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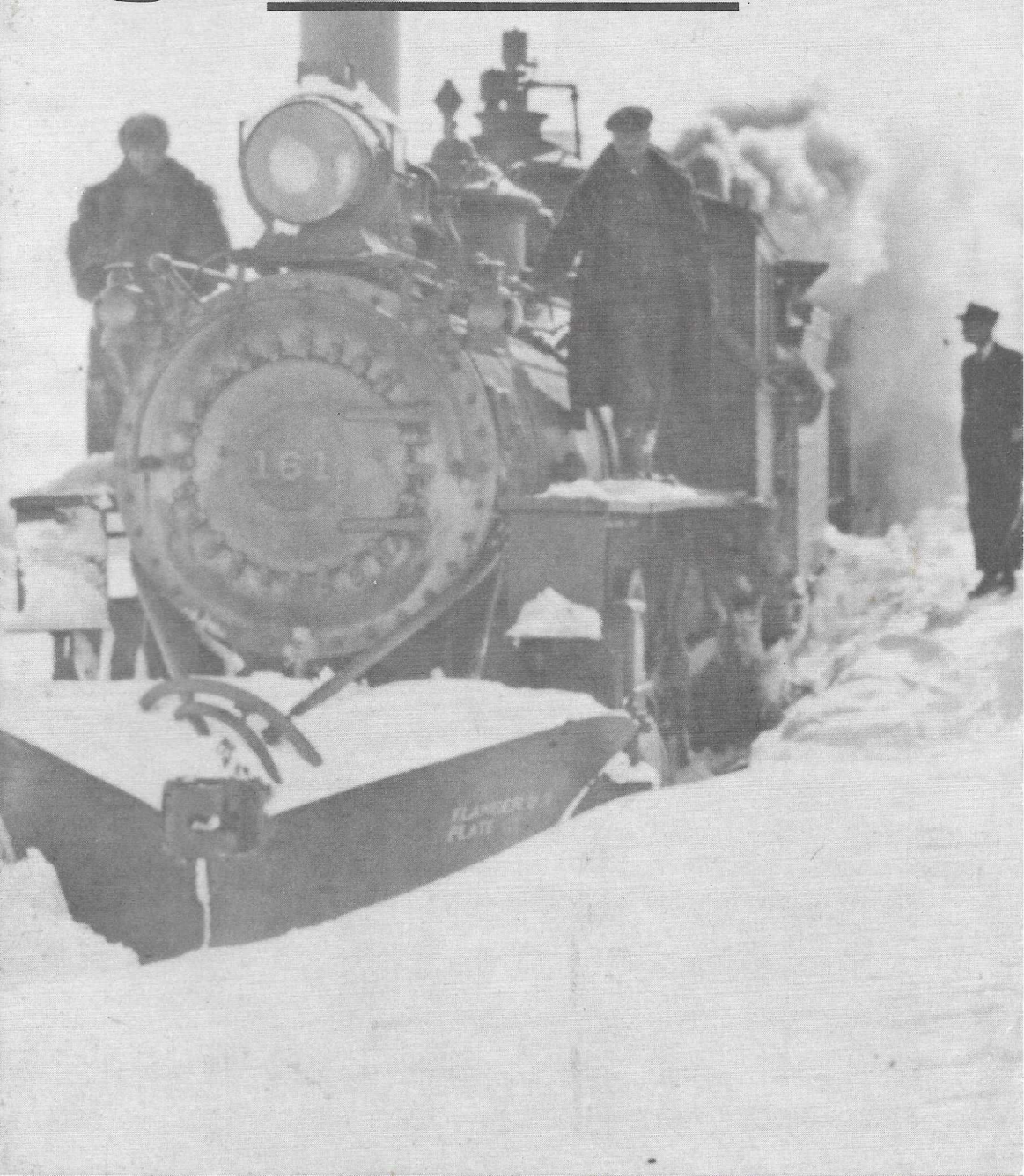
MID-CONTINENT  
RAILWAY

# Gazette

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VOL. 27, NO. 1, FEBRUARY 1994

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# Great Winter of '36

The winter of 1936, "which happily is now past, will in all likelihood go down in history as 'the great winter,'" said the Milwaukee Road *Magazine*.

Midwestern railroads struggled throughout February to keep lines open. Rotary plows appeared in such unlikely spots in Wisconsin as Madison and Saukville. The Burlington produced a famous publicity photo of the *Zephyr* emerging from a draft at 80 miles an hour. "Blizzard Battle Wins Acclaim" *Railway Age* (March 7) said after warmer weather appeared.

Early in February, at the beginning of a series of storms and below zero temperatures, both the Chicago and North Western and the Milwaukee Road "placed rotary snow plows in service north from Milwaukee," reported the *Green Bay Press Gazette*. A few days later, after another blizzard, the *Wisconsin State Journal* noted that "a rotary plow was sent down from Portage" to help keep the Milwaukee Road's line open to Madison.

Passengers marooned on a C&NW train at Jackson formed a "Snowbound Club." To rescue the train at Saukville, the Milwaukee sent the rotary plow, "something that has never been seen before" on the Superior Division, according to the company magazine.

The C&NW's freight line between Chicago and Milwaukee "gave particular trouble and was closed almost continuously for three week," said *Railway Engineering and Maintenance*. A rotary plow was in constantly on this line and was supplemented at times by one or two Russell plows and as many as 300 snow shovelers.

On the Milwaukee, "the most troublesome location was at Sturtevant ... where, because of the great rapidity with which the snow drifted, it was necessary to keep two rotaries and a spreader in constant service," the maintenance magazine continued.

After it was all over, *Railway Age* gave a count of the equipment mustered by five railroads to fight the snow: 200 wedge plows, 17 Russell plows 14 rotary plows, 30 spreaders, 10 ditchers, and 50 flangers. The storms of 1881 and 1888 "will now pale into insignificance," others concluded.

It's winter railroading, of a milder sort, that Mid-Continent commemorates at Snow Train. Still, the museum's volunteers endure many hardships to bring the weekend's activities to the public. *JG*

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# 🔑 ROUNDHOUSE 1

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Snow Train, set Feb. 18-20, has grown into a three-day winter railroad outing featuring historic steam locomotives and 29 passenger, freight, mixed, and dinner trains.

A key event, the weekend can account for 10 percent of Mid-Continent's ridership and revenue for the year.

