesn't seem to have been a factor in the replacement of rural stations 100 years ago. Agitation from citizens might have resulted in a clean-up around the station and some landscaping. But fire was only consistent reason for replacement to emerge from a survey of communities in southwestern Wisconsin. If the depot burned, a new one was built, usually on the same site.

The communities are on the former

Milwaukee Road line between Madison and Marquette, Iowa (100.6 miles), and branch lines to Sauk City/Prairie du Sac (10.1 miles) and Richland Center (15.5 miles). It's a historic route, a part of the first rail connection between Milwaukee and the Mississippi River.

The *Milwaukee Sentinel*, in August 1855, listed 12 stations on the Milwaukee and Mississippi's western division, noting "the first two are in the Black Earth Valley and the others in the Valley of the Wisconsin."

The tracks, opened between Madison and Boscobel in 1856, reached Prairie du Chien the next year. The *Weekly Courier* proclaimed, "Marriage of the Waters, Lake Michigan & the Mississippi United, General Gratification," as a train of officers and directors arrived April 15, 1857.

Over the years, the railroad built depots in 20 communities, and maintained a platform at Helena, shelter at Wright's Ferry, and hotel at Prairie du Chien. Overall, there have been at least 15 fires or disasters, resulting in new buildings or extensive remodeling.

Many of the depots were standard designs. But with replacements spread over some 60 years, there is no feeling of sameness or standardization on the line.

In addition to serving as waiting rooms for passengers, the stations provided office space for the railroad's agent and a warehouse for less-than-carload freight and express. The decline of the passenger business, changes in the economy, and highway improvements all contributed to their closing. The final blow was the establishment of regional accounting centers in 1960. The Milwaukee Road closed the last station, at Richland Center, in 1980 as it stopped running between Lone Rock and Prairie du Chien.

The depot at Mazomanie, the oldest on the line, is a good example. The first building was destroyed by fire in July 1857, "supposed to have originated in the railroad eating house kitchen in the second story of the building. This is a severe blow to the village, as well as for the owners of the property destroyed," Madison's *Daily State Journal* said. The depot, rebuilt the same year, served the railroad until 1973 when the freight agency closed

(*Gazette*, Nov. 1988). Today, it is being restored to its original size as the village's library. The building is nearly finished; the library expected to move by June 1. A dedication is planned for late summer, when landscaping is completed.

Similar two-story frame structures, with housing for the agent on the second floor, were built at Lone Rock, Avoca, and Muscoda. Lone Rock burned in 1881, Muscoda in 1923.

The brick veneer depots at Boscobel and Lone Rock represented the best the railroad had to offer for the times.

At Boscobel, again, a fire destroyed the first structure. The *Grant County Herald* described the new station completed in December 1870 as "an edifice, by-the-by, that is pronounced superior to any similar affair between St. Paul and Milwaukee." At the time, passenger trains between the two cities were routed through Boscobel and Prairie du Chien. The Boscobel building, damaged in October 1942 when a truck was thrown against the depot by the midnight train and a fire started, was repaired temporarily, and the north end rebuilt with a flat roof in late 1943. Joe Coleman was the agent when the station closed in 1978. The building, now owned by the City of Boscobel, is being restored as a museum and offices--a project spearheaded by the Boscobel Tavern League. Work by the Wisconsin Conservation Corps started in October 1990. An application has been prepared for funds from the state of Wisconsin through the federal Intermodal Surface Transportation Act of 1991 to help finish the building and create a park next to the station.



Since Lone Rock did not have a newspaper yet, coverage came from the *Republican* at Richland Center. In Big Fire at Lone Rock, the paper said "the fire originated from the sparks of the engine that had just passed. The building being of a very combustible nature, it was impossible to arrest the flames, and it is said by spectators that from the time the fire was discovered until the building was a heap of smouldering ruins, only 35 minutes had elapsed." Immediately, a box car was "improvised" as a temporary depot. The new brick structure, occupied in March 1881, also served the branch line trains to Richland Center. Remodeled and reduced in size in 1954, it served until 1967. The building was dismantled in 1972.

