
MID-CONTINENT
RAILWAY
Gazette

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GB&W Leaves Rich Railroad Heritage

Green Bay and Western, a Wisconsin institution since 1866, will be remembered for many things: its dependable freight service, self-contained shops, Alco locomotives, financial structure, family tradition, and well maintained property.

But most of all, it will be recognized for its firm dedication to traditional railroading, right to the end. The last freight train left Green Bay at 9:05 p.m. Friday, Aug. 27, with caboose 115. Officials signed the agreements at 9:38 p.m. in Chicago to sell GB&W assets (and Ite's other Green Bay railroad, the Fox River Valley) to Fox Valley and Western, a Wisconsin Central Ltd. subsidiary.

The GB&W train, no. 1 (extra 311 west), which usually goes through to East Winona, ended its run at 5 a.m. Aug. 28, when it pulled into the Wisconsin Rapids yard with 49 loads and 12 empties. After splitting the train in two sections, placing the four units near the engine house, and farewells, the crew (Bob Vander Leest, Ken Johnson, and Mike Ostertag) left the Rapids for Green Bay by taxicab. The railroad shut down at 5:55 a.m.

FV&W, which inventoried freight cars on the GB&W and FRVR during the night, resumed service Saturday morning.

For years, GB&W stressed the advantages of "the fast straightway route



Don Andrews Jr., a machinist at Norwood Shops, works on a lathe.

between east and west" (*Railway Age*, 1947) in freight service ads. A 1953 directory of industries showed a Howard Fogg painting of the Alco FA-1 freight diesels.

Passenger service declined after the automobile appeared in the 20th century.

Suggestions, never

to be implemented: a streamlined 4-4-2 steam locomotive (Alco drawing, 1936) and a Zephyr-like lightweight train (1935).

The names—Schultz, Pronschinske, Sonsalla, Beyer, and many others—are a part of GB&W history. During World War II, when the railroad added a woman's track crew, many also came from the family ranks. Of 137 hourly employees on the summer 1993 payroll, 45 had a father, son, or brother also working for the GB&W. Gary Neinfeldt and his son, Randy, were on the Merrillan-East Winona train. Art Tolzman headed section 3 at Independence; his son, Darrell, was on the Plover way freight. Marvin Wolfe, Plover agent, started in 1950 a few months after the transition from Alco steam to Alco diesel.

The railroad did not expect to operate in 1993. But while FV&W negotiated implementing agreements with six labor unions (the last decision arrived about 1 p.m. Aug. 27), business remained strong. JG

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ROUNDHOUSE 1

Under cloudy skies, 13 days after the disastrous rain, Mid-Continent steam trains returned to service.

The first post-storm train operated July 31 at 12:30 p.m. While track repairs were made, the gift shop and grounds stayed open for visitors—the museum did not close. Tours were offered five times a day.

Trains had not operated since 8 to 12 inches of rain in three hours hit the Baraboo/Devil's Lake area the night of July 17. The storm damaged Mid-Continent in seven places. Trees and mud slides covered about 200 feet of track where the embankment along a hillside slipped away.

Mid-Continent loaned the Alco C-415 diesel (former Nekoosa Papers no. 21) to the Chicago & North Western for four days while the larger railroad's line in the Baraboo area was isolated because of the washouts and mudslides along 14 miles of track. [Coverage is in *Trains* (October, page 21) and *L&RP* 43 (Sept.-Oct., pages 66-67.)]

In turn, C&NW donated 16 cars of ballast from its Rock Springs quarry for Mid-Continent to repair the museum line. Mid-Continent members loaned equipment, the museum leased other equipment, and volunteers and museum employees working together put the track back in service.

Interruption of service insurance (with a 12-hour deductible clause) will help cover the losses. Using a formula based on ridership last year and before the storm this year, St. Paul Fire and Marine Insurance Co. will estimate the loss

in earnings. A settlement offer was expected early in September.

Although Mid-Continent as a nonprofit organization is eligible for grants from the Federal Emergency Management Agency, more documentation needs to be done. Representatives visited the museum July 19 and took photographs; another representative, described as brash, visited Aug. 17. FEMA will continue its evaluation when Mid-Continent has assembled narratives and further evidence of the damage.

In anticipation of FEMA assistance, Louis Fish of Rite-Way Drainage,



A trackside view shows the extensive repairs to stabilize the bank after the big rain.



Stan Searing, who had planned to spend two weeks firing no. 1385, instead offered five tours a day for visitors while the line was out of service.

Janesville, evaluated the site July 26 and started ditching the next day. Although not finished, work stopped Aug. 19.

The assessment of the damage began July 18, the morning after the storm. Dave Bierman and the engineering crews inspected the line and started planning for repairs. Bob Welke talked with the C&NW about the C-415 diesel and ballast, and arranged to move the diesel to the interchange track. Skip Lichter started cleanup at Quartzite Lake. Lovina Tisler gathered information and attended meetings.

Work continued July 21, when Brad Schumacher arrived with a back hoe to move trees and mud off the track at MP 0.8 to 1.1. The C&NW left four cars of ballast; dumping was underway late in the day. The next morning, a front page color photo in the *Wisconsin State Journal* showed mother and son, Brad and Janice Schumacher, helping clear the tracks.