The 1994 activity begins at 9:30 a.m. Friday when a plow train leaves the North Freedom depot, making stops for photographers. Passenger trains are at noon, 2, and 4 p.m. A freight train with caboose seating runs at 12:10 p.m., mixed trains with caboose and coach seating at 2:10 and 4:10 p.m. A night photo session begins at 6:30 Friday. The *Sunset Limited* with a full course prime rib dinner operates at 6:30 p.m. Friday and Saturday.

Six passenger trains a day are scheduled Saturday and Sunday at 9, 10:30, 12, 1:30, 2:45, and 4. First-class service with snacks and beverages begins at noon. Waiters revive the courteous service and care symbolic of the railroad's "golden age." In addition, each day a freight train with caboose seating runs at 10:40 a.m. and mixed trains with caboose and coach seats at 12:10, 1:40, and 2:55.

Fares in steam heated coaches are \$9 for adults, \$5 for children between 3 and 15. Caboose rides cost \$10. The night photo session is \$25. First class fare is \$18.50. The dinner train is \$45. Reservations are required for first class and dinner service; they may be made at the office with a check or Visa/MasterCard. No refunds after 5 p.m. Feb. 17.

A former Great Northern wood coach, a restoration project completed in October (pages 5-9), will be on the mixed trains.

Mid-Continent's Snow Train has its origins in winter excursions inaugurated by New England railroads in 1931 (*Gazette*, March 1992). The idea spread to the Midwest as the Chicago and North Western started a "Winter Sports Special" to Eagle River in December 1933. Mid-Continent ran its first Snow Train in 1976. The Railfun cartoon by Curt Katz in *Railfan & Railroad* (February) features #1385 and Snow Train '94.

Volunteers are needed, especially car attendants, steam heat, hostlers, and running crews. Call or write Al Joyce, 15443 Drexel Way, Apple Valley, MN 55124, phone 612-423-2730.

The social committee will be holding a luncheon in the depot basement starting at 11 a.m. Saturday and Sunday, with carry out service for those who are on continuous train service. The committee is requesting only desserts for this event. 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, please bring them to the museum before or during Snow Train instead.

**Gifts** from members and friends, from late August through December, totaled \$15,600, mostly to the annual fund. At year end, Mid-Continent also received a gift for landscaping and other improvements, and a grant from Mathews Foundation for "for the care and preservation of





**Mid-Continent's** second winter event, the Santa Express, brought 481 passengers Nov. 26-27. Santa (Orton Johnson) greeted children on each train. The Santa Express bags were courtesy of Darrow's Country Market, Pierce's Pic 'n Save, Wal-Mart, and Walgreen's, Baraboo; and Holiday Wholesale, Wisconsin Dells.

the society's railroad cars." The board thanked all donors for their generous gifts.

**The final count** for the 1993 season showed 42,110 riders, a drop of 16 percent from the 50,027 passengers in 1992. Total train and gift shop revenue was down only 1.4 percent. Mid-Continent, closed for almost two weeks in July because of the disastrous rain storm, has received income continuation insurance. The first check from the Federal Emergency Management Agency arrived Dec. 10.

**The 1994 daily operating** season opens May 7-8 with Summer Begins in Baraboo, sponsored by the Baraboo Area Chamber of Commerce. Events include a walk/run, downtown activities, and gallery walk.

The chamber is selling a \$5 ticket, valid for the two days, for the Mid-Continent train ride; Circus World Museum, with performances at 11 a.m. and 3 p.m.; International Crane Foundation, guided tours at 10 a.m., 1 and 3 p.m.; Al. Ringling Theatre, guided tours on Saturday; Sauk County Historical Museum, Saturday 9-5, Sunday noon-5; and Devil's Lake State Park, free admission.

**Applications are due** by April 1 to Bob Welke, superintendent of operations, for weekday summer jobs as engineer, fireman, conductor, and brakeman.

**"Finding Common Goals"** is the title of a Midwestern railway preservation gathering April 15-17 in Nobelsville, Ind., hosted

by the Indiana Transportation Museum. Members of the Tourist Railway Association and Association of Railway Museums are invited. Dick Gruber, P.O. Box 379, Waukesha, Wis., 53187 has details.

Roundtable sessions include Community Involvement and Support, Preservation of Depots and Structures, Interpretation, and the Use of Costuming in Rail Preservation.

**Looking Ahead.** The C&NW Historical Society annual meeting is May 19-21, 1995, in Baraboo. Activities include a visit to Mid-Continent May 19. Paul Swanson is co-chair of the meeting.

The National Model Railroad Association national convention is in Madison July 28-Aug. 2, 1997. About 3,000 to 5,000 members are expected. Don Mayo is local chairman. Bob Boelter is publicity chair.

**Deaths.** *Phil Armstrong*, 70, Nov. 9, East Dubuque, Ia. He worked in sales and was a mechanic at Gjerke-Robinson until his retirement in 1988. His wife, Lavon, survives him. Among other survivors are two Mid-Continent members: a son, Mike, Southlake, Texas; and a brother, William F., Bradenton, Fla. Lavon sent a memorial to Mid-Continent.

*John W. Lange*, 88, Nov. 20, Baraboo. Lange worked for seven years in the master mechanic's and stores departments of the C&NW in Baraboo and Madison until 1929. He later was in the insurance business in Baraboo.

# A First Class Coach!

*Many volunteer hours, plus gifts from the Mathews Foundation and annual fund, made the restoration possible.*

# MCRM's Great Northern 3261

Great Northern coach No. 3261 (built as No. 271) dates to early 1906, when the Great Northern Railway ordered 15 open platform coaches from the Barney & Smith Car Company. By August 1906, the Dayton, Ohio, manufacturer had delivered coach No. 271 and the balance of the first-class coaches (Nos. 260-274) to the GN.

The order for open platform coaches, in 1906, was somewhat unusual in an era when most car orders were for vestibule coaches. Interestingly, the GN purchased 12 vestibule coaches at the same time the order for open platform coaches was placed. It appears as though the GN ordered the open platform coaches for use on the St. Paul, Minneapolis-Hutchinson branch. The GN provided two passenger trains a day, each way, along the 68-mile line. Additional trains were scheduled out of the Twin Cities in the summer months, when passengers rode to Lake Minnetonka to relax at the resort hotel and to enjoy the beautiful lakes. The open platform coaches allowed for faster and easier loading of the passengers at the stations.