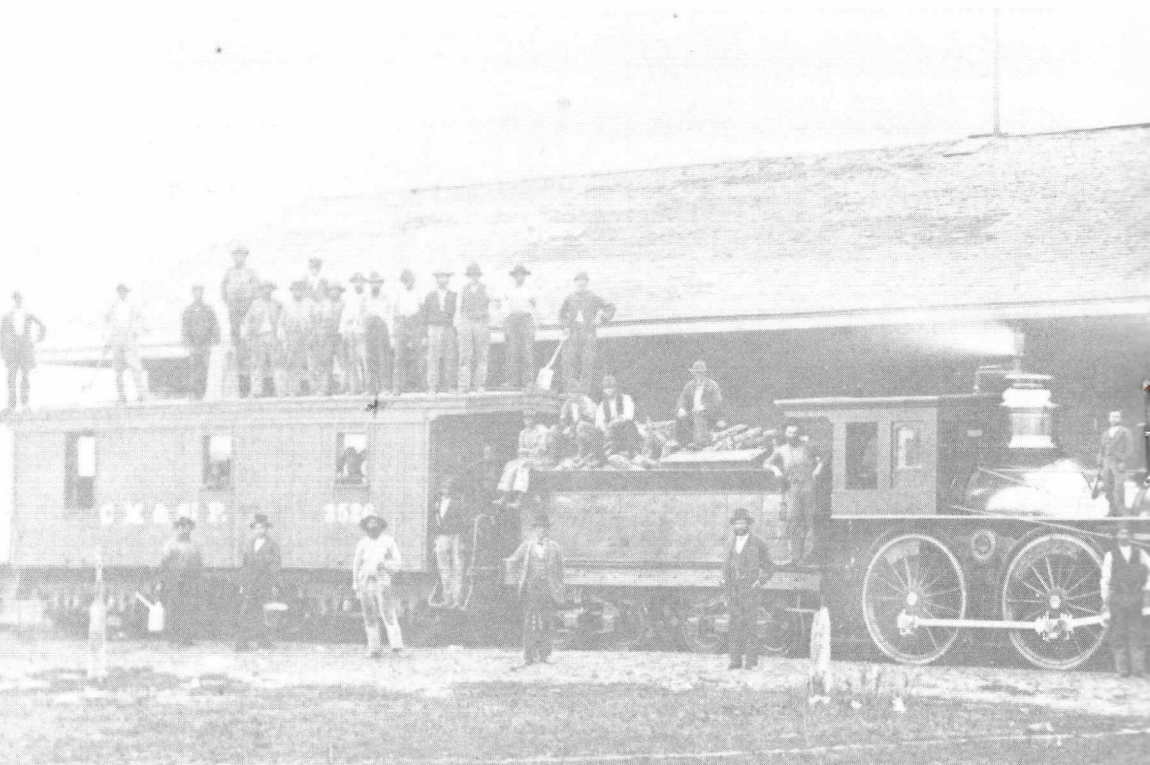
Stations at Black Earth and Cross Plains were similar, built in 1867 and 1864. The building at Cross Plains was closed and dismantled in 1961. In Black Earth, served by the Mazomanie agent after 1958, the railroad sold the depot in October 1959. It's been owned by the village for two years, and is being restored as a museum, with planning and architectural assistance from a Milwaukee firm. Last summer, the exterior was painted; this summer's work will concentrate on the interior.

Middleton's depot, replaced in 1865, burned. The existing 1895 building, a standard design of the 1890s and 1900s, with a later addition, served the railroad until 1975. It was sold in 1977 and opened as the Middleton Senior Citizens Center July 23, 1978.

Arena's depot, similar to Blue River and replaced in 1892, burned in February 1925. Sparks from the stove in the waiting room started the roof burning. The depot was open but unattended for the 4:35 a.m. train for Madison. The fire in the stove had gone out; a passenger was cold, and he restarted the fire using oil waste found in the room. Volunteer firefighters found flames shooting out from the roof about two feet from the chimney. "The pump being frozen, having also no hose, they tried to extinguish the fire with chemicals, but the fire grew beyond their control," the railroad police said.

For temporary facilities, the railroad put two car bodies on the ground. It opened a new depot opened in 1926. When a caretaker was substituted for the agent in 1951, the depot was removed; a small shelter served until 1959.

Spring Green officials had been complaining about the old depot since 1890, but a fire in July 1892 sealed its fate. The



new building, a standard Class B structure built from drawings of J. T. W. Jennings, later a University of Wisconsin supervising architect, opened in December 1892.

"There is nothing very handsome about the structure, though it beats anything we have previously had in that line, and its interior is fitted up in nice shape," the *Weekly Home News* said. The building was dismantled in 1971, a year after the agency closed.

At Avoca, the depot built in 1857 soon after the tracks opened, served for 100 years until closed July 31, 1957 (Bridgeport, farther west, closed the same day). A small shelter, moved from Lima Center in 1957, stayed for three years.

The Muscoda building, also dating to 1857, was totally destroyed in 1923. "Before the alarm was given, however, the fire had gained such headway that the local fire department could do nothing but to keep it from spreading. The depot, which was an old frame structure, was quickly consumed by the flames," said the *Muscoda Progressive*. A temporary building was built. It was not until January 1928 that a new depot opened. Although agency service at Muscoda and Boscobel ended in the 1978, the building lasted until October 1991. As village residents debated whether

to "save it or demolish it," the *Progressive* published a view of a "ghost train," a Mid-Continent steam train imposed on a photograph of the derelict and soon to be destroyed depot.