B. G. Miller and Tony Angerine cut trees July 22, while Brad Schumacher spread rock with a rented bulldozer. Jim Bertrand, Jim Neubauer, Bob and Ken Ristow, and Bob Verkuyl helped. No. 1385 was under steam to move rock cars and do switching. Civilian Conservation Corps members assisted July 23-24.

Over the weekend, July 24-25, with air dumps loaded from Kramer's Quarry at

Quartzite Lake, more fill was put in place. Nineteen members showed up to work.

But problems mounted. The C&NW damaged its switch in North Freedom July 25, which was out of service until July 28. The railroad left four more rock cars July 29. While shoving the cars July 30 with the C-415 diesel, the engine and a car derailed on the hill between the interchange and Baraboo River bridge. Fox River Valley Rerailing Services put the car and engine back on the track Aug. 30.

Meanwhile, the three rock cars which stayed on the track provided enough fill to get the line in service July 31. The *Baraboo News Republic* announced on the front page (Aug. 1) that the museum was back and running.

The C&NW left the last four cars Aug. 3. They have been dumped, also. While trains operate, the track crew and volunteers keep busy with more repairs and cleanup.

Mud slides and washouts stretched over 14 miles of track on the Chicago and North Western, from two miles east of North Freedom to beyond Devil's Lake. Freight service resumed July 24.

All together, the losses through August in Sauk County, mostly in a small, 50 to 60 square mile area surrounding North Freedom, Baraboo, and Devil's Lake, are estimated at \$6.3 million for the private



While the Alco C-415 diesel (bottom) shuttles cars between the Rock Springs Quarry and wash-outs on the C&NW, Mid-Continent members repair the museum tracks. Brad Schumacher and others (below and center) dump and spread ballast to strengthen an embankment at MP 1. After work at Quartzite Lake, Dave Schumacher, Fred Parry, and Bob Ristow ride on the back of the truck as it returns to North Freedom.



sector—residents, businesses, and farms; \$23 million for forage for farms; and \$2.9 million for the public sector—roads, public utilities, and organizations such as Mid-Continent and Devil's Lake State Park, according to Tim Stieve, county emergency director. The county was declared a state disaster area July 18, a federal disaster area, July 21.

The trip to the National Railway Historical Society convention was cancelled, but #1385 is represented in the locomotive lineup for the convention painting, "Symphony of Steam" by David Tutwiler.

Riders, through August, totaled 33,785, a drop of 15.5 percent from 1992. About 6,000 of the loss is attributed to the suspension of train service. Ticket revenue is down 12 percent, total revenue is off 12 percent. In August, the trains carried 12,417 people, compared with 12,291 last year. Through July 17, the last day of service before the storm, ridership totaled 20,965, down 2 percent.

On the three-day Independence Week-end promotion, Mid-Continent carried 386 passengers (including 156 children free), July 3; 519 (169), July 4; and 529 (190), July 5, a total of 1,434. Publicity included a color photo in the *Wisconsin State Journal*, Madison.

While the shop crews helped repair the tracks, work slowed on Saginaw Timber #2. All staybolts are done. The crew is

working on the smoke box and boiler supports. The boiler has passed a hydro test. State and FRA inspectors are were at the museum Aug. 23 to witness a hydro test, and will have to return. Volunteers will be needed to help put the locomotive back together.

Candidates for three positions on the board of directors are Bill Buhrmaster, Orton Johnson, Skip Lichter, Don Pingel, Bill Raia (incumbent), and Bob C. Welke. The deadline for nominations was Aug. 25. Terms also expire for Greg Verstein and Ken Hohnacki; they are not candidates.

Tom O'Brien Jr., chairman of the nominating committee, expects to mail ballots in mid-September. The ballots must be returned by the annual members meeting at 8 p.m. Saturday, Oct. 9.

Lands' End, Dodgeville, took photographs at the museum Aug. 10 for its first corporate sales catalog, to be mailed about Sept. 20 to businesses and corporations. The catalog has a transportation theme.

Mid-Continent continues to draw media recognition from across the country.

In *National Geographic Traveler* (July/Aug.), Allan Fallow writes about "Riding the Rails, just for the fun of it." Of more than 300 railroad attractions, he sampled three, "each a model of its breed:" Mid-Continent, Napa Valley Wine Train, and Mt. Washington Cog Railway. The 700,000-circulation magazine, published six times a year, has four full-color photographs of Mid-Continent with the article and editor's note. One photo shows Bill Buhrmaster at work on the GN coach.

Fallows, obviously pleased with conductor J. Marshall Buehler's "hearty" Autumn Color greeting, goes on to quote Buehler, "The train is old, the track is old, and the crew is old, so we take our time."

After the ride, Fallows concludes, "By the time the depot comes in sight, the children who had embarked with such voluble reluctance have undergone a railborne conversion: 'I don't want it to end,' pleads one. And I feel the same way."

Kit Kiefer, in "Romancing' the Rails" for *Wisconsin Trails* (July/Aug.), describes Mid-Continent as "a living, breathing, smoking encapsulation of what you might have found in one of those small towns the railroads created before universal electricity or telephones or paved roads." The 55,000 circulation magazine also includes color photographs.