When built, the 271 was of all wood construction (body, underframe, and interior) and it rode on a pair of 4-wheel trucks (8'-0" wheel base). The 60'-0" long body could seat 68 passengers and the car had men's and women's toilets. Heat was provided by direct steam heat or a Baker heating system, and the car was illuminated with five Pintsch gas light fixtures. The interior woodwork was of varnished mahogany, complemented with marquetry and painted headlining.

The car featured arched windows, with leaded stained glass, that spanned each pair of the lower sash. Similar arched windows were used in the clerestory to provide ventilation and natural lighting in the car. The windows in the men's and women's rooms featured molded glass with a Gothic pattern.

The 271's car sills and framing were made of yellow pine, while the siding, window sills, and trim were made from yellow poplar. The car left the manufacturer's shop painted in Pullman green and lettered in gold.

By mid-1907, the GN began to renumber the 15 open platform coaches Nos. 260-274 to Nos. 3250-3264, and the cars were reclassified as second-class coaches. The 271 was renumbered in March 1908 to No. 3261. The 3261 is thought to have remained in use on the Hutchinson branch until about 1926. At that time, GN apparently cut back service on the line, due to competition from the automobile.

In October 1926, the GN converted coach 3261 and eight sister cars into stockmen's coaches. The 3261 was renumbered to X791. Initial modifications to the car are thought to have been minor, however by 1928 a steel underframe was applied to the X791. Other modifications included removing the seats and the stained glass from the arched windows. Sleeping bunks, kerosene lamps, and two stoves also were added to accommodate the stockmen. Although the car was traveling in freight trains, the X791 remained in Pullman green and fully lettered. Eventually, the car was painted in boxcar red and lettered simply "G.N. X791."

The X791 travelled the GN system on the back of stock trains, taking the stockmen to the stock yards for more than 40 years. The car was finally retired from service in August 1969. After pursuing the car for several years, members successfully arranged to have the GN donate the car to Mid-Continent. The car was shipped on its wheels from St. Cloud, Minn., to North Freedom in the fall of 1969.

The car remained idle at the museum until 1972, when volunteers restored the car to a coach once again.

After the initial restoration, the car served the museum for many years. By the late 1980s, the condition of the car had deteriorated significantly. The roof was leaking badly, causing damage to the interior. The siding, window sills, and windows were all in poor condition.

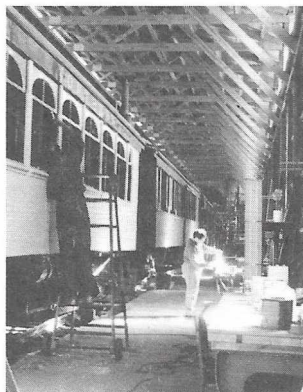
To help preserve the car, members installed a new canvas roof in 1989. Following another season of use, the car was switched into the new car shop building in the fall of 1990. The Curator's De-

partment immediately started working on restoring the exterior of the car. The plan was to restore the exterior of the car to its original condition and to reconstruct the arched stained glass windows. Volunteer crews removed the siding and trim down to the original framing. Meanwhile, hundreds of board feet of poplar were milled to make replacement siding, window sills, and trim for the car. Additionally, 28 new mahogany sashes and 8 arched window frames were made. While the new woodwork was being installed, re-created stained glass windows were being made for the arched window openings (see stained glass article by Bob Mundstock).

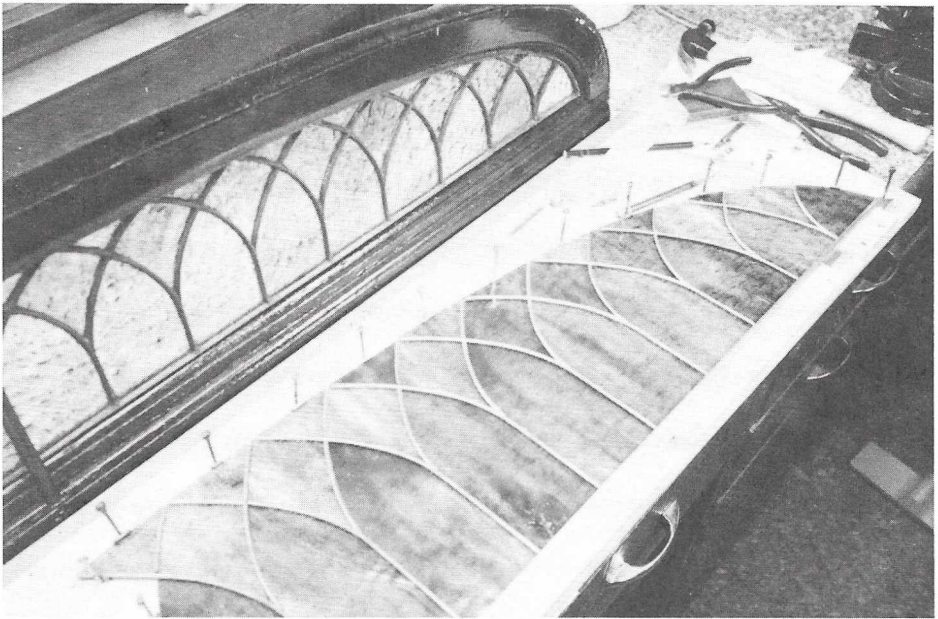
As September 1993 rolled around, the results of three years of volunteer effort could be seen. All of the new woodwork was in place and the re-created stained glass windows had been installed. After final priming and sanding, the car was masked, painted Pullman green, and lettered. On Oct. 1, 67 years after the car was taken out of passenger service on the GN, the 3261 rolled out of MC's car shop ready for service during the 1993 Autumn Color weekends.

As the 3261 remains on display in the coach shed, efforts will turn to restoring the interior of the car. Water damaged headlining panels will have to be repaired or replaced and missing hardware (lamps and baggage racks) will have to be re-created. Once completed, museum visitors and members can look forward to experiencing the beauty and elegance of a historic first-class coach.