Blue River, not included in the original list of stations, started as a flag stop in the 1860s. The depot was built in 1868. This is one of the few locations where citizens were able to delay a station closing. The railroad's first try in 1958 failed, and the station stayed open for three more years. The building, sold in 1962, today is located a block from the tracks.

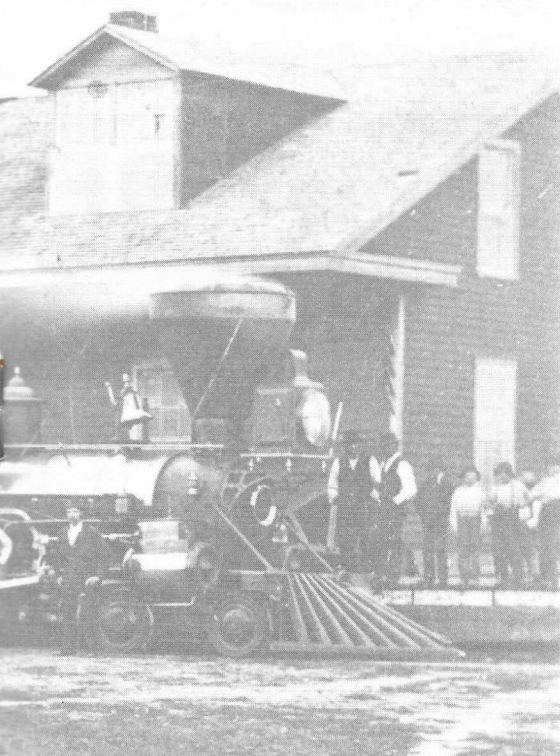
Woodman, its 1863 plat proclaiming it "will ere long be one of the most flourishing towns in the west," was another station not on the original list. Cyrus Woodman, a prominent lawyer, land agent, banker, and lumberman, and his local agent, Ralph Smith of Wauzeka, had to put up the station themselves in 1863 and give the railroad company 10 acres of land in return for service. The depot burned in 1878 and again in 1913. The *Boscobel Dial-Enterprise* said "a bolt of lightning descended" on the building in October 1913, destroying it, "the village having no fire protection." J. W. Lindstrand, Milwaukee Road architect, prepared drawings for the new building, using standard components. It served the railroad from 1914 to 1957. Today, moved to a nearby hillside, it is a private residence.

At Wauzeka, from 1892 to 1937 the junction with the Kickapoo Valley line, the second station dates from the 1890s. It was closed in 1960, removed in 1961.

Bridgeport suffered heavy losses in two fires. Fire destroyed the depot, a grain elevator, and other community buildings in March 1874; the railroad immediately rebuilt. Another fire wiped out Bridgeport's business section in November 1936. The agent, Harry Lathrop, charged the railroad \$8 a month to use his home as a temporary depot until a new building was completed in Dec. 1937. It closed in 1957.

Prairie du Chien, larger than the other communities, does not fit the pattern. The Milwaukee and Mississippi built its first depot there in 1857, then moved to a new

Continued on page 15



Workers stand with a train at Mazomanie, about 1870-75.

Mazomanie Historical Society photo



Agent Earl Wilson stands in front of the North Freedom depot. Alan Hall collection

North Freedom

Continued from page 2

1950s. Oscar Baumgarten, North Freedom village president, helped get the canning company trucks ready to sell in 1959-60. Fred Krause, Schorer's son in law and canning company manager, built snow throwers in the main building, taken down in the 1960s.

North Freedom's original depot, built soon after the railroad was built, never had to be replaced. (The Rock Springs depot, now at Mid-Continent, was built in 1894 after a fire.) Citizens took pride in the depot, and didn't hesitate to complain if they felt improvements were needed. A petition to the Wisconsin Railroad Commission for a new depot in 1916 resulted in remodeling and electric lights; residents said at a hearing that the waiting room was "too small, stating that on ordinary occasions as many as 30 people wait for trains at a time, while greater numbers gather at the depot on special occasions." But a 1921 request for a shelter across the tracks was denied. Under the C&NW's central agency plan, North Freedom became an associate station in 1959, with service an hour a day. After the agency was closed in 1963, the depot provided

storage for Mid-Continent for a few years, until taken down in 1972.

Railroad records given an idea of the activity and its decline. The C&NW added a second main track in 1899, installed block signals in 1913. The stockyard was retired in 1940, its siding removed in 1942. A carbody bunk house lasted until 1940, the section tool (1887) and gas houses until 1959. The second main track was removed in 1956, the signals in 1983.

