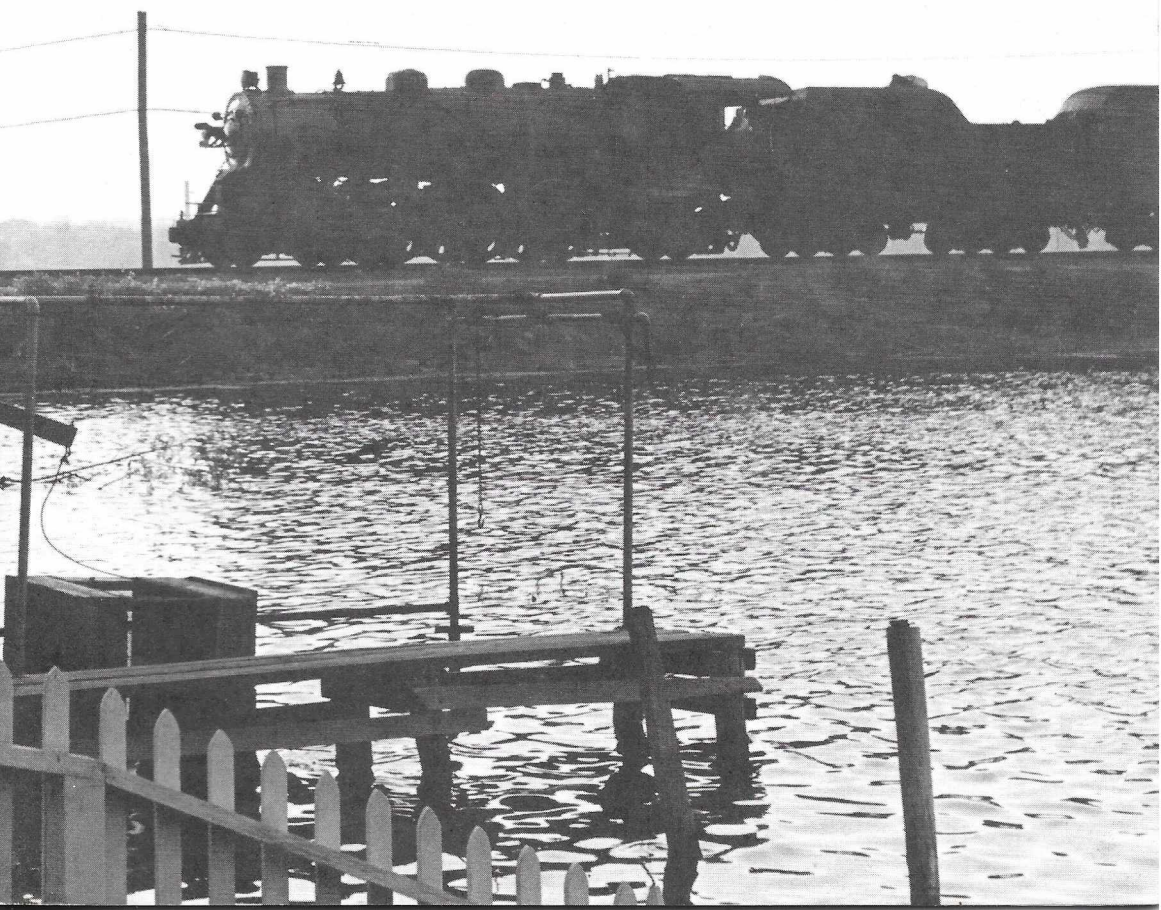


MID-CONTINENT
RAILWAY
Gazette
VOL. 26, NO. 5, NOVEMBER 1993



Santa Express Inaugurates Holiday Service

Like other special events, the *Santa Claus Express* builds on railroad traditions.

Mid-Continent will take on a festive atmosphere Nov. 27-28 as it operates its first holiday trains for passengers of all ages at 10:30, 12:30, 2, and 3:30. Santa will greet children during the seven-mile round trip through scenic Sauk County. The fare in steam-heated coaches is \$8 for adults or \$4.50 for children.

First class service with beverages and hors d'oeuvres will be available at 12:30, 2, and 3:30 Saturday for \$18.50. A dinner train will operate Sunday at 12:30 p.m.; fare is \$45. Reservations may be made with the museum office.

In keeping with the holiday theme, Mid-Continent's depot and grounds will be decorated in a nostalgic, seasonal manner. The gift shop will be open.

Santa trains have operated through the years on main and tourist lines.

Perhaps the best known is the Santa Special, inaugurated in 1943 by the Kingsport, Tenn., chamber of commerce on the Saturday before Thanksgiving. For its 50th run in 1992, CSX Transportation brought Union Pacific's Challenger, no. 3985, to pull the train, distributing candy and gifts along a 110-mile, former Clinchfield route.

The Milwaukee Road operated a Santa Special out of Madison annually in the 1960s. About 6,400 children and adults rode five round trips Dec. 1, 1962, to near Stoughton, where Santa boarded the



train and greeted the children on the return trip. Some 8,600 participated in the Madison Chamber of Commerce event on eight trips Dec. 6-7, 1969. In a front page story, Patricia Sims of the *Wisconsin State Journal* told about the train, "filled with old-fashioned children, their eyes round with excitement."

Fox River Valley Railroad brought Santa to Green Bay in 1991 and 1992, in cooperation with the Brown County Library.

Many holiday events are recorded in *Railway Age*. For example, the Baltimore and Ohio Women's Music Club sang carols on B&O's principal trains between New York and Cumberland, Md., Dec. 23, 1939. Santa Claus rode trains of the Missouri Pacific and Norfolk and Western the week before Christmas in 1950.

On the tourist lines, Puget Sound Railway Historical Association ran its 24th Santa train in 1992. The Portola (Calif.) Railroad Museum, which had operated on a Saturday afternoon in December, decorated five cabooses for the 1992 Santa trains, its first night passenger trains.

The Santa Claus image of today dates from the golden age of railroading when Thomas Nast (1840-1902), well known for political satire, produced such holiday favorites as "Merry Old Santa Claus" (reproduced here) which appeared in *Harper's Weekly* Jan. 1, 1881. JG

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ROUNDHOUSE 1

As the 1993 operating season and annual banquet pass into history, attention turns to increasing ridership at two special events, the first Santa Claus Express (page 2) and Snow Train '94.

At the annual banquet Oct. 30 in Baraboo, Pete and Betty Gorman were honored for their years of service to Mid-Continent. Each received a plaque from President Art Oseland; Pete also received a scarf for Snow Train, and Betty, a large, 18-inch cookie (she is known for her wonderful chocolate chip cookies). Pete showed his 16mm movies of Mid-Continent from its beginnings to the Prosperity Special in 1982.