Autumn Color

Autumn Color weekends are set Oct. 2-3 and 9-10. Steel passenger trains will be operating each Saturday and Sunday at 10, 11:30, 1, 2:45, and 4, plus a freight train with caboose seats at 10:10 and wood passenger trains at 11:40, 1:10, and 2:55.

First class service will be available for \$18.50 beginning at 11:30 a.m. in Business car 440 on the steel trains and in the *Oak Park* on the wood trains. A dinner train (beef roast) at \$45 operates on the first Saturday, Oct. 3, at 6:30 p.m.; if sold out, it also will operate the second Saturday. The office is taking reservations.

Autumn Color has been an annual Mid-Continent event since 1978. Railroads often called these trips autumn-leaf or fall harvest excursions.



Ted Rose holds his painting of #1385 while the locomotive steams behind him.

Watercolors Show Two Views of #1385

For Ted Rose, painting comes first, but preservation isn't far behind.

The Santa Fe, N.M., artist visited North Freedom for the first time July 17-18 on his way to the National Railway Historical Society convention in Chicago, where he included two new paintings of locomotive #1385 in his display.

"I'm impressed with Mid-Continent and glad I'm a member," he said. "It's been an intriguing stay, considering the rain." Rose, with about two dozen others, watched the storm from a Baraboo restaurant. He did get to see a "good bit of the property" Saturday, but missed a train ride Sunday because of the mud slides and washouts.

"I hope my work comes across as a preservation attempt, but that's not to denigrate the art or relegate it to second place," he continued.

"What I am attempting to do, without being a preservationist or a historian or an archaeologist, is to represent the kinds of things I feel best exemplify that sense of place, that sense of well being, that I think to a degree we have lost."

For Rose, who grew up in Milwaukee and worked for Kalmbach Publishing Co. in the early 1960s, sense of place includes "things that are human scale. Steam locomotives in their simplicity make a lot of sense. Buildings that have doors that are 6'-8" tall make some sense, because we can relate to them, we can walk through them without being overwhelmed. Small panes of glass make a lot of sense.

"As soon as we increase the scale beyond our basic capacity to absorb our landscape, then we are somewhere else. We are disassociated from ourselves and our neighbors and friends. Probably the best place you can do this is a WalMart parking lot or an airport. Then, if you travel on interstates, you will feel totally displaced. None of these things are built to human scale and give you the sense that they're for some purpose other than human function or participation," he said.

Most of his water colors are related to rails or their landscape, "often including architecture, sometimes, for example, depots or grain elevators, whatever seems

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MLS&W Coach 63:
A Colonna Gem



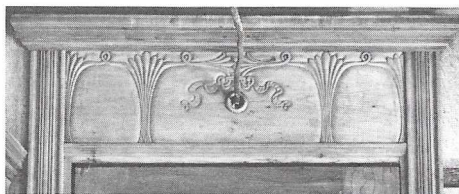
Milwaukee, Lake Shore & Western Railway passenger coach #63, a part of Mid-Continent's wood car collection since 1970, is probably the most intact example of the Edward Colonna era of car design. Barney & Smith, its builder, became well known for the Colonna inspired interiors. An exhibition organized in 1983 by the Dayton Art Institute, shown in Dayton, Montreal, and Washington, D.C., included three photographs of the Mid-Continent car.

Coach #63 was among seven cars built for the MLS&W in 1888 by the Barney & Smith Manufacturing Co. of Dayton, Ohio. The cars, numbered 58 through 64, were received and placed in service that August.

Also, the Lake Shore road received five new locomotives and 550 freight cars. Additionally, bids were being sought for another 500 box cars. The year 1888 was one of tremendous expansion for the line.

The Milwaukee, Lake Shore & Western Railway had its beginnings in 1872 with the reorganization of several predecessor roads. By 1888, the Lake Shore was operating daily mainline passenger trains on the Milwaukee to Ashland route as well as branch service to Rhinelander, Wausau, Oconto, Two Rivers, and Oshkosh. Coach #63 would have provided first-class accommodations on any of the mainline assignments. The 48 passenger cars consisted of baggage-smokers, smoking or second-class coaches, first-class coaches, and 4 parlor cars. The three sleeping cars on the MLS&W were furnished by the New York Sleeping Car Co.

Coach 63's builder, the Barney & Smith Manufacturing Co., was a pioneer supplier of rolling stock to midwestern railroads. The company had its start in 1849 in Dayton as a partnership between educator Eliam E. Barney (1807-1880) and former Baptist minister Ebenezer Thresher. This unlikely team, with only \$10,000 in capital, had slow going through their first decade. Several partners later in 1867 the Barney & Smith Manufacturing Co., a joint stock company, was formed. Capital was at \$500,000 and car production was 20 freight cars and two passenger cars per week. The works employed 350. The car works weathered the financial gales of the 1870's and expanded considerably in the 1880's. By 1880 Barney & Smith employed more than 2,000 workers and produced almost six percent of the total car production in a country already over-crowded



with car builders. The Barney & Smith Car Co. was formed in 1892 when the Barney family sold out to Cincinnati interests and the firm became publicly traded. The formation of car giants Pullman and American Car & Foundry Co. plus Barney & Smith's inability to successfully compete in the steel car market resulted in the closing of the famous works in 1922.