As C&NW service declined, Mid-Continent stepped in. The museum inaugurated service May 27, 1963, and for a short time that summer, passengers waiting for the steam excursion train could see the *Rochester 400* traveling through the village.

C&NW freight trains continue (augmented by ballast trains, which started in 1993 on March 29), but for the passengers, the center of attention has shifted to Mid-Continent. Steam locomotives vanished from the Baraboo Valley from 1956 to 1963, but today are serving ever increasing numbers (50,000 in 1992) on the Mid-Continent excursion route—a reminder of the golden age of railroading when travel and business depended on railroad connections. *JG*



BOARD MINUTES

John Gruber, Secretary

DECEMBER 13, 1992

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

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

Minutes of the November meeting were approved as corrected.

On recommendation of the membership secretary, John Gruber moved, Paul Swanson seconded, to approve a change in membership status, from associate to regular, for Francis H. Parker. Carried.

Secretary Gruber reported gifts were received from Phil Lange, Harry B. Mathews, Douglas Rogell, Fred M. Springer, annual fund; Calvin O. Schmahl, car shop debt; Edward Gruber, workshop; Russ Porter, prints for banquet; Paul Wolff, end beam; Jonathan Howard, lamp.

Treasurer Skip Lichter said we are spending too much. The checking account balance is \$41,082 as of Dec. 1. In November, we took in \$1,400 and paid out \$26,307. Bills on hand total \$16,700.

The statement for the year ending Oct. 31, distributed at the meeting, shows net profit of \$61,334, with total assets of \$1,008,527. Ken Hojnacki will talk with the auditors about our accounting reports.

Bloohm moved, Raia seconded, to accept the report of the treasurer. Carried.

In a written report, Vice President Tom O'Brien Jr. mentioned the Union Pacific tender, UP not interested; excursions, "can we have #1385 available for work off the property in June and July?"; and CB&Q coach, owner would like to see a higher offer.

O'Brien chaired a two-hour superintendents meeting Saturday afternoon. Among highlights: Mechanical Department says Saginaw Timber #2 will need additional, expensive firebox/boiler repairs. Becker is coming at mid-week to give estimates. Locomotive may not be ready for Snow Train. Car Department may have C&NW combine for Snow Train, combine #425 by late June. GN coach may be

ready in late July.

Engineering department suggests, because of high ground water, overflow parking for Snow Train be in the field uphill. Three caps are needed on the Baraboo River bridge. Drain near the car shop is a priority before Spring Fling. Pitzen asked about a letter he had written about bridge repairs; Brist will follow up with superintendent.

The superintendents are not receiving financial data. They requested monthly summaries including lists of checks written and accounts payable. Lichter said the office has been playing catchup on financial data since the excursions. Another superintendents meeting is at 3 p.m. Saturday, Jan. 9.

Bob C. Welke, who was not at the Saturday meeting, presented the operating department report. C&NW provided a free move for the ex-CN duplex/roomette, which arrived Tuesday. The car has steam heat, only two windows are missing inside and outside. He recommends extending the season in spring and fall in 1994, with volunteers, and starting the season on Saturday instead of Monday; there would be no problem getting train crews.

Because the department has had a problem with train crews not showing up as scheduled, Welke presented a written policy for adoption. Bloohm moved, Raia seconded, to accept the policy. Carried.

Swanson moved, Vertein seconded, to approve Welke's staff appointments: Jeffrey Bloohm, asst. supt.; Jeffrey Nelson, trainmaster; John Winter, safety and training officer; Brian Allen, crew caller; and Sidney Vaughn, chief dispatcher. Carried.

Board members thanked Allen for his efforts as crew caller.

Lovina Tisler presented an office report which covered liability insurance, renewed at \$5 million; group health insurance for employees, to be discussed in more detail in January; audit; budget; and Snow Train. She may negotiate group rates for Friday afternoon trains of Snow Train.

The two full-time employees of the mechanical department are on the payroll, Bob Ristow (as of Dec. 2) and Steve Seibel (as of Nov. 18).

Two representatives from Houghton, Taplick & Co. of Madison, Karen M. Myers (Manager) and Thomas R. Johnson (Partner), joined the

meeting to discuss the audit. Field work, taking 2-3 weeks, started Nov. 30 and is 3/4 done; a preliminary report may be ready in January. The accountants covered recording fixed assets vs. collections, capitalizing major repairs and maintenance, restatement of opening fund balance and disclosure, retaining support for contributions, proposed Statement of Financial Accounting Standards or nonprofit organizations, and the new Wisconsin reporting requirements for 501(c)3 organizations and fund raisers. As a part of its services, the accounting firm will monitor requirements and file IRS form 990, Information Return of Organizations Exempt from Income Tax, due March 15 (15th day of 5th month after the museum's fiscal year ends) and Wisconsin Department of Revenue forms 308, Charitable Organizations Annual Report, due April 30, and 296, Charitable Organization Registration Statement, due in January.