Don Ginter, curator, presented the 1993 Curator's Award to Bob Mundstock for replacing 23 arched stained glass windows in Great Northern coach #3261. Because of Mundstock's work, the coach represents "museum quality restoration," Ginter said. After 3 years in the shop, the coach was first used Oct. 2 at Autumn Color (details in the next *Gazette*).

Mundstock spent about 20 hours on each window, plus research time, in the last year; funds for glass and supplies came from gifts to the annual fund. He acknowledged the support from Joan, his wife, and presented Mid-Continent with panels of color photographs documenting the work.

The banquet, attended by 72 members and

friends, included a cake with 30th anniversary decorations.

Snow Train '94, boosted by a *Trains* magazine cover, begins Friday, Feb. 18, with a plow train at 9:30 a.m. and passenger trains at 12:01 and 2:30 p.m. The night photo session is at 6:30 p.m. Friday. The *Sunset Limited*, a dinner train, operates at 6:30 p.m. Feb. 18-19.

Six passenger trains and additional freight or mixed trains run Feb. 19-20 beginning at 9 a.m. First class service starts at 10:30 a.m. both days. The office is taking reservations.

The social committee will be holding a luncheon in the depot basement starting at 11 a.m., with carry out service for those who are on continuous train service. The committee is requesting only desserts for this event. In addition, it could use more help in preparing the food. The committee will be serving coffee

and hot apple cider in the depot to the public. Help in getting this off the ground will be most appreciated. Please call Sue Oseland at 414-764-5375 or Sharon Cray at 608-837-4542.

The committee needs some large bowls, large cooking pots, frying pans, sharp knives, and dish towels. If you are cleaning and find yourself throwing things out, instead please bring them to the museum before or during Snow Train.



Saginaw Timber no. 2, which returned to service for Autumn Color, will pull the Santa Claus Express.

At the annual election

Oct. 9, 146 ballots were cast (of 268 mailed). Voting members elected Bill Raia, Bill Buhrmaster, and Bob Welke to the board of directors for three-year terms. The count was Raia, 107; Buhrmaster, 105; Welke, 82; Skip Lichter, 56; Orton Johnson, 44; and Don Pingel, 30.

The board of directors, meeting Oct. 17, elected Art Oseland as president. At the Nov. 14 meeting, the board elected Tom O'Brien Jr. as vice president and Skip Lichter as treasurer.

Because the museum was closed for almost two weeks in July after the wash-outs and mudslides, ridership is down. But as of Nov. 14, figures for Autumn Color and the season were not compiled.

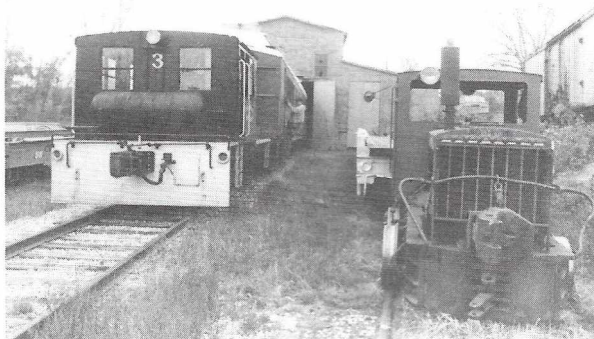
Although cash is tight, there are some bright spots. A settlement has been reached with the insurance company. Mid-Continent received checks Oct. 28 for income continuation, including the loss from the cancelled Fox Lake excursion, \$31,900; and the derailment, \$4,888.

Bridge timbers were unloaded from a gondola car Saturday, Sept. 11. The engineering departments hopes to have the timbers installed yet this year.

Dick Goddard, Ray Buhrmaster, and Jeff Haertlein are coordinating the 1994 calendar, expected from the printer early in December. The calendar, a blend of historic photos and recent images at North Freedom, includes work by J. Foster Adams, G. M. Best, Stan Mailer, Harold Van Horn, W. C. Buhrmaster, Bill Raia, and David Martindale.

Thirty-nine photo albums, containing about 3,600 prints collected by Charles T. Felstead, have been donated by Bill Raia. Raia has retained the negatives; for a list of photos for sale, send a SASE to P.O. Box 2069, Schiller Park, Ill. 60176. In May, the Railway and Locomotive Historical Society honored Felstead with the Fred A. and Jane R. Stindt Photography Award for his half-century of shooting, acquiring, conserving, and cataloging high-quality roster views of steam locomotives. Felstead (1917-1993) died Aug. 22.

Media attention continues. The 17th holiday issue (Dec.) of *Trains* has an



A Plymouth locomotive, loaned to Circus World Museum, pulls a diner from the Baraboo car shops. CWM is loaning the diner to Mid-Continent.

8-page article, map, and photos (including cover) of #1385 on its travels around the Midwest. Steve Glischinski writes, "Everyone who sees this locomotive under steam owes a debt of thanks to Mid-Continent, and also to Chicago & North Western, which sponsored the Ten-Wheeler's return to mainline service back in 1982."

Tom O'Brien Jr.'s reelection to the TRAIN board of directors was announced Nov. 6 at the convention in St. Charles. O'Brien has been an elected director since 1991 and secretary since 1986. Among Mid-Continent people attending: Chris Hornocker, Tom Hruska, Eliot Keller, Dick Gruber, John Gruber, Bill Raia, and Art Oseland. Chuck Wiesner was there as a representative of North Star Rail. Mid-Continent operated ST #2 for a bus tour Nov. 1.

The editor made a mistake in a photo caption in the last issue. The person riding on the back of the truck on page 5 was Jim Neubauer, not Bob Ristow.

Marriages: Nancy Gutknecht and Virgil Dammen, Aug. 7, in Argyle; Joanne Engebretsen and Stan Nordeng, Aug. 27, in Janesville.

Death. Art Daehler, 70, Oct. 28, Witter, Ark. Daehler, a retired college math and physics teacher, joined Mid-Continent in 1985. He worked as a fireman on the C&NW's Galena Division and in the engineering department of the Denver and Rio Grande Western. Commercial construction jobs included a diesel shop at Roper Yard, Salt Lake City. He operated a model railroad landscaping business, Polyterrain. As a Mid-Continent conductor, he sometimes used the name "Spike" McGinty.

Wisconsin Rails: #261, ISTEA

Less than two years after leaving the National Railroad Museum at Green Bay, ex-Milwaukee Road #261 steamed into Wisconsin for its inaugural excursions Sept. 18-19.

The class S3 Northern-type locomotive traveled on the Wisconsin Central main line from Fond du Lac to Stevens Point and back each day. An optional trip took passengers from Stevens Point to Junction City, where the train was turned.