The restoration project would not have been possible without the contributions of many individuals working together. The following made significant contributors to the project: Ray Buhrmaster, Albert Correa, Don Ginter, Dick Goddard, Glenn Guerra, Jeff Haertlein, Mike Harrington, Chris Hornocker, John Huckstorf, Tom Hughes, Carol Mennenga, Jerry Mennenga, Randy Merzdorf, Bob Mundstock, Joan Mundstock, and Jerry Parr. *William Buhrmaster*



**Randy Merzdorf (left) and Albert Correa work on the 3261 in 1992. Photo by William Buhrmaster.**



**A clerestory window is used as a pattern for constructing a new window.**

## ***a perfect match for the 1906 panels***

*Robert Mundstock wrote the article about stained glass restoration and took the photo above. He received the Curator's Award at the annual banquet.*

Somehow, somewhere back in time, Great Northern Coach #3261 lost all 17 of the stained glass panels over the main windows and five of the clerestory stained glass panels. They were gone, the openings covered with painted sheet metal, when Mid-Continent acquired the car.

In the fall of 1990 restoration of the coach was begun with replacement of the missing panels a problem yet to be solved. Then, in July, 1992, fortunes changed with the appearance of a poor fool who made the mistake of volunteering to build the stained glass panels.

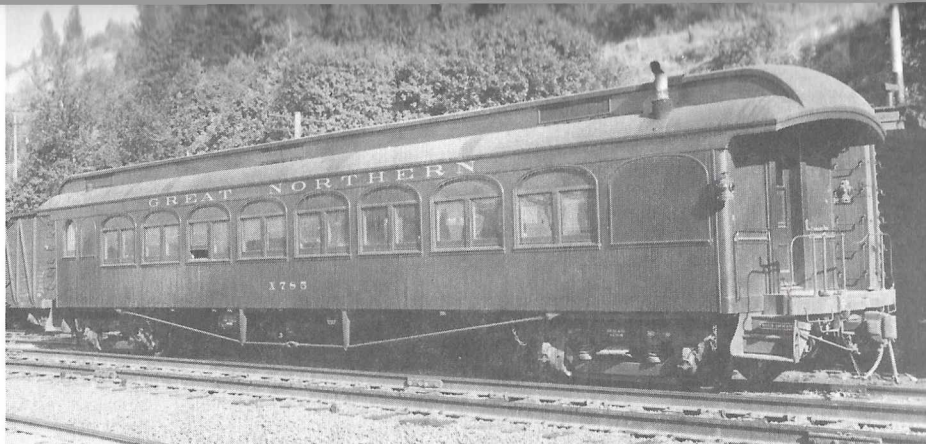
What did the missing panels look like? Leading design, glass color, pattern and texture? Old black and white photographs in Mid-Continent's files of sister coaches, when enlarged, revealed the leading pattern. The main panels, while somewhat larger, had the same design as the clerestory panels. The existing clerestory panels contained the original glass ... long obsolete.

Eventually, the trail led to Kokomo (Ind.) Opalescent Glass Co. One of the few remaining old-fashioned "make-it-by-hand" stained glass producers, Kokomo recognized the glass and its original producer, Mississippi Glass Co. of St. Louis, now long gone. Kokomo produced the glass using the old techniques and a combination of old texturing rollers.

The panels required a "wishbone" zinc molding which had to be bent into the "eyebrow" curve of the arched window. No available tooling existed to bend the zinc into the required complex curve. Custom-made rollers, built for a standard bender, were the answer and worked well.

The glass, on the other hand, heavily textured on both sides, often chose to follow its own direction when scored and broken. But, once built and antiqued, the new panels were a perfect match for the 1906 panels.

And so, after some 16 months passed, the panels were completed and installed in the restored coach. In October, the coach went into service ... another nostalgic piece of the past which has survived through luck and the efforts of many dedicated volunteers.



Photos show GN 3261 and similar cars. The scene about 1926 as No. 226 pauses west of Lester Prairie, Minn., includes three open platform coaches from the 1906 series, in the twilight of their days in passenger service on the Hutchinson Branch (Great Northern photo, below).







As a stockman's car, X785 is at Bonners Ferry, Idaho, in September 1949 (Al Phelps photo, left, above). Fresh from Mid-Continent's restoration shop, the 3261 rests between trips during Autumn Color weekend (top, photo 10/10/93 by William Buhrmaster).



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# BOARD MINUTES

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*John Gruber, Secretary*

## **OCT. 17, 1993**

Board members present were Paul Swanson, Ken Hojnacki, Jeff Bloohm, Steve Brist, Art Oseland, John Gruber, Greg Vertein, and Jerry Pitzen. Pitzen had a proxy from Bill Raia. Also present were Lovina Tisler, Bob Welke, Jeff Haertlein, Skip Lichter, and Jim Neubauer.

President Brist called the meeting to order at 9:16 a.m.

Minutes of the September meeting were approved as corrected.

Secretary John Gruber reported that at the Oct. 9 annual meeting Bill Raia, Bill Buhrmaster, and Bob Welke were elected 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. Voting members cast 146 ballots. Members rescinded a motion made at the annual meeting 4-5 years ago that the board of directors not dispose of any rolling stock valued at more than \$10,000 without a vote of the members.

Gruber received letters from John Cline, supplies from the Wausau roundhouse; and Jay Slinde, resigning as superintendent of the engineering department. Paul Swanson will call Jim Eng about Cline's letter.

Gruber reported gifts from Richard K. Bates, Dwight D. Bernot, Archie Berry Jr., E. S. Bonnet, Eric Bloohm, Jeffrey Bloohm, Jonathan Gale Brown, Louis Buehler, W. Tandy Chenault, Malcom E. Church, John E. Condon, John and Helen Dal Santo, Roderick Demond, Frank P. Douma, H. D. Frankel, Thomas P. Geiste, Dr. Robert J. Griffin, Richard C. Green, Alan Gruber, John Gruber, Richard A. Higgins, Donald M. Ives, Karl Johnson, Victor A. Ketchum, Otto C. Kiefert, Ralph R. Lapadula, Neil R. Lewandowski, James Lilly, Albert O. Louer, Ronald Mattox, Don E. Mayo, George Milligan, Mobil Foundation, Morse Telegraph Club, Willard Nelson, Jay Nibbe, Glenn A. Oestreich, Jeffrey M. Russell, David H. Shaw, David Smith, Joseph P. Smyth, George A. Steiner, Steven Straehl, George S. Strombeck, Raymond Temple, Donald A. Wildman, G. R. Wilson, Raymond Zilvitis,

annual fund; John A. Breher Sr., utilities; Paul Hinds II, Joseph Franklin, first class tips; Richard Gruber, advertising, track materials; Bill Raia, photo albums; Dale C. Peterka, GN #271; Georgia Pacific (matching), Buehler Fund.