The board took a break for lunch.

Paul Swanson presented a list of nine cars for disposition, to be sold, donated to another museum, or scrapped. Moved by Swanson, seconded by Raia, to proceed as recommended by the committee. Carried, with Gruber voting no. He objected to disposing of this equipment without contacting the donors.

Bill Raia has asked the FRA for waivers on a few items.

Brist has talked with Ray Sauvey, manager of the Green Bay museum, about meeting dates for the committee to discuss items of mutual interest with the National Railroad Museum.

Swanson said the car department is concentrating on the C&NW combine but falling behind. Bloohm moved, Verstein seconded, to authorize Swanson to hire Skip Lichter as a temporary worker, if Lichter wishes. Swanson and Lichter left the meeting to discuss the proposal. If Lichter accepts the job, he will have to resign as a director.

Brist will be attending a meeting Tuesday, Dec. 15, with the Commission of Transportation about the museum's highway crossings. Brist and Hojnacki were at a well attended hearing Dec. 9 on the Wisconsin Department of Transportation's excursion rules. Minnesota Transportation Museum representatives, who had seen the announcement of the hearing in the *Gazette*, attended, as well as two legislative staff people.

Old Business

Representatives from Short Line Enterprises spent 3-4 hours at Mid-Continent Dec. 10 to look at equipment for a winter film in Duluth. They may still be interested in negotiating an arrangement for standby use of #1385.

Repair of ST #2, for which \$10,000 was authorized at the last meeting, was discussed because of the additional repairs needed.

Bloohm moved, Verstein seconded, to take necessary steps to complete work on #2, with funds, up to \$20,000, to come from the general fund or borrowing. Carried with Lichter abstaining.

Because of the amount of money involved, Bloohm moved, Swanson seconded, to give formal notice to the owners of ST #2 that the board desires a non-cancellable addendum, extending the lease for 10 years. Carried with Lichter abstaining.

Raia moved, Bloohm seconded, to authorize another offer to the owner of the CB&Q coach. Lichter moved, Oseland seconded, to table until January. Motion to table failed. Motion to authorize another offered carried, 5-3.

Swanson moved, Oseland seconded, to purchase DL&W combine #425 from Steve Zuiderveen for \$17,000 and to forgive bills of about \$3,000 for work on the car, funds to come from a balloon note loan. Zuiderveen will be paid half in December, one-quarter after SnowTrain, and one-quarter in June. Carried. A title search will be done.

The mechanical department is behind on the second report on the Decapod locomotive restoration.

Bloohm has talked with Ronald Steiner of General Engineering, Portage (the village of North Freedom's engineering firm), about Mid-Continent connecting to the village system. Steiner will give us a couple of proposals. Bloohm moved, Oseland seconded, to authorize the treasurer to send the village of North Freedom a check for \$2,000 as a retainer for engineering services. If the entire amount is not used, the balance is to be refunded to Mid-Continent. Carried.

Gruber moved, Bloohm seconded, to accept the concept for the landscape/parking/signage plan by Sharon Crawford (Oct. 1992). Carried. Plans had been given to board members in November. Gruber showed the plan to Bill Armstrong during a vacation in Florida. Gift funds paid for the plan, and will be used to implement it. Pitzten returned a plan with comments.

Gruber moved, Raia seconded, to allow the photography and art committee to use the smaller room in the freight house to present exhibitions, beginning in May, for three years. Carried. Ginter presented 8 concerns including repairing the freight platform, cleaning up the surround grounds, and replacing locks. He plans to use the larger room for a display in memory of Rudy Fluegel.

Ginter recommends keeping the wooden Milwaukee Road coach, owned by Gary Bensman, at Mid-Continent. Bensman has been billed for storage since March.

Brist discussed the need for a long range plan. A retreat in March or April will be considered.

New Business

Swanson moved, Bloohm seconded, to hire Skip Lichter at \$9 an hour to work on the C&NW combine, up to Snow Train. Funds will come from the combine account. Carried with Lichter abstaining.

Swanson moved, Verlein seconded, to rekey the back and front doors of the office building with a non-duplicated system. A special key would be required for the office. Carried. Cost is estimated at \$400. Oseland will make arrangements. Swanson asked for tighter control on keys.

CP Rail has a historic Milwaukee Road tank car, X907795, last used to store diesel lube oil in Portage. It is stenciled "built in 1918." The car would have to be moved by truck. Board members expressed an interest in acquiring the car.