No. 261 left the Twin Cities, traveling to Chippewa Falls Sept. 15, to Stevens Point Sept. 16, and reaching Fond du Lac Sept. 17. On the return, it operated to Stevens Point Sept. 21, to Chippewa Falls Sept. 22, and to the Twin Cities Oct. 27. It is spending the winter at a Burlington Northern engine house at Minnesota Jct.

Steve Sandberg, chief operating officer, estimated the cost of restoring #261 at \$800,000, including \$200,000 in in-kind services.

The locomotive, built by American Locomotive Co. in September 1944, pulled fast passenger and freight trains, primarily on the Milwaukee's main lines from Chicago to the Twin Cities and Omaha. Dispatchers sheets show it on the *Arrow* Nov. 2, 1946, from Savanna to Chicago and back. In freight service, it operated from Bensonville to Savanna Jan. 26, 1951.

Near the end of its Milwaukee Road career, #261 appears in the David Morgan/Phil Hastings book, *The Mohawk that Refused to Abdicate and other tales*. Morgan, describing Hastings' Sept. 11, 1954 photograph at Elm Grove, wrote (page 38): "Extra 261 West was an amusing little train and the dog was wagging to tail."

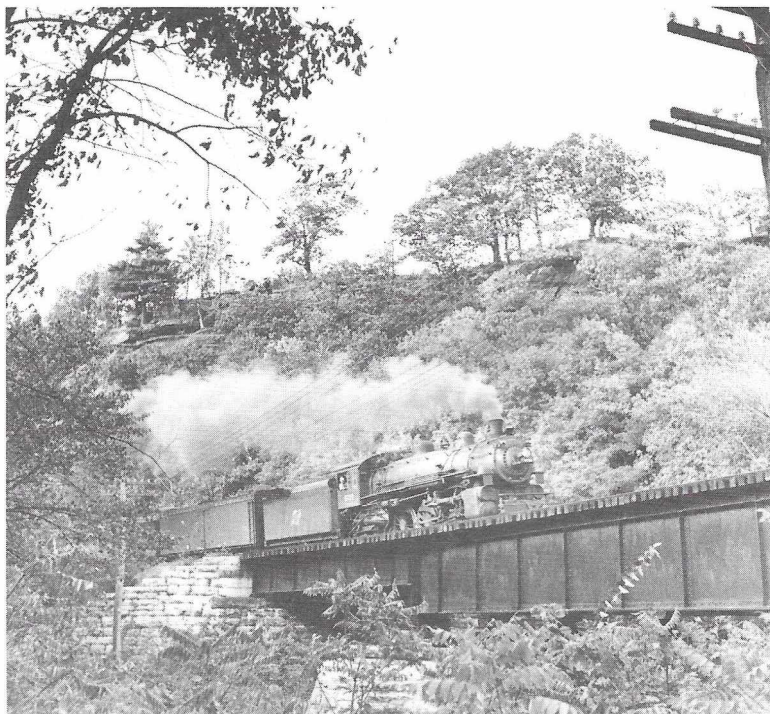
No. 261 moved to the Green Bay museum in March 1958. North Star Rail, a private company, leased the locomotive from the museum for 10 years. The locomotive moved from the museum March 5, 1992, initially to a former Milwaukee Road shop building in Green Bay.

Historic railroad projects are included in Wisconsin's new Statewide Transportation Enhancements Program (STEP) funded by the federal Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA). The act requires a part of each state's federal transportation funds be used for enhancements, such as historic preservation.

The rail projects, by transportation district, with total cost and the federal share, are: 1, Black Earth depot, \$27,000 (\$21,600); Columbus depot, \$25,000 (\$15,000); Reedsburg depot, \$24,960 (\$19,968); Fennimore railroad, \$31,000 (\$24,800); Boscobel area heritage center including depot, \$38,500 (\$30,800); 2, interurban bridge, Cedarburg, \$125,000 (\$100,000); East Troy electric railroad, \$294,200 (\$235,360); 8, Osceola depot, \$250,000 (\$200,000).

Government sponsors applied for projects costing between \$10,000 and \$500,000; the applications were screened by representatives of the departments of Transportation, Natural Resources, and Development; State Historical Society; and three public members appointed by the WisDOT secretary. State Sen. Brian Rude chaired the committee. WisDOT and Governor Thompson approved 64 projects recommended by the committee.

Priorities and procedures vary from state to state. In North Carolina, for example, Spencer Shops will receive \$4.5 million over five years, 1993-97, primarily to stabilize, restore, and place exhibits in a 37-stall roundhouse built in 1924. The shops, operated by the state's department of cultural resources, must raise \$1.1 million to match the federal funds, for a project total of \$5.6 million. The shops are listed on the National Register of Historic Places.



A view of *The Viking*, a daytime local operating between Chicago and the Twin Cities, opens an exhibit of photographs by William D. Middleton. Here, on Sept. 17, 1955, the train passes the "Narrows of the Baraboo River" at Rock Springs, a location popularized by early 20th century tinted post cards.

Middleton Exhibit Opens

When William D. Middleton photographed railroading in the 1950s, there was plenty of activity, including steam locomotives, passenger trains, and a tower in Lake Monona at Madison.

An exhibition, prepared by the Railroad Photography and Art Committee, gives a glimpse of his work in those busy years. Middleton and his family attended an opening reception Nov. 4 at the Madison Club. The photographic display is at the Madison Gas and Electric Co. offices at 133 S. Blair St., through mid-December (building hours are 8 a.m. to 4:30 p.m.). It will be at the Baraboo Public Library for a month, beginning Jan. 4.

Former railroad buildings now a part of the MG&E complex are included in the exhibit. Anonymous gifts and a grant from the Madison Gas and Electric Foundation provided funds.

A 1/16" scale live steam model of C&NW Mikado #2599, built by David Mackie about 40 years ago, will be with the display at MG&E. Mackie was in engine service on the Ashland Division from 1907 to

1955. His son, Fred, a Mid-Continent member, retired as MG&E president in 1976.

"Trees, Trains, and Water Lanes" shows the railroad landscape between Madison and Elroy on the Chicago and North Western route which crosses the lake in Madison and the Wisconsin River at Merrimac, runs along the east shore of Devils Lake, and curves through the narrows of the Baraboo River at Rock Springs. Eight passenger trains a day operated on the 74-mile section, then a double track line. Mid-Continent today operates historic steam trains on a former branch, connected to that C&NW line at North Freedom.

Middleton, who has been taking photographs for almost 50 years, prefers views that show the trains' whole setting. "So many people in the 1950s were taking standard wedge pictures of trains. I was always much more interested in getting the train in its setting, so you could see where it was, the environment in which it was operating. As I look back on my old negatives, they are almost all of that kind," he said.