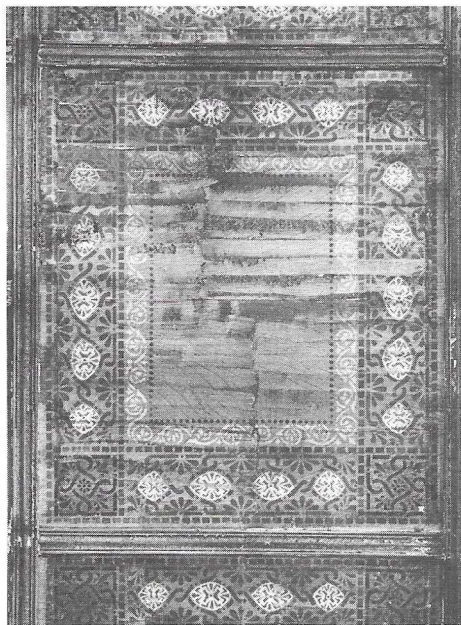
In 1881 Barney & Smith retained noted architect Bruce Price (1845-1903) as car interior design consultant. Interior design had become a major consideration in the 1880's and it was necessary that cars bear a statement in regard to woodwork, fixtures, and colors.

In 1885 a Price assistant, Edward Colonna (1862-1948), was hired as designer-in-chief. Colonna's name became familiar to many as a leading Parisian exponent of Art Nouveau in later years. Under Colonna's direction, the car works organized a carving and marquetry department, employing perhaps a hundred skilled wood-carvers. Barney & Smith soon became well known for its Colonna inspired interiors.

Colonna's tenure at Dayton was brief. He left in October 1888 for Montreal where the Canadian Pacific Railway would become his major client.

MLS&W first-class coach #63 as received was typical of open-platform cars being built in the day preceding the use of steel. The car measured 49'-2" inside, was of all-wood framing and contained reversible seats for 51 passengers. The car rode on wood-framed 4-wheel trucks and made use of the patented Miller hook couplings and platforms. The hook coupling was a definite improvement over link and pin couplings of the day by providing resistance to platform collapse during derailments or wrecks. The Miller coupler, by means of spring buffers, eliminated "slack action" between cars.

Coach #63 was ventilated by a then conventional clerestory equipped with 17 movable windows on each side. Heating



Interior views of coach #63 by Dick Goddard, for Dayton Art Institute

was provided by two car stoves in opposite corners of the car. Coach #63 may have been delivered with steam heating.

Seating consisted of 25 wood-framed reversible seats and one fixed seat; seat covering was probably plush of an unknown color. The car was lighted by five double-burner oil ceiling lamps. Bracket type oil lamps illuminated each saloon.

The interior of coach #63 was a highly polished cherry wood with much of E. Colonna's ornamentation visible on window columns, bulkheads, and end door headings. The ceiling and headlining were covered with curved oak veneer stenciled with Colonna inspired patterns.

All of the coach's hardware, lamps, hoppers, and basket racks were furnished by the Dayton Manufacturing Co., established in 1882 by Eliam Barney and others to insure a steady supply of car hardware at reasonable rates. Decoration on Dayton's car furnishings also reflect the designs of Edward Colonna. Evidence of this is especially noted in Dayton coach lamps of the period but can be found in such minor items as door hinges.

By 1893 the Milwaukee, Lake Shore & Western had become a major Wisconsin carrier and thus attractive to the expanding Chicago & North Western Railway. An

alliance was accomplished by September 1893. Lake Shore coach #63 became C&NW coach #469.

The history of coach #469 during the early years of its North Western ownership is virtually undocumented. Photographs of other former MLS&W 1888 coaches do provide a glimpse of the exterior painting and lettering scheme that was adopted. The cars were repainted at an unknown date to the C&NW standard of yellow carbody, green letter board, and maroon sash. By 1909 documentation was established in the form of a C&NW data sheet entitled "Record of Passenger Equipment." The record for coach #469 provides a trail of the repairs and changes that took place until 1930 when #469 left revenue service. Changes made before 1909 by the C&NW would most certainly include the replacement of the Miller hook couplers with automatic Janney-type couplers and conventional platform buffers. These changes would account, in part, for an increase in car weight from 48,200 lbs. when built to the 53,300 lbs. indicated in the C&NW record of 1909.

Coach #469's career on the Chicago & North Western could probably be characterized as uneventful. Photographs show that #469 and sister 1888 coaches continued to operate over their old Lake Shore routes until the advent of numerous first-class vestibule coaches acquired by the C&NW after 1906. The modern C&NW cars put the former Lake Shore coaches into secondary status.