Pitzen moved, Verlein seconded, to adjourn. Carried at 4:10 p.m.

JANUARY 10, 1993

Board members present were Paul Swanson, Bill Raia, Jerry Pitzen, Steve Brist, Jeff Bloohm, and John Gruber. Also present were VP Tom O'Brien Jr., Ken Hojnacki, Dick Gruber, Skip Lichter, Bob C. Welke, Lovina Tisler, and Jeff Haertlein. Swanson held proxies for Greg Verlein and Art Oseland (verbal, written note received 2/20).

President Brist called the meeting to order at 9:50 a.m.

Minutes of the December meeting were approved as presented.

Treasurer Skip Lichter reported on the status of the checking account: \$16,696 on hand Jan. 1, \$4,096 paid out since then, with a balance of \$12,600, and bills to pay of \$19,861. Computer financial printouts through Dec. 31 were distributed. The museum has signed a contract to purchase combine #425, and wired the first down payment, \$8,500, Thursday (Jan. 7). A second payment is due Feb. 26, and the final payment June 1. The car cost \$20,000, less \$2,332 for work done on it. The note is due Sept. 1. Bloohm moved, Pitzen seconded, to accept the treasurer's report. Carried.

Secretary John Gruber reported Lichter has resigned from the board, effective Dec. 14, to accept a job in the car department.

Gruber reported gifts from Henry Auchstetter, Radleigh Becker, R. Ross Chapin Jr., Alan Christoffersen, John A. Cunningham; Paul Dickens III, Ray Gildemeister, William Griffiths, Joseph H. Hunter, Warren Jackson, Dexter Jeannotte, Rudolph Jordan, Robert S. Junkrowski, Fred Kraege, John W. Lyon, Winifred McCormick, Richard A. McLeod, John M. McNamara, Daniel Marx, R. Paul Meyer, Avon Miller, David Parker, Earl A. Shepard,

Richard Travis, Donald Vangor, Elsie Verkvilen, Vincent Vorndram, Jim Wakefield, Donald Weigt, annual fund;

Francis Parker, steamer postage; Edward Steinhäuser, D&R 9; Chris Hornocker, utility upgrade; Dennis P. Arnold, Thomas Butler, A. A. Daehler, James H. Dunlop, Verne Gruenewald, Sandra Hamlet, Milford Jones, David Mattoon, Dick Parkin, Clarence Portle, Kenneth W. Royer, Calvin Schmaul, Edward Steinhäuser, Hugo Traub, Wesley Traub, calendar (more than \$4); Paul Swanson, telephone calls, drawings; and Vincent Mathews, paint, etc.

Ken Hojnacki, chief financial officer, will compile monthly information for department heads, to help keep track of project costs. He also will provide details of average monthly expenses for the last 2-3 years.

Vice President Tom O'Brien Jr. reported on excursions, circus train, and proposed purchase of the CB&Q coach. No. 1385 will not be on the circus train this year, but he hopes it can be on the train again in the future. Wausau is interested in excursions again, wants a contract by the end of February. No. 1385, without coaches, may be going to Chicago the third weekend in July for the NRHS convention.

He also reported on the department heads meeting Saturday. There will be one steam locomotive (no. 1385) for Snow Train. The mechanical department will have difficulty getting #2 ready for the season's opening. The department is working toward shop certification for welding. The engineering department wants to purchase a switch with 100# rail for the west yard; Jay Slinde, superintendent, wants to sell the museum a hi-rail truck. The car department says the C&NW combine will be ready for Snow Train.

Pitzen moved, Raia seconded, to authorize the engineering department to buy a 100# switch from the engineering budget, when funds are available. Carried.

O'Brien Jr. will discuss loaning the WP&L engine to Circus World.

The National Transportation Safety Board sent a letter saying Mid-Continent, as a railroad, has to report serious accidents.

Dave Mattoon is working on putting the rule book on a computer. Superintendent Welke says copies need to be printed this year.

In an office report, Lovina Tisler told about two health insurance quotes for full-time employees. Intermediate coverage will be continued for Jonathan Howard. The board will discuss setting a policy and choosing bids in February or March. She is recommending discounts for Friday's Snow Train trains for groups and Sauk County residents. The auditors should finish work at the Mid-Continent office Monday or Tuesday. Reservations are being missed when office is closed weekends.

Pitzen moved, Raia seconded, to authorize the office to purchase an answering machine. Carried.

Lichter suggested a wood train event, and will talk with the curator about the possibility.

Bloohm moved, Swanson seconded, to accept Lichter's resignation from the board, and thank him for his service. Carried.