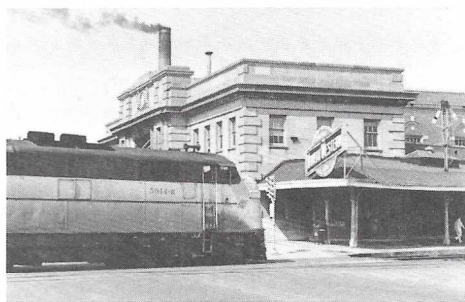
He described railroading in Madison in those years. "The C&NW was an interesting railroad at that time because it was making the transition from steam to diesel locomotives. We didn't see any of the modern steam power there, it was typically fairly light Pacifics, 2-8-2s, and Ten-Wheelers, some of them quite ancient. When a new management team came in in the mid-1950s, they were able to discontinue steam operation almost immediately."

Middleton is a nationally known railroad writer and photographer. His first photographs published in *Trains* magazine in 1949 were of MX Tower, where two railroads cross in Lake Monona in Madison—a location included in this exhibit. The photographs are from the time his family lived on Madison's south side near Lake Monona and the tower.

In addition to 80 to 90 articles and countless photographs in *Trains*, he has contributed to *Railway Age*, *International Railway Journal*, *Railway Gazette International*, and *American Heritage*, often writing about electric railways. He edits a new magazine, *Transit Connection*, an intermodal transit planners guide. His 13 books include *The Railroad Scene* (1969), with extensive coverage of the Midwest including Madison.

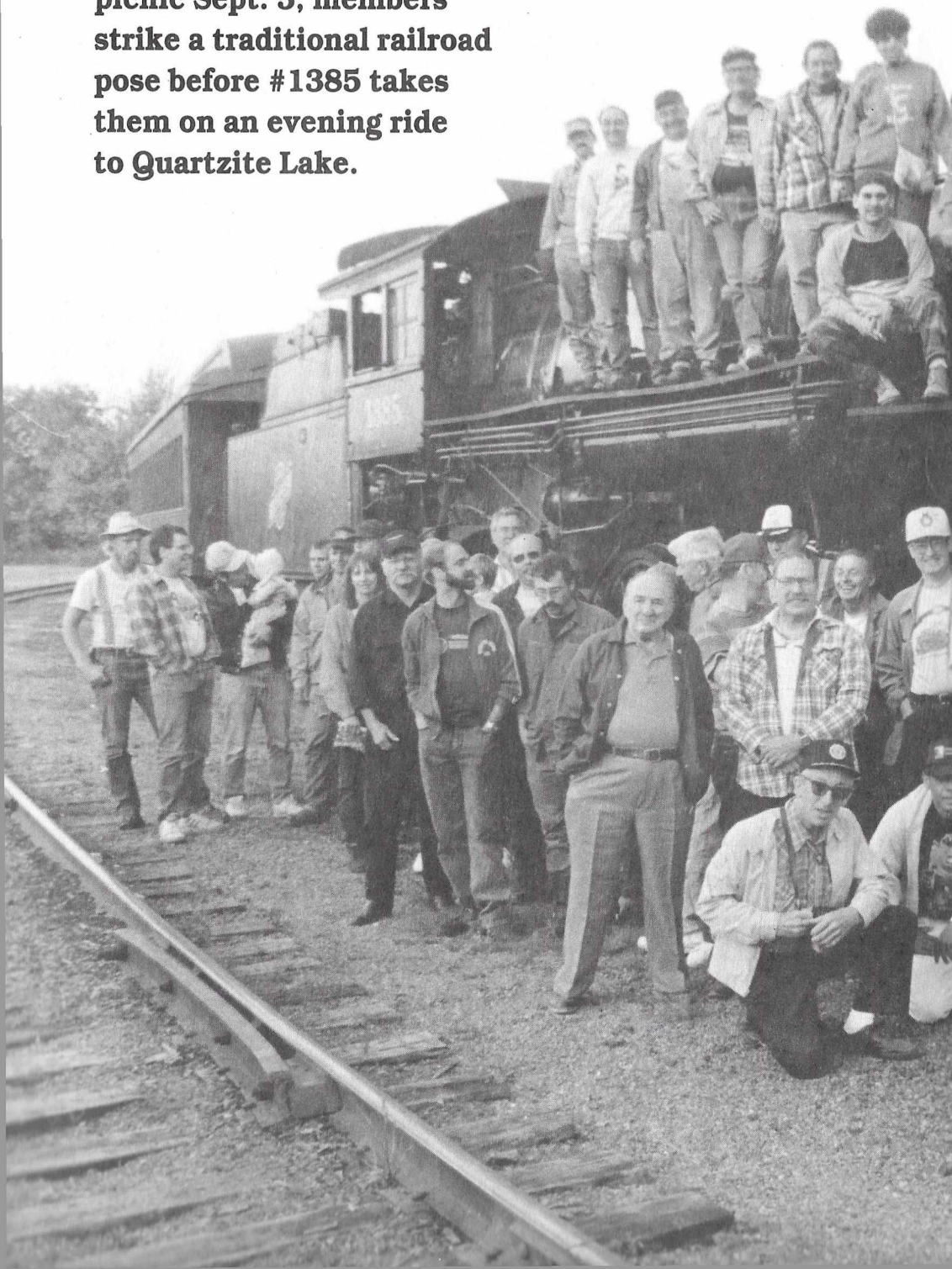
Middleton retired from the U.S. Navy in 1979 after a 29-year career. He served as chief facilities officer at the University of Virginia, Charlottesville, until 1993, and is now devoting full time to his "third occupation" as a transportation journalist and historian. A Middleton photo of the *Dakota 400* at Devils Lake is with the *Wisconsin Trails* (Nov.-Dec.) article, "Fastest Trains in the World."

"With somewhere around 15,000 railroad negatives now, I find myself most often regretting all the things I didn't photograph, the things I went by because I was more interested in something else, didn't have time to do both of them," he said. "I don't have nearly enough pictures of some of the bridges, stations, and other structures. I take a lot more pictures of that kind now, but many of the things I am interested in are no longer available to be photographed." JG



The *Dakota 400* heads into the Madison station in March 1957. MG&E purchased the C&NW buildings and established its operations center in the passenger station in 1965. The office complex, with the renovated freight station, opened in April 1983.

After the 30th anniversary picnic Sept. 5, members strike a traditional railroad pose before #1385 takes them on an evening ride to Quartzite Lake.





BOARD MINUTES

John Gruber, Secretary

JULY 11, 1993

Board members present were Paul Swanson, Ken Hojnacki, Bill Raia, Steve Brist, Jeff Bloohm, and John Gruber. Art Oseland gave a proxy to Gruber; Jerry Pitzen, to Raia; Greg Vertein, to Bloohm. Also present were Skip Lichter, Jeff Nelson, Bob and Darcy Welke, Don Pingel, Lovina Tisler, and Jeff Haertlein.