The shop record for coach #469 indicates an almost yearly frequency of repairs and improvements. In 1913 the original ceiling oil lamps were replaced with improved "Acme" lamps as manufactured by the Adams & Westlake Co. of Chicago. The lamp featured dual founts that were constructed as a single unit. The unit could be removed from the lamp easily thus saving time when cleaning and adding oil. A Blackall drop-handle ratchet style hand brake replaced the old type brake wheel on each end platform. An air brake retaining valve was installed near the train door on one end of the car. The hand brake and retainer changes were made in 1914. In 1917 the original design wood brake beams were replaced with metal units which long before had become a standard on passenger cars. The ornate stenciled

ceiling and its cherry trim were painted green in 1917 in an effort to reduce car refinishing costs. A water cooler compartment was added in 1918. A shop stint in June 1923 saw the substitution of 8'-0" wheelbase trucks for the original 7'-0" trucks. Journal and wheel sizes remained as before, i.e. 4-1/4x8" and 36" diameter. Several other minor improvements were made including door post hand grabs, used cup receptacles, and double uncoupling levers. The final change on coach #469 was the painting of the ceiling in a cream color late in 1925.

By November 1930 coach #469 is recorded as having been placed at the North Western's Wood Street Potato Mart on Chicago's west side. Coach #469 would unlikely see any further revenue service due to its age and the wholesale reduction of passenger service after 1929. The car's duty at Wood Street would be the housing of an office and waiting room facility used by produce commission agents and produce buyers. The contents of refrigerator cars were sold to local produce merchants after the cars had been delivered to the Wood Street terminal.

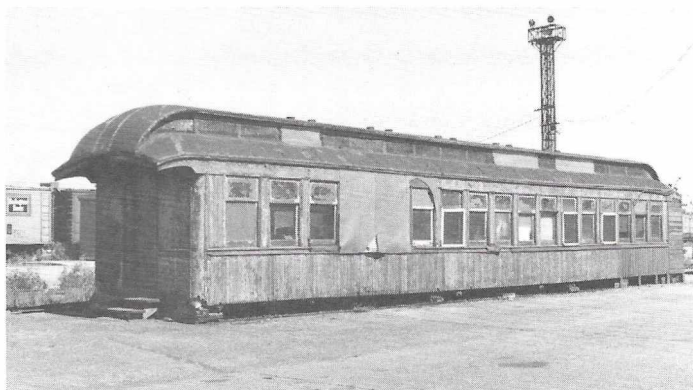
In 1931 coach #469 was officially taken out of the ranks of passenger equipment and renumbered X-300390 signifying a non-revenue category. It appears that in 1935 an Authorization for Expenditure (AFE) was approved covering improvements to the Potato Mart office. It is believed that the trucks and all underbody equipment were removed at this time and the coach body was placed on a concrete foundation. Other improvements included electric lights, car partition and an entry enclosure with steps. These changes enabled former coach #469 to function effectively as an office. Thus, the car was transformed into a building, a fate not uncommon for obsolete passenger cars over the entire North Western system.

The activity at the Potato Mart decreased considerably by 1970 due mainly

to the influx of produce trucking. The C&NW had planned to destroy the car body office and house the few remaining commission men in an existing building. Mid-Continent members were notified, and, after an inspection, determined the body was a candidate for preservation. Finally, on Oct. 16, 1970, former Lake Shore coach #63 was loaded aboard a flat car for shipment to North Freedom. Eight days later the body was unloaded and placed on blocks.

In the fall of 1973 trucks, brake rigging, draft gear, couplers and much in the way of metal coach components were purchased. These parts, from a demolished 1873 Chicago, Burlington & Quincy coach, were destined to outfit the Lake Shore coach. Envisioned was a rehabilitation project that would result in a complete restored coach composed of authentic, although not original, parts and fittings. The project, started in 1974 and continued sporadically over the next several years, includes the installation of one end platform with new sills and draft gear with coupler. The body truss rod system was put in place resulting in a straight reinforced car body. Considerable millwork has been secured including car siding, battens and lower sashes. Partial stripping of the interior paint and varnish has taken place.

Lake Shore #63 is stored inside the car repair shop awaiting completion of the myriad of tasks necessary to produce a quality restoration ready for exhibition and interpretation. *Ray W. Buhrmaster*



MLS&W coach #63 (C&NW #469) at C&NW's potato mart in Chicago in October 1970. Photo by Ray Buhrmaster

BOARD MINUTES

John Gruber, Secretary

MAY 16, 1993

Board members present were Greg Verstein, Ken Hojnacki, Art Oseland, Bill Raia, Jerry Pitzen, Steve Brist, John Gruber, and Jeff Bloohm. Bloohm had a proxy from Paul Swanson. Also present were VP Tom O'Brien Jr., Lovina Tisler, and Bill Buhrmaster.

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

Minutes of the April meeting were approved as presented.

Secretary John Gruber reported gifts from Robert F. Breseman, Edward E. Fuller, Santa Fe Pacific (matching), Dr. Earl Spangler, Robert Zehner, annual fund; Georgia Pacific (matching), Marshall Buehler fund; James Neubauer, CN car; Chris Hornocker, utility upgrade; Richard Gruber, Eliot A. Keller, Tom O'Brien Jr., advertising; Drake Hokanson, calendar (more than \$5); Tom O'Brien Jr., phone calls; Ray Buhrmaster, LS&I #64; and Jeff Haertlein, track materials.