The question of whether the bylaws allow Lichter to continue as treasurer will be looked at at the next meeting.

Tom O'Brien Jr., chair of the nominating committee, is requesting nominations for the board position. The election is set for the March members meeting.

Old Business

President Brist presented committee appointments (chair is first name listed, president is ex-officio member) for board approval.

Buildings and Grounds: Dave Schumacher, Marshall Buehler, Vince Mathews, Larry Hinz, Roy Sauer, John Sorrel. Gruber moved, Raia seconded, to approve the appointments. Carried.

Camp Car: Bill Raia, Robert C. Welke, Jim Neubauer, Bob Ristow, Stanley Nordeng. Pitzen moved, Bloohm seconded, to approve the appointments. Carried.

FRA: Bill Raia, Jerry Pitzen and superintendents of operating, car, mechanical, and engineering departments. Bloohm moved, Swanson seconded, to approve the appointments. Carried.

Fund Raising: John Gruber, Ed Minihan, J. Marshall Buehler, Peter Bunde, Ray Buhrmaster. Bloohm moved, Raia seconded, to approve the appointments. Carried.

Marketing: Dick Gruber, Jim Neubauer, Lovina Tisler. Raia moved, Pitzen seconded, to approve the appointments. Carried.

Membership: Art Oseland, Shirley Emhoff Bender, Doug Crary, Robert F. Welke, Roy Sauer, John Sorrel. Bloohm moved, Raia seconded, to approve the appointments. Carried.

Nominating: Tom O'Brien Jr., Rick Peters, Bob Ristow. Bloohm moved, Swanson seconded, to approve the appointments. Carried.

Railroad Photography and Art: John Gruber, Robert McMillan, Gil Reid, Margaret Morgan, Peter Bunde, Chris Burger, Ralph Pierce, William Raia. Pitzen moved, Gruber seconded, to approve the appointments. Carried.

Rules Interpretation: John Winter, Robert C. Welke, David Bierman. Bloohm moved, Swanson seconded, to approve the appointments. Carried.

Sewer and Water: Jeff Bloohm, Jerry Pitzen, John Sorrel, Ken Breher, Jack Ahles, and Tom O'Brien Jr. Raia moved, Swanson seconded, to approve appointments. Carried.

Social: Sue Oseland, Joanne Engelbretson, Sharon Crary, Betty Gorman, Darcy Welke.

Raia moved, Pitzen seconded, to approve the appointments. Carried.

The long range planning committee, chaired by Pitzen, will be appointed later.

Bloohm moved, Raia seconded, to appoint Robert F. Welke as membership secretary. Carried.

In response to a complaint from Art Oseland, voiced by Swanson, Brist apologized to members for a sentence in the annual fund letter, "our museum will become more friendly to visitors." He said he didn't mean to offend. Gruber, as chair of the fund raising committee, drafted the letter.

A second set of materials has been sent to Bill Gardner for the Decapod restoration.

Bloohm discussed the sewer and water situation, and presented resolutions to keep the project moving.

Whereas, Mid-Continent is under orders to comply with sewer and water regulations, and whereas Mid-Continent has paid an engineering retainer fee to the village of North Freedom, and whereas there are three options for the sewer, therefore, it is moved by Bloohm, seconded by Pitzen, that Mid-Continent pay up to \$1,000 for feasibility studies for (1) a private system, (2) village hook up, and (3) a holding tank that will comply with regulations. Carried.

Moved by Bloohm, seconded by Pitzen, that in the event the private system and village hook up cannot be done, Mid-Continent construct a holding tank system that complies with all laws and codes. Carried.

Moved by Bloohm, seconded by Gruber, that the board authorize Bloohm, after consulting with the president, to authorize planning expenditures, up to \$3,000, to keep the sewer and water system moving ahead, and to make commitments, according to the engineers plans, with the village board and contractor. Carried.

Moved by Bloohm, seconded by Raia, that in the event the sewer hook up is denied by the village board, that Mid-Continent reconsider hooking up to the village water at this time. Carried.

Bloohm will be at the village board meeting Monday night (Jan. 11). The perc test already has shown that the private system is not feasible. A 10,000-gallon holding tank, with 5 days capacity, is estimated to cost \$10,000.

A consideration is providing adequate fire protection, O'Brien told board members.

Changing locks on the office building was discussed. Swanson moved, Pitzen seconded, to name Oseland as key custodian. Carried.

The closing date for written comments on the Wisconsin Department of Transportation excursion rules was Dec. 18.

Swanson moved, Raia seconded, that #1385 not leave the property for excursions unless another steam locomotive is ready to run here. Carried.

The Wisconsin Commissioner of Transportation has issued an interim order providing for stop signs at Mid-Continent crossings. The brush must be cut 330 feet back from the crossings, to the width of the right of way. The order is temporary for this season, permanent for 1994.