Ken Hojnacki, treasurer and financial officer, reported on the status of the checking account: balance, as of Oct. 1, \$29,231; deposits, Oct. 1-15, \$46,526; paid so far in October, \$28,505; balance as of Oct. 15, \$47,251. Accounts payable total \$111,555, including Koppers, bridge timbers, \$15,463; Becker Boiler, ST #2, \$48,734; and Reedsburg Bank, Lackawanna #425, \$17,000. There is no winter set aside; funds will be real tight until Snow Train.

Hojnacki has talked with Robert Johnson about the appraisal for the big loan. Johnson is checking recent equipment sales for comparisons. The Mid-Continent equipment list needs to be updated. Ed Miller of the Reedsburg Bank is contacting a real estate appraiser.

Swanson moved, Bloohm seconded, to use \$3,632 in gifts from the recent fund drive to pay flood-related bills. Carried.

Hojnacki expressed his thanks for the opportunity to serve the museum for this short period of time.

VP Tom O'Brien Jr. sent a verbal report through the president. He is putting together a packet for the TRAIN convention. He will bring a Boy Scout troop here Oct. 30. Eliot Keller continues to negotiate with Chuck Wiesner on Soo 2017. O'Brien gave Jon Neumann permission to return to the property before the year had expired.

In an office report, Lovina Tisler said the office is behind in everything. For the Santa Express, she needs to know about the dinner/brunch train. WOLX spots for Autumn Color brought in a lot of calls. Wisconsin Dells Chamber of Commerce membership (\$6,000 including ad in book) is due and has not been renewed. She has attended another meeting of Circus '94 committee. She was told to set up a time for the 1992-93 audit. A representative from Houghton, Taplick & Co. will be asked to attend a board meeting to review the management letter from the 1991-92 audit.

Tisler has processed claims for loss of interruption insurance, \$18,569, and Fox Lake excursion, \$13,331. Swanson moved, Hohnacki seconded, to accept the settlement. Carried. An insurance claim for the derailment is still being discussed. She expects the Federal Emergency Management Agency will pay what the insurance company does not pay, plus the deductible. Hohnacki left the meeting to be on the train crew.

Tisler met with the FEMA representative Sept. 17 about the damage survey report. FEMA will not pay to make sites better than before the disaster, but is expected to cover all work done on bills on hand, \$29,346. Site 7, the C&NW interchange is being appealed (\$928).

Reports of department heads were received. The mechanical department and gift shop have submitted budgets. B. G. Miller of the engineering department is back at work, at Hinze's curve. Skip Lichter said the car department is concentrating on Lackawanna #425. Bob Welke said the C&NW interchange is in service temporarily. The CB&Q coach left Tuesday. The WP&L Plymouth has been trucked to Circus World. CWM diner is ready for pickup. Autumn Color went fairly well, but we are hurting for coach seats. We have added CWM diner to our insurance policy. Lichter will prepare a letter of understand with CWM for the exchange.

Welke reported for the scrap committee that the former IC turntable at Ulrich Rd. had been sold to Jon Neumann for \$1,000 cash. Miller and Neumann took a load of cut up rail to the scrapper. The ACY box car trade with the National Railroad Museum for a diner is set; there is no problem leaving the diner there for a while. Welke is working on the D&IR refer. He proposed a permanent loan with the Green Bay museum: the 40 and 8 car for a Jordan spreader. Swanson requested the trade be discussed with the curator.

### Old Business

Bloomh sent the engineer certification material to the FRA in Washington, D.C.; he has a return receipt indicating it was received Oct. 1. If there is no reply, we can apply for a waiver after a month.

The well next to the Freight House, mentioned in a DNR letter, will be put back in service.

The board took a 10-minute break.

### New Business

The new board was seated. Gruber has a proxy for Bill Buhrmaster. Pitzen's proxy for Raia continued.

Brist asked for nominations for president. Swanson nominated Art Oseland, Bloomh

nominated John Gruber, Pitzen nominated Skip Lichter. Nominations were closed, Swanson was appointed teller.

For the first ballot, the vote was Lichter, 3; Oseland, 3; Gruber, 2; Welke, 1.

For the second ballot, the vote was Lichter, 3; Oseland, 3; Gruber, 3

Lichter and Oseland made brief statements, Gruber distributed a written note.

For the third ballot, the vote was Lichter, 3; Oseland, 5; and Gruber, 1.

Oseland took over as president, and chaired the meeting.

Swanson moved, Bloomh seconded, to postpone election of the rest of the officers until the next meeting. Carried.

Routine motions required of the new board will be adopted in November.

The museum did not renew the lease on Soo Line diner-lounge #2017; the lease expired Sept. 4. Welke moved, Bloomh seconded, to charge the owners the \$500 a month storage fee effective Nov. 4. Brist moved, Swanson seconded, to amend the motion, to change the date to Jan. 1 and send a notice immediately to Gary Wiesner. Amendment to the motion carried, with Welke voting no. Motion as amended carried. The president will send a letter to Wiesner.

Brist moved, Welke seconded, to request that the president contact equipment brokers to find out on what terms we could sell the C-415 diesel and CN sleeper, and report estimates of their value at the next meeting. Swanson moved, Pitzen seconded, to amend the motion to include the UP tender. Amendment carried with Brist and Bloomh voting no. The motion as amended carried, with Gruber voting no. Gruber said he would prefer that equipment donors be contacted in writing before discussion of a sale.

Brist asked that a letter be sent to Robert Sullivan of the C&NW, thanking him for arranging equipment moves.

Brist moved, Swanson seconded, to have outside accountants prepare monthly statements. As president, Brist had been disappointed that statements were late and did not include accounts payable or purchase orders. Lichter suggested talking with the accountants. The motion will be discussed under old business at the November meeting.

Jeff Haertlein sent a letter on behalf of the curator's department recommending that Mid-Continent buy, over time, the restored wood business car, *Oak Park*. The request will be placed on the November agenda.

There was a consensus that Lichter should proceed with an agreement with Circus World Museum on the diner and Plymouth locomotive.