Ken Hojnacki reported \$2,200 in the checking account, plus deposits of \$1,586 and \$20,000 transferred from the line of credit, for a balance of \$23,586 as of May 14. Bills include \$43,700 plus \$8,000 for the gift shop. A one-year certificate of deposit has been purchased, using the railway restoration fund, as collateral for the line of credit. The bank says for accounting and IRS purposes the RRF is not a separate account. The bank will evaluate a long term loan request after receiving the final audit report and an appraisal of property and equipment.

The audit, from Houghton, Taplick & Co., Madison, has been received, and was distributed to some board members after the meeting. The independent auditors' report, dated Jan. 11, says, in part, that the financial statements "present fairly, in all material respects, the financial position of Mid-Continent Railway Historical Society, Inc., as of Oct. 31, 1992, and the results of its operations and cash flows for the year then ended in conformity with generally accepted accounting principles." In a change from previous years, "because the values are not readily determinable for many items in the

railway museum, collections of historic railroading equipment and buildings are not included in the balance sheet." Assets are listed at \$492,280.

Vice President Tom O'Brien Jr. reported that a film company has asked about using #1385 for an evening reception in Chicago. He has given excursion estimates to people from McFarland. Wausau is interested in an excursion in 1994. He sent a sale agreement for the CB&Q coach to Charles Wiesner April 30; Wiesner verbally agreed to sell the car.

Supt. of Operations Robert C. Welke has hired most of the train crew: Robert Lily, engineer, \$9.50 an hour, with a 9-hour day guaranteed; and Ken Ristow, fireman, \$7.50 an hour. Orton Johnson is returning in June as a volunteer. A trainman has not been hired. A new timetable has been issued; the department will try to sell copies in the gift shop to recover costs. Brian Allen has resigned as crew caller. The GE diesel is overheating on the end recently repaired; the consensus was to run the GE until #1385 is ready, probably Monday (5/17).

Lovina Tisler presented an office report. Brist has signed the IRS form, Information Return of Organizations Exempt from Income Tax; and Wisconsin Department of Revenue form 308, Charitable Organization Annual Report. Landscaping and pumping contracts have been awarded to B.E.F. Landscaping, North Freedom, and Pickett Septic Service, Baraboo. Officers and directors insurance is due in June. Brist suggested getting estimates for liability insurance which must be renewed in August. 1. Health insurance for Jon Howard has been extended through August. The only reply to ads requesting food service came from a Portage woman, who cannot provide service full time. The consensus was make an offer to her on a "when available" basis.

Tisler had 10 applications for a grounds person. Bloohm moved, Raia seconded, to have Tisler confirm hiring with the president, at \$5.50 an hour. Carried. Armbrusters will clean the bathrooms after 5 p.m.

In committee reports, Darcy Welke, membership secretary, will send another notice to members who have not paid dues. Bill Raia is working on FRA waivers. Camp cars will be

spaced out when time permits. It has been brought to his attention that some cars are being stored, rather than being used as camp cars. Jeff Bloohm is working with Steve Pahl on the locomotive engineers license plan for the FRA.

Gruber presented a fund raising report. He is talking with people in Madison about plans. He distributed the May-June *Locomotive & Railway Preservation* articles to board members. An application has been sent to the Institute for Museum Services for a leadership initiatives grant for a museum mentor program with California State Railroad Museum. Mailing labels have been purchased from the National Model Railroad Association. Glenn Guerra, who worked on the 1985 IMS roof grant, will report on the project at the Railway Preservation Symposium in June in Sacramento. Gruber has provided material to Alice O'Connor, as requested at the last meeting.

Paul Swanson wrote that an operating speed swing is needed. Jon Howard is working as a car department employee, Skip Lichter is volunteering weekends, to keep renovation going at a "slow pace." Don Pingel, Swanson, and Lichter have keys for business car 440; members needing a key can contact Lichter.

Bloohm moved, Raia seconded, to go into executive session to discuss a mechanical department report and personnel matters. Carried. Vertein moved, Bloohm seconded, to go out of executive session. Carried.

After a phone conversation with Jim Eng, chief mechanical officer, and discussion with Bob Ristow, mechanical department employee, Pitzen moved, Oseland seconded, to hire Bob Verkuyll for the Saginaw Timber #2 project, at \$12 an hour, funds to come from the capital loan. Carried, with Swanson's proxy voting no.

Pitzen moved, Oseland seconded, to raise Bob Ristow's rate \$1 an hour on the six-month anniversary of his employment. Carried.

The board took a break for lunch.

A summer manager was discussed. Raia moved, Pitzen seconded, to go into executive session. Carried. Raia moved, Pitzen seconded, to go out of executive session. Carried.

Bill Buhrmaster discussed options for getting more coaches. The GN coach, started two years ago, should be finished this summer; 13 of the stained glass windows have been delivered. When the GN car is finished, the curatorial department will start on the Copper Range coach. He suggested the fish car as "a potential asset not being utilized" which could supplement operations at the museum when other cars are on excursions.

Bloohm moved, at Swanson's request, Hojnacki seconded, that profits from 1993 off

line excursions be used to retire long term debt. Carried.

Bloohm reported the engineer was at Mid-Continent Saturday (5/15) to finish plans for the sewer and water extensions. He will ask for DILHR approval and provide cost estimates. Bloohm moved, Raia seconded, to connect the office and depot to the holding tank system, if funds permit. Carried.