President Brist called the meeting to order at 9:23 a.m.

Minutes of the June meeting were approved as presented.

Secretary John Gruber reported gifts from R. Ross Chapin Jr., annual fund; Marshall Buehler, Marshall Buehler fund; and Edward Gruber, railroad photography and art. President Brist sent a letter July 4 to Gary Wiesner, giving notice that the lease on Soo 2017 will terminate Sept. 4.

After a question about proxies and discussion, the president ruled that verbal proxies would be accepted for this meeting, with written proxies to follow.

Ken Hojnacki, chief financial officer, reported on the financial situation. June totals, based on the check book, are \$77,347 in revenue, \$71,414 in expenses. The museum has \$97,510 in bills payable. This includes \$26,000 from Becker Boiler, more than 90 days. No other bills are over 90 days. The \$20,000 short term line of credit has not been used yet. Hojnacki estimates, without a long term loan, we will end the fiscal year \$60,000 behind. Les Kasten of Edwardsville, Ill., will be here July 17 to do an appraisal, needed for the large loan application.

Computer balance sheets for April and May do not include accounts payable, so figures are not realistic. Also, sheets do not reflect change in assets in last audit report.

Vice President Tom O'Brien Jr. was not present because his basement is flooded. The museum has not received anything in writing about the sale of the CB&Q coach.

Lovina Tisler presented an office report, with an insurance coverage comparison for three companies. The president and office recommended staying with St. Paul Insurance Co., buying five quarters of insurance, so the policy ends at the end of the Mid-

Continent fiscal year. The policy includes \$5 million/occurrence, \$5 million aggregate commercial general liability coverage, at an annual cost of \$41,633. Bloohm moved, Hojnacki seconded, to buy five quarters of insurance from St. Paul. Carried.

Tisler showed the daily summary of ridership and gift shop revenues. Through June, total revenue is down 6.3 percent for the year.

Jim Eng, chief mechanical officer, reported Becker Boiler has finished its work on ST #2. Last weekend, the workers put in 75 staybolts. They are getting ready to do a hydro. Volunteer help has not been easy to find; Eng doubts if #2 will be finished by July 24 when #1385 leaves for the NRHS excursion.

After #2, the department plans to work on D&R #9. Bill Raia asked that diesels be a part of the program. #988 needs work. Welding certification is a goal. The shop also plans to spend a couple of weekends inspecting #49.

Eng suggests temporarily leasing a replacement for the Speedswing. There was a consensus that the board does not want to spend \$4,000 to repair its engine. Lichter suggested it could be sold for \$12,000 if it runs; he is willing to put it back together.

Bob Welke reported that although the C&NW has taken the main line switch out of service, the railroad will walk us over it when #1385 leaves. C&NW is asking the museum to pay for a new main line switch. Welke will meet with the C&NW in August.

Don Pingel presented a first class service report for Father's Day weekend. Dinner trains cannot be operated until a diner is available. He will call Dick Goddard about restoring the *Mt. Harvard* for service.

John Gruber reported good publicity for the Independence Weekend event he and Dick Gruber organized. Riders totaled 1,434 for the three days—386 (including 156 children free), July 3; 519 (169), July 4; and 529 (190), July 5.

Darcy Welke, membership secretary, reported that members who have not paid dues are being dropped: 3 regular, 1 family, and 41 associate.

Paul Swanson presented his resignation as superintendent of the car department, effectively immediately. He also is resigning as *Steamer* editor. Gruber moved, Hojnacki

seconded, to accept the resignation with thanks for his services. Carried.

The Army Reserve unit replaced 44 ties in front of the depot last weekend. The FRA has been here to look into waivers.

Old Business

John Gruber has talked with Roth Schleck, a Madison member (CEO of First Wisconsin Bank, 1976-82), about fund raising. After consulting with a Madison foundation about grant criteria, Schleck advises that this and other foundations are looking for proposals that benefit the community and show evidence of support from other community organizations such as banks and businesses. Since Mid-Continent does not have any officers from Baraboo, he suggests that members of the board divide responsibilities and each call on 2-3 businesses. Fund raising is hard work, he said.

Brist has an agreement with Alice O'Connor, Madison, to work on promotion and fund raising. O'Connor has contacted bus operators, and arranged a meeting for Brist with the head of the State Historical Society. The historical society is interested in working with Mid-Continent on a number of projects, he said.

Jon Neumann, who had the president's approval to be at the museum, appeared at the meeting to discuss his proposal to sell rail at Badger to the museum for \$17,000 and buy scrap from the museum for \$17,000. Swanson moved, Hohnacki seconded, to go into executive session. Carried, with Gruber voting no. After a few minutes, Gruber left the session. Bloohm moved, Raia seconded, to go out of executive session. Carried.

The board took a lunch break.

B. G. Miller, track foreman, who has inspected the C&NW rail with Jay Slinde and Dave Bierman, recommended that the board accept the Neumann offer, for "2,500 track feet of used 100.20 rail, one spring switch complete, all the bars, plates, spikes and anchors that are in or on the above mentioned track." Mid-Continent, under Miller's supervision, is to take up and remove the material.

Bloohm moved, Hohnacki seconded, to accept Neumann's offer, contingent on Neumann obtaining a clear title from the C&NW. Carried with Gruber voting no and Swanson absent. After the vote, Brist signed the contract.

Neumann presented the offer from William Lans Sons Co. of South Beloit to purchase scrap for \$17,000, which provides that the "price is quoted with the understanding that all on-site labor will either be performed or supervised by Jon Neumann." Neumann would be on the property for the sole purpose of this offer, and scrapping would be supervised by Miller. As agreed,

the scrap would include 1 circus railroad flat car, 1 Hart convertible car, 2 air dumps, 4 ACY boxcars, A. O. Smith industrial rail crane, Consolidated Papers industrial rail crane, turntable located at Ulrich Rd., 35 rail car wheel sets, and associated miscellaneous scrap and car parts.

Bloohm moved, Hohnacki seconded, to accept the Lans Sons Co. offer as modified, with clauses attached covering insurance, hazardous materials, workers compensation coverage for employees, joint inspection for cleanup, and hold harmless for museum. Carried with Gruber voting no. Oseland's proxy was not voted.

Welke reported the ex-CN coach purchased in Duluth is now at Edgerton.

Raia reported on costs for the NRHS convention excursion.

New Business

Jerry Parr sent a letter, advising that the car, *Oak Park*, is for sale.

Bob Ristow is getting estimates for electrical work for the coal conveyor.

Brist recommended hiring American Systems Technologies, Verona, for crossing signal installations required by the Wisconsin Commissioner of Transportation. The state will pay for the work. Bloohm moved, Raia seconded, to contract with AST for the signal installations. Carried.