Brist moved, Swanson seconded, to adjourn. Carried at 11:41 a.m.

Board members present were Art Oseland, Jeff Bloohm, John Gruber, Bob Welke, Bill Buhmaster, and Bill Raia. Bloohm had a proxy from Swanson, Raia from Pitzen. Also present were Skip Lichter and Lovina Tisler.

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

Minutes of the October meeting were approved as corrected.

Oseland has distributed copies of the Green Bay/Norwood partnership proposal, other correspondence, and budget processes and control. Secretary John Gruber reported he had mailed copies of the management comments from the auditors, Houghton, Taplick & Co., to board members.

Gruber reported gifts from Rad Becker, William Behling, James S. Keith, Joseph Kmoch, William F. Kostello, John S. Medd Jr., Harrison Raynis, Richard Schultz, Steven Whitsitt, John C. Whitson, Lowell F. Wood, annual fund.

A financial summary from Wava Verstein, based on the checking account, shows a balance of \$29,231 as of Oct. 1, deposits of \$86,915, transfers from savings of \$1,121, checks paid and Elan of \$78,518, with a balance Nov. 1 of \$38,749. November deposits total \$1,035, checks and payroll so far were \$14,225, leaving a balance of \$25,559 as of Nov. 11. The computer print-out as of Sept. 30 was distributed. A summary of expenses paid for ST #2 (excluding payroll) also was distributed. Accounts payable as of Oct. 31 are: General Engineering, \$6,470; Becker Boiler, \$48,700; Lackawanna car loan, \$17,000 plus interest; and line of credit, \$10,000.

The finance committee is working on the large loan.

There was no report from the vice president.

Oseland reported he is asking office staff for job descriptions. The president sets priorities for the office staff.

Lovina Tisler said she will be sending camp car leases the first part of next week. Signe Johnson, Bob Dorr, and Vera Bender will be stuffing press releases and other materials Tuesday. Santa Claus Express spots will be on WOLX. Darcy Welke has arranged Santa Express bags for children. Tisler has filed a FEMA appeal for one site; preliminary approval has been received for other sites.

In superintendents reports, Dave Bierman wants to appeal the Wisconsin Commissioner of Transportation's decision requiring signals at Walnut St. The Wisconsin Heritage Center, a partnership with the National Railroad Museum in Green Bay, will be on the December agenda. Lichter is

waiting for an agreement from Circus World Museum for use of diner and Plymouth engine; he has the keys for the engine. As of Dec. 5, Bob Ristow is off the payroll; the time had been stretched out because of days off. Bob Welke is sending a thank you letter to Robert Sullivan of the C&NW.

Welke, superintendent of operations, told of a big, unauthorized switching program supervised by Jon Neumann. Bob Ristow and Neumann were the train crew. In the future, Welke will not allow switching during the week.

So far this month, several loads of scrap have gone to Lans in South Beloit, but the scrapping program is not going like Welke and Lichter wanted. In the future, instructions will be in writing. After a long discussion, it was the consensus of the board that the scrapping committee can shut down the program at its discretion.

John Gruber reported that the railroad photography and art committee held a successful opening reception Nov. 4 for "Trees, Trains & Water Lines," an exhibition of photographs by William D. Middleton. Middleton and his family were present for the event. Joel Skornicka obtained a room at the Madison Club. An anonymous gift paid the costs. The exhibition will be at Madison Gas & Electric Co. through Dec. 28 and at the Baraboo Public Library in January.

### Old Business

Jeff Bloohm reported that since there had not been a reply, the engineer's certification program had been accepted by the FRA.

Oseland sent a letter to Gary Wiesner Oct. 25 about the #2017 diner-lounge lease, asking for a reply by Nov. 30.

The curator's recommendation to purchase the *Oak Park* from Jerry Parr will be on the agenda next month. Oseland will send a letter to Parr.

Election of officers resumed. Buhmaster nominated John Gruber for vice president, Bloohm nominated Tom O'Brien Jr. Bloom moved, Gruber seconded, to close nominations. Carried. O'Brien received 5 votes, Gruber 3. O'Brien was elected.

Due to lack of a nomination, Bloohm moved, Raia seconded, to vote for secretary at the next meeting. Carried.

Raia nominated Skip Lichter for treasurer, Bloohm nominated Bill Buhmaster. Buhmaster declined. Bloohm moved, Raia seconded, that nominations be closed and the interim secretary cast a unanimous ballot for Lichter. Carried.

Bloohm moved, Raia seconded, to appoint Don Ginter as curator. Carried.

Raia moved, Buhmaster seconded, to appoint Gruber as *Gazette* editor. Carried.

Bloohm moved, Raia seconded, to appoint Lovina Tisler as registered agent. Carried.

Raia moved, Buhmaster seconded, that the principal office be at the office building in the Town of Freedom. Carried.

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

Raia moved, Bloohm seconded, to accept superintendent and other appointments of president: Bob Welke, operations; Skip Lichter, car; Jim Eng, mechanical; Jeff Nelson, engineering; Jeff Haertlein, gift shop; Don Pingel, first class; Darcy Welke, membership secretary; Shirley Emhoff, volunteer hours; and Bill Buhmaster, chief financial officer. Carried.

Bloohm moved, Raia seconded, to accept the president's committee appointments, as amended. Carried.

The committees are (first person, chair; second person, alternate chair): *Camp car*, Bill Raia, Robert Welke, Jim Neubauer; *FRA*, Bill Raia, contact person; *Membership*, Darcy Welke, Doug Crary, John Sorrel, Wally Tisler, Shirley Emhoff; *Marketing*, Lovina Tisler, Jim Neubauer, Don Pingel, Bob Welke; *Nominating*, Tom O'Brien, Bob Ristow, John Gruber; *Sewer and water*, John Sorrel, Jeff Bloohm, Tom O'Brien, Jerry Pitzner; *Finance*, Bill Buhmaster, Skip Lichter, Bob Ristow, Frederick Bliese; *Calendar*, Dick Goddard, Jeff Haertlein, Ray Buhmaster; *Disposition*, Bob Welke, Skip Lichter, Bob Ristow, Don Ginter; *Railroad photography and art*, John Gruber, Robert McMillan, Gil Reid, Chris Burger, Bill Raia, Ralph Pierce, Peter Bunde; *Rules interpretation*, John Winter, Bob Welke, Dave Bierman; *Green Bay*, President, Tom O'Brien Jr., Jeff Bloohm, Steve Brist, Bob Welke, John Gruber; *Excursion*, Tom O'Brien Jr., Bob Welke, Don Pingel, Jim Eng, Bill Raia.