John Sorrel sent a request to buy and restore the Hill car. Brist will check with the curator.

Brist reported on discussions with Alice O'Connor about fund raising/promotion. She has requested a list of specific projects. Brist and the board discussed possible projects; Brist will take the list to O'Connor.

Board members were displeased that the coach shed entrance was torn up at the start of the season. Brist will ask Ken Breher for an explanation and report at the next meeting.

Brist reported a table has been reserved for the St. Charles show June 13.

Gruber recommended two resolutions on railroad photography and art. He moved, Vertein seconded, that the expenditure of gift funds by the railroad photography and art committee for the exhibit of William D. Middleton photographs be approved. Carried. Vertein moved, Oseland seconded, that Gruber be authorized to negotiate with the Bennett Foundation, Wisconsin Dells, for a jointly published booklet about Bennett's railroad photography. Carried.

Vertein moved, Raia seconded, to adjourn. Carried at 3:50 p.m.

JUNE 6, 1993

Board members present were Paul Swanson, Jeff Bloohm, Bill Raia, Steve Brist, John Gruber, Greg Vertein, Art Oseland, and Ken Hojnacki. Raia held a proxy for Jerry Pitzen. Also present were VPTom O'Brien Jr., Ray Buhrmaster, Bob and Darcy Welke, Dick Gruber, Lovina Tisler, Jay Slinde, and Don Pingel.

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

Minutes of the May meeting were approved as corrected.

Gruber reported gifts from C. Roger Camplin, Alvin Hintz, Kenneth Jaglinski, IBM (matching), annual fund; Vincent Mathews, Robert McKay, office project; Paul Stringham, Gazette; Carl Pierce, calendar; anonymous, Madison Gas & Electric Co. Foundation, railroad photography and art committee.

Vice President Tom O'Brien Jr. presented a written report covering CB&Q coach, excursions, and engineer license/FRA. He received a call from Chuck Wiesner on May 24 advis-

ing him that Wiesner had sold the car to another party. Loans from members for the downpayment will be returned to the members.

Bob Welke reported he had hired Eric Peterson of Rock Springs as summer brakeman at \$6.50 an hour. Bloohm moved, Raia seconded, to approve the hiring. Carried.

Ken Hojnacki, chief financial officer and treasurer, presented a financial report, showing income of \$16,356 in May, a decline from \$30,686 in May 1992, and projections through the end of the fiscal year. Bills on hand include \$73,064 in general expenses (including \$23,000 for Becker Boiler for ST #2) and \$25,000 for the gift shop, a total of \$98,000. The April computer report is not completed.

Board members discussed the financial status of the museum, and the need to separate day to day and capital expenses. Hojnacki said the Reedsburg Bank wants an appraisal of the property before making a decision on a capital improvement loan; he is having difficulty find a local person to appraise the railroad equipment. The bank will want a commitment from the board on how the debt will be paid, he said.

Bloohm discussed a memo of May 25 he had sent to board members about the financial situation; it said, in part, "we cannot and must not borrow any more money than we actually need." Gruber told board members the museum must do more for visitors (paying passengers) to increase revenues and encourage patrons to return.

Jim Eng, chief mechanical officer, discussed the status of ST #2. Becker Boiler fit the front tube sheet on Friday (6/4); it is being drilled in Milwaukee. Becker should be finished in a week. By June 26-27, tubes will be in and rolled. Bob Verkuyl will put in stay bolts, then the locomotive must pass a hydro test. Of the estimated cost of the Becker work (\$46,000), 90% is done; \$23,000 is payable in 30 days from date of billing. With Verkuyl working, there is a good chance to have #2 ready by mid-July. It may have to run temporarily without its jacket.

The mechanical department work is confined to the boiler; if there should be problems with the running gear, it is the owner's responsibility. The museum paid for running gear repairs a few years ago.

Welding certification for the shop is not far away. The department intends to do the next locomotive boiler itself, he said.

Bloohm moved, Hojnacki seconded, to lay off Verkuyl when the tubes and staybolts are installed in #2 or by July 21, 1993. Carried.

To generate more revenue, Swanson moved, Bloohm seconded, to raise fares to \$8 for adults, \$4.50 for children, and \$7 for senior citizens, effective when notice is posted at the

ticket office. Carried, with Oseland and Gruber voting no. Swanson will prepare the notice, and a \$1 off coupon for the 1994 season. Gruber suggested more promotions and events could boost revenue.

Swanson discussed his suggestions of financial cutbacks which he said may be necessary to get through the winter.

Raia moved, Hojnacki seconded, to have the president send a letter to members, telling them of the needs of the museum. Carried.

The board took a break for lunch.

Raia reported on the NRHS convention. Swanson listed equipment in service and not in service. Reports from the superintendents meeting were outlined. The curator's department said arrangements had been made for the work in the coach shed to be done all at the same time, but it didn't happen that way. Don Pingel said the May 22-23 first class trips had been cancelled, lounge trains are running June 19 and a dinner train June 20 (Father's Day). Only lounge service will be offered at Autumn Color.

As a part of office duties, Lovina Tisler hired Clayton Seekins and Ron Richards, 4 hours a day at \$5.50 an hour; each works 3 days and is off 3 days. She recommends increasing hours to 6 a day. Swanson moved, Oseland seconded, to increase their hours to 6 a day. Carried. Richards has painting experience; he is painting the depot now and will do the water tower next.