Bill Buhrmaster asked for approval to spend \$2,500 from the curator's budget to finish the Great Northern coach before Autumn Color. The car cannot leave the coach repair building until Lackawanna combine #425 (the north truck is not under the car) can move. Bloohm moved, Swanson seconded, to stop expenditures on the GN car, pending the ability to move #425. Carried.

Brist named Skip Lichter interim car department foreman. Bloohm moved, Raia seconded, to accept the appointment. Carried.

Swanson recommended energy conservation measures and cutbacks for the winter. He asked that the track crews be laid off Labor Day; Bob Ristow, if we get the loan, Dec. 1-Feb. 1, if we don't get the loan, Labor Day; and that only two people be in the office after Labor Day. He wants the office closed for two weeks over the Christmas holiday, and heat shut off in the shop for two months, Dec. 1-Feb. 1.

Swanson outlined hiring procedures, and asked that they be effective immediately: (1) all superintendents to submit employee requirements for fiscal 1994 by August meeting, (2) at August meeting, board to set and approve wages; and (3) superintendents will be directed to nationally advertise positions immediately, or at least two months before position is to be filled.

Swanson moved, Bloohm seconded, to accept the hiring procedures. Gruber moved,

Raia seconded, to table until the August meeting. Motion to table carried.

Welke recommended a "significant" acquisition, a 1912 wood Duluth & Iron Range wood refrigeration car, with truss rods, for sale in Duluth. Curator recommends purchase. Miller offered to contribute \$250; Bloohm will provide a no interest loan. Gruber moved, Hojnacki seconded, to purchase the car. Carried with Swanson voting no.

Jay Slinde reported on a problem with drainage; between Hinze's curve and Wood, water is flush with the ties.

Gruber moved, Swanson seconded, to adjourn. Carried at 3:24 p.m.

AUG. 15, 1993

Board members present were Art Oseland, Paul Swanson, Jeff Bloohm, Steve Brist, Greg Vertein, John Gruber, and Jerry Pitzen. Bill Raia had to leave to fix the fire on #1385; he held a proxy for Ken Hojnacki. Also present were Jeff Nelson, Bob and Darcy Welke, Skip Lichter, Mike Harrington, Lovina Tisler, Jeff Haertlein, and Don Pingel.

President Steve Brist called the meeting to order at 9:11 a.m.

Minutes of the July meeting were approved as corrected.

Secretary John Gruber reported gifts from Richard McLeod, annual fund; David Wantz, utility; Brian Bachman, track materials and car shop debt reduction; Charles Burham, Vince Mathews, flood; Lanoy Prine, #1385; John A. Breher Sr., Lanoy Prine, Steamer postage; John A. Breher Sr., coach shed #2; A. G. L. Morgan, Michael Morgan, and Carolyn Galeck, railroad photography and art center.

A written financial report for July shows \$79,360 in revenue, \$56,051 paid in expenses. The checking account balance is \$19,840 as of July 31. Through Aug. 12, revenues are \$68,280, expenses paid \$37,258. Accounts payable total \$73,960, including \$38,896 for the museum, \$12,288 for the gift shop, and \$22,776 for Becker Boiler. The \$20,000 line of credit has not been used. Ken Hojnacki is still looking for an appraiser for the loan.

Vice President Tom O'Brien Jr. was not present. He reported verbally to the president. No written notice of the sale of the CB&Q coach has been received. O'Brien asks that the Fox River Valley Rerailing Services invoice (\$5,370) be paid promptly for work Aug. 2. He recommends \$12 per person for the TRAIN convention bus tour to Mid-Continent. He has a request for #1385 after Autumn Color. Eliot Keller is trying to negotiate a long term lease on Soo 2017.

Swanson moved, Vertein seconded, that the rerailing bill be paid this week. Carried.

Brist reported on the department heads meeting Saturday. Supt. Bob Welke recommends that we get the Circus World Museum diner (O'Brien is working with Circus World).

Lovina Tisler discussed the written office report, covering Federal Emergency Management Agency grant for rain damage at 7 sites ("we should have something by the end of the week"); interruption of service insurance ("I look for this claim to be settled in the distant future"); ridership; Lands' End catalog; "Make a Wish"; Circus Days '94; Autumn Color ("no brochures printed up for this event"); and depot electrical service and insulation.

Welke reported two trains would be available for Autumn Color, with five steel car trains a day, one freight train, three wood passenger trains, and a dinner train Saturday. First class service will be in Business car 440 and the Oak Park. Welke has a draft of the new rule book which will cost \$3,500 to print 500 copies.

The mechanical department is working on ST #2, but one of its employees is being used as locomotive engineer during the week. Federal and state inspectors are scheduled Aug. 23 to witness a hydro test on #2's boiler. Jay Slinde wants to bring in a Kershaw regulator/tamper to improve drainage along the track.

Don Pingel, first class coordinator, said with the 440 and CWM dinner at half capacity, we could make \$10,000 at Autumn Color. With only the 440, he estimates profit at \$5,000 if 440 is at full capacity.

The old Kershaw and tamper left the property Saturday, sold for \$2,850. Brist thanked Skip Lichter for completing the project.

The Nominating Committee reports terms have expired for three board members, Bill Raia, Greg Vertein, and Ken Hojnacki. Vertein and Hojnacki are not seeking reelection.

Art Oseland, membership chair, said the fall banquet is at Papa's in Baraboo. We are inviting as guests Robert Sullivan of the C&NW, David Awin of Big Horn Trucking and Excavating, the president of the village of North Freedom, and the chairman of the town of Freedom.

Welke, Pingel, and Gruber will plan an appreciation day in September for C&NW people and others.

Old Business

Brist has received a draft of the management and internal controls letter (July 16) from the auditors, and will distribute copies to the board.

Brist reported Alice O'Connor has contacted radio station WOLX about an Autumn Color promotion.

Gruber will send a fund raising letter and railway restoration report to non-members

next week. Brist is revising a letter for members.

Invoices (\$6,470) from General Engineering, Portage, for the sewer and water project are at the office. Because of the wet season, it is not practical to do the work this year. The engineering company is getting confirmation.

Bill Buhmaster on behalf of the curator's department sent a request for \$3,000 in gift funds to paint the Great Northern coach and have it ready for use at Autumn Color. Gruber moved, Bloohm seconded, to approve the request. Motion failed, with four opposed and two in favor.