Fund raising committee will be discussed at the next meeting. Roth Schleck of Madison has offered to meet with board members about fund raising.

The board took a break for lunch.

Raia reported he has talked with Gary Bensman about donating the Milwaukee Road coach. Raia also reported about a possible excursion in September.

### **New Business**

The Finance Committee will comment on the accountant's management letter next month.

A Chicago and North Western Society excursion in 1995 will be discussed when Paul Swanson is present.

On the recommendation of CFO Bill Buhmaster, Bloohm moved, Raia seconded, to take funds from checking accounts, donation box, unassigned, interest, 1993 annual fund, and wheel sets, to pay \$5,000 now, \$5,000 Dec. 1, to Becker Boiler and \$1,500 to General Engineering. Carried.

Bloohm moved, Raia seconded, to require the treasurer or chief financial officer to approve purchase orders. Carried.

Jeff Nelson and B. G. Miller will confer at the end of Miller's next pay period about Miller's continuing employment.

Bloohm moved, Raia seconded, to approve engineering department appointments: Jay Slinde as assistant superintendent, Dave Bierman as roadmaster, and B. G. Miller as section foreman. Carried.

By consensus, the camp car committee was given responsibility for pickup trucks in the camp car area.

Gruber ask that a California State Railroad Museum form, Proposal for Work, be approved for use at Mid-Continent. The form will be on the December agenda.

Raia moved, Bloohm seconded, that office hours be set by the president. Carried with Swanson's proxy voting no.

Gruber moved, Welke seconded, that Bob Ristow's return to work in the shop be at the discretion of Oseland and Eng. Carried.

Oseland will write to Stan and Paul Searing about their suggestion for an experimental, tour program in June.

Lichter wants to have a lawyer look into problems with Southwest Air Brake Co.

Don Pingel reported on first class service.

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

### **DEC. 12, 1993**

Board members present were Art Oseland, Jeff Bloohm, John Gruber, Bob Welke, Paul Swanson, Bill Buhmaster, and Steve Brist (after 10:08 a.m.). Also present were Skip Lichter, Blaine Christensen, Bob Ristow, and Mike Smul.

President Art Oseland called the meeting to order at 9:04 a.m.

Minutes of the November meeting were approved as corrected.

Secretary John Gruber thanked members for their generous response to the year-end fund drive. Gifts have been received from Douglas Anderson, Joseph Arena, Sylvia L. Ballard, Rev. Donald Becker, Michael Blaszak, William Buhmaster, Roger Camplin, Philip W. Epstein, Edwin Ferguson Jr., Peter Hills, Richard C. John, William D. Jones, James T. Johnston, Wilbert Kapfer, Gary Knapp, Alfred Leisering, John Leslie, Nicholas Linden, Fred Mackie, Steven B. Maertz, Richard McLeod, John M. McNamara, R. Paul Meyer, Anthony Miele, Herman Page, William B. Redmon, Robert Richardson, Warren Scholl, Willard Schoener, John M. Smith, Edward J. Steinhauer, Carl and Garnet Traub, Wesley Traub, Sidney Vaughan, Donald A. Wildman, annual fund; Dan Schmidt, car shop debt reduction; Lavon Armstrong, Phil

# Volunteer Activity Card

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Phone \_\_\_\_\_

I would be interested in helping (please check all that apply and return the form to Darcy Welke, membership secretary, 500 Columbia St., Horicon, Wis. 53032).

- |  |  |
|--|--|
| <input type="checkbox"/> library       | <input type="checkbox"/> advertising         |
| <input type="checkbox"/> office        | <input type="checkbox"/> tours               |
| <input type="checkbox"/> ticket office | <input type="checkbox"/> displays            |
| <input type="checkbox"/> painting      | <input type="checkbox"/> social committee    |
| <input type="checkbox"/> gift shop     | <input type="checkbox"/> first class service |
| <input type="checkbox"/> train crew    | <input type="checkbox"/> engine shop         |
| <input type="checkbox"/> track         | <input type="checkbox"/> diesel engines      |
| <input type="checkbox"/> cutting brush | <input type="checkbox"/> steam locomotives   |
| <input type="checkbox"/> buildings     | <input type="checkbox"/> coaches             |
| <input type="checkbox"/> wooden cars   |  |

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Armstrong memorial; Chris Burger, 1385 fund; Dan W. Griffith, track materials; Bob Mundstock, materials for GN coach; and Darrow's Country Market, Pierce's Pic 'n Save, WalMart, Walgreen's, Holiday Wholesale, Santa Express packets.

A report from Wava Verstein shows a check book balance of \$32,138 as of Dec. 12. This includes a FEMA check of \$14,440. Currents accounts payable are \$3,090. Past due are \$38,734, Becker Boiler; and \$6,470, General Engineering. Other amounts due are \$10,000, to railway restoration fund; \$17,000, bank, for Lackawanna combine; and \$46,256, bank note. The 10/31/93 unaudited financial printout was distributed, plus savings account balances.

Treasurer Skip Lichter reported the audit starts tomorrow (12/13). Ken Hojnacki is carrying through with the large loan application. The hard drive on the computer may have to be replaced.

Bill Buhrmaster, chief financial officer, explained the purpose of the finance committee: (1) assist at implementing the necessary internal controls (procedures and policies) per the accountant's recommendations; (2) assist at developing and executing the budgeting process; and (3) analyze the present financial situation and recommend the necessary corrective action in

order to get out of debt.

Through the president, VP Tom O'Brien Jr. presented an oral report. He has a request for an excursion, and asks that the October minutes be clarified regarding the permission he gave Jon Neumann to return to the property when the president was not available.

Bob Welke reported the Santa Claus Express had high customer satisfaction, but limited numbers: 311 on Saturday, 170 on Sunday. First class service had to be cancelled. The Schumachers did an excellent job of decorating for the event.

Lichter, as superintendent of the car department, reported that the Lackawanna combine is not that far from being ready for service, but about \$1,000 is need for window glass and seat bottoms. He has a letter from Circus World Museum, an agreement allowing us to use the diner; the car must be returned before Circus Train.