Darlene Cox and Bob Dorr at \$4.25 an hour and Signe Johnson at \$4.50 an hour are working in the ticket office. Oseland moved, Bloohm seconded, to approve the hiring. Carried.

Richards has proposed selling pre-packaged foods on the property; he would comply with permits. Tisler and Brist will decide on the offer. Mid-Continent will participate in the May 7-8, 1994, circus days promotion in Baraboo.

Vertein moved, Raia seconded, to pay for the new copy machine with office project donations, furniture fund, and cash on hand. Carried.

B. G. Miller is accumulating scrap piles.

Old Business

A summer manager was discussed, but no action taken.

Brist has discussed with the officers a fund raising contract and list of projects for the O'Connor Co.; when he gets a final copy, he will circulate it to all board members.

The CN coach will move next week from Duluth.

Swanson moved, Raia seconded, to pursue purchase of Soo 2017 with a deadline of the anniversary date of the lease, and if agreement is not reached, to give notice to the owner. Carried.

Bloohm reported plans and specifications are about complete for the sewer project.

The status of Soo locomotive 1003 at Superior was discussed.

John Sorrel's request to purchase and restore the Hill car was discussed. Curator Don Ginter recommended that Mid-Continent retain ownership because of the car's historical significance, but allow Sorrel, under supervision, to restore the car for display and use a room in one end. Vertein moved, Raia seconded, to accept the recommendation of the curator to retain the car. Carried.

John and Dick Gruber will be weekend managers July 3-4 and plan an Independence Weekend promotion.

Al Joyce is the new crew caller.

New Business

Vertein moved, Bloohm seconded, to authorize the engineering department to use \$250 from its budget for a tank for spraying weeds. Carried.

The Wisconsin Department of Transportation has decided its rules for excursions on state owned rail lines need more modifications and will be take up the issue again in the fall.

Gruber moved, Bloohm seconded, to adjourn. Carried at 2:45 p.m.

Ted Rose

Continued from page 7

to be appropriate. Figures, people, are, if not an intimate at least an important part of the paintings." An example is the cover and center spread of the Nov.-Dec. 1992 *Locomotive & Railway Preservation* on depots (Mid-Continent also was featured in the issue).

Among early influences, Rose cites Gil Reid and Kent Day Coes. In a full color series in *Trains*, Al Kalmbach included in 1943 works by Reid ("Noonday Water Stop," June) and Coes ("Westbound Freight," September). Reid was with Rose at the NRHS convention.

The paintings of #1385 give an idea of how Rose works. The first picture, called "The Survivor," shows the locomotive in revenue service in northern Wisconsin. It comes from a number of photographs, some used for detail. The second, from a single photograph, shows #1385 at Rock Springs in 1982 as it was reborn for excursion service on the Chicago & North Western.

"Smaller works such as these, about 12 by 16 inches, will take anywhere from several hours to perhaps 30 to 40 hours. It has a lot of do with the subject, what I am trying to control, what I want to get out of the painting, for what purpose it is done," he said.

"Larger pictures usually take a disproportionately greater amount of time, which has to do with the amount of pigment, control of light/dark, things like that, that don't always come off in a first shot. Watercolor is usually cited as being a sketch medium for artists who are later going to do larger or more imposing works in oil. I use watercolor as an end in itself."

Rose, who opened a graphic design business in 1971 and didn't return to water color until 1983, painted #1385 because of the "terrific amount of interest the locomotive seems to have attracted for the Mid-Continent operation." It's another in a long list of honors assembled by the 1907 product of American Locomotive Co. 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 have added importance as we work to rebuild momentum lost by the disastrous rain storm in July.

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

September

- 5 Members picnic
- 6 Labor Day. Last day of daily operation.
- 19 Board meeting, 9 a.m.
- 30 ARM convention, Crystal Lake, Ill., through Oct. 3

October

- 2-3 Autumn Color
- 9-10 Autumn Color
- 9 Annual members meeting, election for board of directors, 8 p.m.
- 8- International symposium on railway history and preservation, York, England.
- 30 Annual banquet, Papa's, Baraboo. Social hour at 6:30 p.m., dinner at 7:30 p.m. Menu includes baked cod, \$11; rib eye steak, \$16; and chicken cordon bleu, \$12. Send

reservations to Art Oseland. Pete Gorman will show films of Mid-Continent's early years.

November

- 1-6 TRAIN convention, St. Charles, Ill.
- 27- Santa Claus Express, with
- 28 trains at 10:30, 12:30, 2, and 3:30.

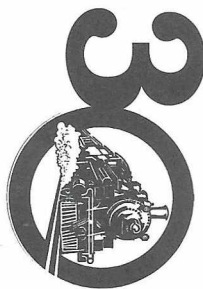
February

- 18- Snow Train '94 opening with
- 20 plow train at 9:30 a.m. Friday

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

Cover. Trees and mud covered the tracks July 18, the morning after a heavy rain storm hit the North Freedom/Baraboo area.

Celebrating 30 Years
in Sauk County in '93



Address Correction Requested

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