Brist presented an Aug. 12 letter from Bruce Lans of William Lans Sons Co., South Beloit. The letter said, in part: "Our offer to purchase scrap dated July 9, 1993, expired a month ago. However, William Lans Sons Co. is still interested in purchase scrap materials from the Mid-Continent Railway Historical Society.... Finally, I point out that Mr. Jon Neumann is not working as an agent or independent contractor on behalf of William Lans Sons Co. I understand that Mr. Neumann's function in this transaction is to cut and load scrap materials, or supervise the same, on behalf of the Mid-Continent. Since William Lans Sons Co. is engaging in no work on your property it is not necessary for us to provide a certificate of insurance. Any concerns you have regarding clean-up of the property and final inspection thereof should be addressed to Mr. Neumann directly."

Brist said this was totally different than the proposal presented at the last board meeting. After discussion, no action was taken.

Vertein moved, Bloohm seconded, to have the engineering department include funds in its budget to purchase 1/8 mile of 90# or 100# relay rail for next year. Carried.

Paul Swanson's resolution about hiring procedures, tabled in July to this meeting, was discussed. The motion, with changes agreed to by its author, says: (1) all superintendents to submit employee requirements for fiscal 1994 by September meeting, (2) at September meeting, board to set and approve wages; and (3) superintendents will be directed to advertise outside the museum for positions immediately, or at least two months before position is to be filled. Carried.

New Business

Brist thanked all members who helped after the disastrous rain storm.

Welke reported that the C&NW had used the Alco C-415 diesel, at no charge, while this end of C&NW's track was isolated after the storm. In turn, C&NW donated 16 cars of ballast to Mid-Continent. He thanked the C&NW and especially Robert Sullivan, terminal superintendent at Janesville, for co-

operation. Because of the C&NW washouts, #1385 was not able to go to the NRHS convention.

Dave Bierman says the bridges should be insured. Lovina Tisler will check with the insurance company and report at the next board meeting.

Bloohm presented a letter and certification program prepared by Steve Pahl, to address the Federal Railroad Administration, "April 9, 1993, Federal Register IV, Locomotive Engineers; Qualifications; Interim Final Rule." Swanson asked for more time to read the letter and program document; it will be taken up under old business at the September meeting.

Bloohm discussed rules policies and asked, "are we going by the rules?" Brist answered yes.

Bill Raia joined the meeting at noon.

Brist discussed costs of a contract with American Systems Technologies, Verona, for signal maintenance when signals are installed next year. The state will pay half the cost. We will holding off signing a contract for now.

Welke and Pingel discussed a proposed exchange with the National Railroad Museum at Green Bay: two AC&Y box cars for a Barney & Smith dining car including steel trucks. Restoration of the diner is estimated at \$75,000. Swanson moved, Oseland seconded, to authorize them to continue negotiations and come back to the board with an estimate of moving costs. Carried.

Swanson reminded the board of a motion at the June meeting that Bob Verkuyll be laid off when the tubes and staybolts are installed in #2 or by July 21, 1993. This has not been done. Swanson moved, Bloohm seconded, to lay off Verkuyll immediately. Motion failed.

Raia moved, Gruber seconded, to retain Verkuyll at CMO Jim Eng's discretion. Carried with Swanson voting no.

Raia, chairman of the Camp Car Committee, presented the 3-page camp car lease which says, in part: "Lessee agrees to abide by the current camp car policies, and pay fees as set forth in Section V of the camp car policies." Swanson moved, Bloohm seconded, to approve the lease as amended. Carried.

Raia pointed out by Mid-Continent has received benefits from the National Railway Historical Society convention committee, and asked that we show our appreciation in an appropriate way.

Brist announced that he would be changing jobs in the next year, and could not make the time commitment to continue as president. He will not be seeking reelection as president, but will stay on the board.

Gruber moved, Bloohm seconded, to adjourn. Carried at 12:52 p.m.

Board members present were Ken Hojnacki, Art Oseland, Paul Swanson, Jeff Bloohm, John Gruber, and Steve Brist. Bloohm held a proxy for Greg Vertein. Telephoned proxies were not accepted. Also present were Lovina Tisler, Jeff Nelson, Bob Welke, Jim Neubauer, and Blair Christianson.

President Brist called the meeting to order at 9:10 a.m.

Minutes of the August meeting were approved as distributed before the meeting.

Secretary John Gruber reported six board members had signed a statement he prepared, asking that painting be done on the Great Northern coach with \$3,000 from the annual fund. Brist authorized work to continue.

Gruber reported gifts from David E. Allen, Phil Anderson, Roy J. Blazek, Gurdon S. Buck, Lynnette L. Bohi, Chuck Burnam, Kenneth F. Campbell, George W. Cook, James Durkin, Donald P. Frankel, Robert J. Gary, James Greger, Lester E. Hale, John Wesley Hand, Charles High, Thomas R. Hill, George Hinds, Robert D. Hopper, John I. Jenkins, Mark R. Jensen, Richard C. John, John W. Kachel, Otto Kiefert, Thomas Jay Kinney, E. W. Klosterman, Joseph Kostein, William S. Kuba, Lands' End, Phil Lange, Edward Lanphier, Edward Leight, Richard L. Linder, Jack Littfin, Joseph Mack, James W. Macki Sr., John B. Maguire, Keith Martin, Edward Mayer, William F. Michel, Charles S. Mueller, Dorothy Nichols, Obma & Sons Electric, Oscar H. Palrud, Robert F. Peterson, Harry F. Pillman, Oliver W. Reese, Dwight Rennison, Douglas Rogell, Erwin Rucks, Richard P. Rupert, Ted J. Scholl, John Shaffer, Verdell V. Shire, George E. Slye, Fred M. Springer, Edward C. Sterba, Jerry L. Stevenson, Robert W. Taylor, Delbert F. Talbott, Dr. L. L. Tittsworth, Leslie J. Tyk, Steve Van Alstine, Neal Wagner, Stephen Wauters, Kurt Wegelius, M. Craig Wilson, Robert W. Wirick, Charles Alan Wright, annual fund.

The fund-raising letter and report, sent in August to non-members, have brought in \$2,237 so far.

Ken Hojnacki, chief financial officer and treasurer, reported \$33,271 in the checking account as of Sept. 13, with accounts payable of \$140,776 as of Aug. 31. Becker Boiler has been paid \$10,000. Efforts continue on the big loan. Bob Johnson of Roswell, Ga., will do an appraisal of the equipment, based on photographs; he wants to know which major items need attention. The bank will find an appraiser for the property. The computer financial printout as of July 31 was distributed; August figures are not together yet.

Lovina Tisler distributed a letter of Sept. 17 with the insurance adjuster's proposed claim figures (\$17,413) for the loss of income for the train ride and gift shop due to the flash flooding and mud slides July 17. Board members discussed a counter offer. Hojnacki moved, Swanson seconded, to authorize Brist and Tisler to continue negotiations with the insurance company, to get the best possible offer above \$17,413. Carried.