Jeff Nelson, engineering superintendent, said the departments' priority is the Seeley Creek bridge.

Jim Eng, mechanical officer, has prepared a 15-page memo (Nov. 27), detailing plans for the next year. This includes driver replacement on #1385 and welding certification. Oseland will make copies and distribute the memo to board members.

Oseland reported letters sent to Jonathan Howard, keys; and Stan and Paul Searing, guided tours. Jeff Haertelin is working with Jerry Parr on proposals for the purchase of Parr's *Oak Park*; this will be on the agenda when Haertelin has a recommendation. Bob Mundstock was thanked for his donation of materials for the GN coach.

Don Ginter, curator, has a new member, Ron Gibson, interested in working in the library. Bloom moved, Welke seconded, to provide a key, to be the responsibility of the curator, upon payment of the key deposit. Carried with Swanson voting no.

Gruber distributed an invitation to board members to a fund raising/planning meeting at 7 p.m. Dec. 16 in Waukesha with Roth Schleck, a Madison member and former CEO of First Wisconsin Bank.

## Old Business

Oseland previously had distributed a memo from Eliot Keller, who has been negotiating a lease or lease/purchase on diner-lounge #2017. No action was taken; the president will send the owners another letter indicating the storage fee begins Jan. 1, as voted at the October meeting.

The Wisconsin Railroad Heritage Center, a joint project with the National Railroad Museum at Green Bay, was discussed. Oseland asked board members to prepare questions for Ray Sauvey, Green Bay manager, who will invited to attend the January board meeting. Gruber will prepare Mid-

Continent materials to include in a presentation to Wisconsin Central Ltd.

Paul Swanson presented information about the C&NW Historical Society's meeting in Baraboo in May 1995, including an excursion proposal and activities at Mid-Continent. He is requesting two steam locomotives for Friday, May 19, and is talking with the curator about completion of the C&NW drover's caboose, having the Iowa Central box car painted Iowa Central, and dedicating Tisler's C&NW car to Warren. Swanson is co-chair of the 1995 annual meet.

John Gruber will talk with the curator about implementing the Searing proposal for a museum tour.

B. G. Miller is off the engineering department payroll because of the weather.

A partial calendar order has been received; copies for members will be delivered next week.

FRA representatives looked at the engineer's certification when at the museum last week.

### **New Business**

Bob Ristow presented a plan (previously mailed to board members) for restoration of the D&R 9 for the D&R's 111th anniversary in August. Also presented was a draft of an agreement with John McNeel, an offer "to lend sufficient funds to Mid-Continent to accomplish said purposes." The plan depends on shop welding certification, four full time employees supplemented by volunteers, and volunteer work to keep #1385 running. Mechanical department members present said certification could be completed by February. After a long discussion, board members asked for more information but indicated an interest in keeping the project moving.

Brist moved, Gruber seconded, to approve up to \$920 from the D&R 9 account (\$150) and annual (gift) fund (\$770) for an internal inspection of the D&R 9, the first step in restoration. Carried.

Oseland and Brist will attend the governor's tourism conference in February,

and bring back information to share with others.

Buildings and grounds comes under the engineering department in the bylaws, but so far the engineering department has left buildings and grounds up to the B&G committee. Oseland will consult with Nelson, engineering superintendent.

Swanson has looked into the letter from John Cline (October minutes).

Brist moved, Bloohm seconded, to adjourn. Carried at 12:17 p.m.

## **Directors, Officers**

**President, director:** Art Oseland, 6206 S. Illinois Ave., Cudahy, Wis. 53110, 414/764-5375

**Vice President:** Tom O'Brien Jr., 550 Juniper St., North Liberty, Iowa 52317, 319/626-6411

**Interim Secretary, director:** John Gruber, 1430 Drake St., Madison, Wis. 53711, 608/255-7713

**Treasurer:** Skip Lichter, 4496 Belter Dr., North Freedom, Wis. 53951, 608/522-4241

**Director:** Bill Buhrmaster, 5104 South Lawn, Western Springs, Ill. 60558, 708/246-9736

**Director:** Jeff Bloohm, P.O. Box 86, Brownsville, Wis. 53006, 414/583-3912

**Director:** Steve Brist, 4210 Wanetah Tr., Madison, Wis. 53711, 608/271-4338

**Director:** Gerald Pitzen, 3905 N. Keneth, Chicago, Ill. 60641, 414/736-7328

**Director:** Bill Raia, P.O. Box 2069, Schiller Park, Ill. 60176, 312/545-4670

**Director:** Paul Swanson, 214-1/2 Cherry St., Janesville, Wis. 53545, 608/754-0017

**Director:** Bob Welke, 500 Columbia St., Horicon, Wis. 53032, 414/485-2250

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## **Gifts to Mid-Continent**

Your continued support for the annual fund is vital as we begin our 1994 season 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 in July 1993.

Send gifts now to Mid-Continent Railway Historical Society, North Freedom, Wis. 53951-0055.

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 **SCHEDULED**

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**February**

- 13 Board meeting, 9 a.m., includes review of strategic planning process
- 18- Snow Train '94 opens with
- 20 plow train at 9:30 a.m. Friday

**March**

- 13 Board meeting, 9 a.m.

**April**

- 1 Applications due for summer train crew.
- 10 Board meeting, 9 a.m.
- 15- Regional tourist railway conference,
- 17 Nobelsville, Ind.
- 23- Spring
- 24 Fling
- 30 Morse Telegraph Club

**May**

- 7-8 Daily operations begin with Summer Begins in Baraboo promotion.
- 15 Board meeting, 9 a.m.

**June**

- 19 Board meeting, 9 a.m.

**July**

- 10 Board meeting, 9 a.m.

**August**

- 14 Board meeting, 9 a.m.
- 24 Deadline for nominations for board of directors.

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

**Cover.** A World War I era postcard view shows C.St.P.M. & O. 4-4-0 #161, built in 1888, in the snow at an unknown location. For details about Mid-Continent's annual winter Snow Train, see page 3.

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**MID-CONTINENT**  
**R A I L W A Y**  
HISTORICAL SOCIETY / NORTH FREEDOM

NORTH FREEDOM, WI 53951-0055

Address Correction Requested

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North Freedom, WI 53951

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