The board took a break for lunch.

Fund raising was discussed. Oseland and Swanson objected to Gruber authorizing \$225 from gift funds for the landscape/parking plan.

Peter Bunde has reviewed the railway restoration fund, established in 1984 as a part of a fund raising plan.

Swanson will have a proposal for dinner train cars at the March meeting.

Welke's suggestion that the 1994 operating season be extended with diesel or gas-electric power will be discussed at the next meeting.

Repairs on Saginaw Timber #2 were discussed. Becker Boiler has provided a quote for \$30,500 for welding. Materials are not included. Total cost to repair the locomotive to FRA standards is estimated at at least \$50,000. Lichter, representing the owners, is agreeable to an addendum to the lease, for 10-years. Brist cautioned the board to move slowly until more information is available.

Bloom moved, Raia seconded, to authorize an additional \$40,000 for ST #2, for a total of \$60,000, from the general fund or borrowing. Carried with Gruber voting no. Gruber said he was not opposed to the work, but wanted more information about how the museum would pay for the work before voting; he suggested for the amount of the expenditure, the museum should share in the equity of the locomotive.

Bloom moved, Raia seconded, to adjourn. Carried at 2:38 p.m.

Significant examples

Continued from page 9

location and built passenger and freight depots in 1864 and a hotel in 1865.

Prairie du Chien is the only location on the line to rate a new station as passenger

trains were added. The *Sioux*, inaugurated in 1926, and competition with the Burlington brought a new tile and stucco depot on Rice St., opened in Feb. 1930. The railroad "dualized" (closed) the station in 1979. The building is vacant.

On the branch lines, the story is the same—fire, too had its impact. Buildings burned in 1904 at Gotham, today a residence near the tracks; and in 1882 at Richland Center, which got a separate passenger station (1910). At Sauk City, the 1882 depot has been restored by Morey Moseman as an office for the Sauk Prairie Area Chamber of Commerce.

For an idea of who worked at the stations, take a look at an Oct. 1, 1963, roster, with seniority dates: G. J. McDonnell, 1912, Spring Green; E. N. Brown, 1916, Mazomanie; E. E. Broderick, 1916, Sauk City-Prairie du Sac; Jos. E. Coleman, 1937, Boscobel; W. O. Bruns, 1938, Middleton; C. E. Carpenter, 1938, Muscoda; J. A. Preston, 1941, Prairie du Chien; V. B. Homb, 1944, Richland Center. Coleman, Bruns, Preston, and Homb had the same jobs in 1971; C. W. Ebert, 1947, was at Sauk Prairie, D. J. Pauls, 1956, at Mazomanie, and the other locations closed.

The Madison to Prairie du Chien route has significance in the area's heritage. An early transportation corridor, it had its share of stock trains (Peters Blue River stock specials), lumber trains (hardwood from the Kickapoo Valley), narrow gauge trains (Fennimore to Woodman, 1870s to 1926), and unbuilt routes (Bloomington to Woodman proposed about 1911).

Today, stations at Middleton, Black Earth, Mazomanie, Boscobel, and Sauk City again have an important role in community life, serving as a reminder of the railroad heritage in villages all across the country, and providing representative examples of railroad buildings of the late 19th century. JG

30th Anniversary Gifts to Mid-Continent

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

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

SCHEDULED

April

- 17 TRAIN, ARM regional meeting, Green Bay.
- 18 Board meeting, 9 a.m.
- 24 Morse Telegraph Club day.
- 24 Spring Fling. Milwaukee artist Russ Porter speaks at banquet. Also April 25.

May

- 10 Season opens
- 16 Board meeting, 9 a.m.
- 28 North Freedom centennial celebration. Through May 30
- 29 Railfest. Also May 30
- 30 Members picnic

June

- 4-6 5th National Railway Preservation Symposium, Sacramento, Calif.
- 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.
- 25 *Mid-Continent 400* with #1385 at NRHS convention, Chicago.

August

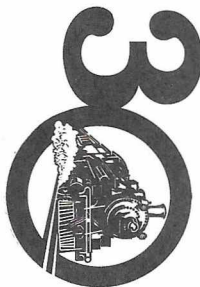
- 14 Members meeting, 8 p.m.
- 15 Board meeting, 9 a.m.
- 25 Deadline for nominations for board of directors.

September

- 5 Members picnic
- 6 Labor Day. Last day of daily operation.

Cover. North Freedom (page 2) about 1910, looking west down Walnut St. P.O. (post office) burned in 1912. E. M. Dobson collection, MCRHS

Celebrating 30 Years
in Sauk County in '93



Address Correction Requested

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