Vice President Tom O'Brien Jr. sent a fax about the sale of CB&Q coach 6144 to Ohio Central Railroad. He has a letter from Chuck Wiesner dated June 3, received Sept. 4, advising Mid-Continent of the sale. O'Brien presented an outline of negotiations, beginning May 11, 1992. The new owner, Jerry Jacobson, has threatened legal action if the car does not move by Monday. Because no notice of cancellation was received by Aug. 26, Mid-Continent's lease automatically renews for another year.

Hojnacki moved, Swanson seconded, to release the coach if the new owner provides a bill of sale, prepares car for interchange, releases Mid-Continent from liability, and agrees that this action is not an admission that we did not have a valid lease. Carried.

O'Brien, as chairman of the nominating committee, reported six candidates for the board. He is preparing ballots and statements, if provided, and will send these to the office by Federal Express. O'Brien will register as Mid-Continent delegate at the TRAIN convention.

In an office report, Tisler provided information about bridge insurance. Baraboo Farmer's Mutual Insurance Co., which covers Mid-Continent's property, does not insure bridges. M&I Insurance Services would cover the bridges if Mid-Continent purchased the property insurance from M&I.

The Federal Emergency Management Agency representative visited the museum July 19 with a Wisconsin Department of Transportation representative. FEMA is returning soon for further negotiations.

The Wisconsin Department of Natural Resources visited the museum Aug. 26 to look at the wells; a letter of Aug. 31 has been referred to David Schumacher of the buildings and grounds committee.

As of last weekend, attendance is down 11.77 percent for the year, revenues down 10.8 percent. WOLX is doing an Autumn Color promotion with tickets being exchanged for advertising.

While Wava Vertein is out of town and Tisler at her other job next week, to save money, another person will keep the office open only long enough to mail press releases and ballots for the board election.

Bob Welke, superintendent of operations, reported that Tower Fuel Co. will no longer be trucking coal. We will have to go back to getting coal by rail. Discussions are going on with the C&NW about relocating their

main line switch; the switch is out of service. The board of the Green Bay museum has approved trading their Soo Line diner for two ACY box cars.

Preparations are complete for Autumn Color. ST #2 may run without its boiler jacket.

B. G. Miller sold 30 wheel sets to Jon Neumann for \$1,500 cash; funds will go into the general account. Miller has declined to continue as scrap czar. Swanson moved, Bloohm seconded, to appoint Welke and Skip Lichter as scrap czars. Carried.

Lichter reported he hopes to have Lackawanna #425 ready for Snow Train.

Dave Bierman sent a letter, asking that the two engineering department employees be retained as long as possible.

An appreciation day is Sept. 25. The annual banquet is Oct. 30.

The photography and art committee is planning a reception in Madison for the Middleton photography exhibition.

Old Business

Brist reported Alice O'Connor, who was hired to assist with marketing and promotion, says the museum needs to define a vision, goals, and long range plans before moving ahead with fund raising.

Work continued on the GN coach, based on the statement signed by a majority of the board. Gruber moved, Bloohm seconded, to ratify the statement. Carried with Swanson voting no.

If American Systems Technologies, Verona, is hired for signal maintenance, the cost will be \$500 a month. The state's share has been less than 50 percent, since funds have not been available to pay the full 50 percent. The signals need to be installed for the 1994 season.

Brist reported on equipment acquisition.

Lichter said Circus World Museum gave permission 1-1/2 weeks ago for Mid-Continent to use the CWM diner. The diner is in the back of the CWM shed; he and Welke hope to help get it out of the shed next weekend.

No departments have submitted employee requirements for fiscal 1994 by the September meeting, as requested in Swanson's resolution approved in August.

New Business

Bloohm has sent a letter to Wisconsin Central, asking for the donation of materials from the Green Bay and Western.

Trains will feature #1385 on its December cover. Bloohm moved, Hohnacki seconded, to authorize advertising for Snow Train in the issue. Carried.

Orton Johnson sent a note, informing the board that the Chamber of Commerce office at Tomah, a former Milwaukee Road coach, is available for free if we move the car. The name, Tomah, must remain on the car and it cannot be traded for any other car.

Gruber moved, Swanson seconded, "that Mid-Continent officially thank the Chicago & North Western Railroad for its assistance after the disastrous July 17 rain storm. Without the 16 cars of ballast donated by the railroad, Mid-Continent would not have been able to restore train service in less than two weeks. We appreciate the cooperation of the C&NW and Robert Sullivan, terminal superintendent in Janesville." Carried. Gruber will send letters of appreciation to the C&NW.

The calendar was discussed, and will be discussed again at the next meeting.

Department heads have a memo about budgets. Brist hopes to talk about budgets at the next meeting.

Because of the tight financial situation, Hohnacki moved, Bloohm seconded, to lay off the shop crew from Oct. 22 to Jan. 31. Carried. The Santa Claus Express will be run by volunteers.

Swanson moved, Hohnacki seconded, to close the office at 5 p.m. Dec. 17 and reopen it Jan. 10. Carried. Buildings without water are to be shut down completely.

Bloohm moved, Oseland seconded, to notify the chief mechanical officer that the shop concentrate on #988 and necessary minor work on #1385, boiler jacket on ST #2, and C415 brake rigging before Snow Train. Carried.

Dick Gruber will be the representative at the Association of Railroad Museums convention.

The next board meeting is Sunday, Oct. 17.

Gruber moved, Swanson seconded, to adjourn. Carried at 12:56 p.m.

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 rebuild momentum lost by the disastrous rain storm.

Gifts through Dec. 31 will be recognized in a special anniversary honor roll, to be published early in 1994. Send them now to Mid-Continent Railway Historical Society, North Freedom, Wis. 53951-0055.

SCHEDULED

November

- 1-6** TRAIN convention, St. Charles, Ill.
- 14** Board meeting, 9 a.m.
- 27-** Santa Claus Express, with
- 28** trains at 10:30, 12:30, 2, and 3:30.

December

- 12** Board meeting, 9 a.m.

January

- 9** Board meeting, 9 a.m.

February

- 13** Board meeting, 9 a.m.
- 18-** Snow Train '94, opening with
- 20** plow train at 9:30 a.m. Friday

March

- 13** Board meeting, 9 a.m.

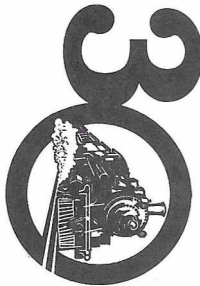
April

- 10** Board meeting, 9 a.m.

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

Cover. *The Viking*, C&NW's local mail train, crosses Lake Monona in Madison in a May 15, 1955, photo by William D. Middleton. See pages 6-7.

Celebrating 30 Years
in Sauk County in '93



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