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City of Burlington

City Hall — 300 North Pine Street
BURLINGTON, WISCONSIN 53105
414-763-7996

OFFICE OF CITY ADMINISTRATOR

DATE October 29, 1992

TIME 5:20 AM

TO: Carol Aarhus

LOCATION: White House
Washington, D.C.

FAX NUMBER: 800 456-6218

SENDER: MAYOR HEFTY

CITY OF BURLINGTON
300 N. PINE STREET
BURLINGTON, WI 53105

FAX NUMBER: (414) 763-5158

We are transmitting 5 pages along with this cover sheet.

If transmittal has not been completed, please call (414) 763-7996 and ask for TOM LEBAX.

Copy of this
to Ray

Brief History of Burlington Liar's Club

The Burlington Liar's Club was founded in 1929. It was started by Otis C. Hulett, a newspaper reporter. Its founding was based upon a lie.

Between Christmas and New Years, when the news beats dried up, Hulett, a reporter in Burlington for the Racine Journal News, and Manuel Hahn, a free lance writer for the Racine Times Call, each concocted a story how the old timers of Burlington gathered at the police station on New Year's Eve to see who could tell the best lies. The story went on to say the group picked a champion liar of Burlington.

Both men filed their stories with their newspapers and Hulett's paper printed it. The national news services picked it up and sent it out on the wire.

The champion that first year was Frank Beller, the Chief of Police at that time. His lie; "I never told a lie in my life."

The next year the Associated Press called Hulett and asked if there was to be a champion liars' contest again. Hulett said, "Sure." That was the beginning of the club that has flourished ever since. Entries to the anual contest come from all over the world. Membership in the club numbers in the thousands.

Each year the judges meet to select "The World Champion Liar" The champion is announced each New Year's Eve, and the winner is presented with a "parchment" certificate proclaiming that person as "The World Champion Liar."

Present officers of the club, who act as judges in the annual contest, are: John Soeth, a retired educator, President; Don Reed, a retired newspaperman, Vice President; and Mitzi Robers, a businesswoman and mother, Secretary-Treasurer.

**

Note: Otis Hulett, founder of the club, died in Burlington, WI, on March 11, 1989, at the age of 91.

Champion Lies since 1965

1965

This man was such a liar he had to get his neighbors to call his dogs for him
Lester Connally, McGregor, TX

1966

The food at this school is so bad that if it were not for the salt and pepper we
would starve to death.
Earl Fox, Colorado Springs, CO

1967

We live in a rugged part of the country. Last year was very bad, hardly any
feed. Result our hogs were so thing we had to fry bacon in butter.
S.A. Schilz, Seattle, WA

1968

Our town is so small we had to extend the town limits to have room for a
phone booth.
Charles V. Wilson, Ethel, LA

1969

Our town is so strict about litter laws that anyone will be fined \$50. for telling
a dirty joke.
Danny Tomorich, Rosemead, CA

1970

The floods in Northern Minnesota were so bad last spring the turtles climbed
out of their shell and used them for boats.
Brother Gregory Havel, Green Bay, WI

1971

The Green Bay Packers kickoff return specialist ran back punts so fast he
often drew roughing the kicker penalties.
John Woolley, Racine WI

1972

Among those valued things I lost in a fire was a plaque awarded me for
working out a formula for making longhorn cheese out of shorthorn n milk.
Charles N, Hatch, Miles City, MT

1973

Aristotle Onassis is planning on giving Jackie a plant for Christmas. The
name of the plant is General Motors.
Melvin Cohen, Milwaukee, WI

1974

We were so poor in our youth that our parents couldn't afford window shopping.

Robert Regent, Milwaukee, WI

1975

My pointer dog Sam and I went pheasant hunting. The birds were so thick my dog had to back up so he had room to point.

Ralph May, Burlington, WI

1976

During a recent cold snap I saw a nightcrawler steal the fur coat off a caterpillar and crawl back in his hole.

Sidney E. Boyum, Madison, WI

1977

It was so hot that you could take a frozen hamburger patty out of the freezer, toss it into the air and when it came down you had one cooked well-done.

Charles Porter, Odon, IN

1978

Talk about inflation; my wife and I built a house we could afford. But we couldn't live in it. It was so small my wife didn't have room to change her mind.

Winfred A. Herberg, Mayville, WI

1979

It was so cold in Missouri last winter that I saw a politician standing on a street corner with his hands in his own pockets.

C.A. Laurie, Eckland MO

1980

NO CONTEST

1981

One Day Last summer when my son and I were erecting a stockade fence in my backyard, we had a lot of difficulty digging post holes. The clay soil was very hard to dig in, we went to the store where they rent things and rented a gasoline powered post hold digger. We went home and dug more holes, but it was still difficult because we hit large stones and the post hole digger would bind up. All of a sudden we got it stuck so bad that it turned my whole lot around, and now my house faces west instead of east, and my front yard is in the back and the backyard is in the front.

Dale C. Carlson, Kenosha, WI

1982

We had a terrible wind storm here in northeastern Wisconsin on July 4, 1976. The velocity of the wind had telephone lines stretched out so far that when I called my neighbor across the road, I was charged \$17.60, plus tax, for a long-distance telephone call.

Dean H. Hesseberg, Winter, WI

1983

After recently moving, I started playing golf on a different course and I had to get longer club as the course was two inches lower than the one I previously played on.

1984

I honed my hunting knife to such an edge that when I removed it from its scabbard, the shadow of the blade lopped off two kitchen table legs and a ceiling fan blade before I could reach the light switch.

George M. Covington, Clinton, LA

1985

Here in Oklahoma we have very high winds, but two years ago they were higher than usual and the tomatoes in my garden couldn't get ripe because the wind kept blowing the sun off them.

Mary Marie Weatherly, Oklahoma City, OK

1986

A man bought some land in a distant state and the next spring he went to look over his holdings which were quite dry. On his way back, he stopped in at his nearest neighbor and asked the elderly man, "Doe it ever rain in these parts?" "Sometimes," replied the neighbor. Some months later the man again inspected his property and it was still dry. He again stopped at his neighbors and asked, "Does it ever rain here?" The neighbor responded, "Did you ever read in the Bible where it rained for 40 days and 40 nights. Well, that time we had a quarter inch."

Clarence Klott, Herman, MO

1987

Some years ago I was given a phonograph record as a gift. I found the music so enjoyable that I kept playing that side for hours on end until the record became so thin I could hear both sides at the same time.

Ed Boyajian, Cape Coral, FL

1988

The weather was so dry this past summer that the only water you could buy was dehydrated in 16-ounce packages.

Roy Griesbach, Appleton, WI

1989

My mother gave me a slow cooker for Christmas. It was so slow, the bean soup sprouted.

Mary B. Lathrop, Garden City, Kansas.

1990

Your sister is so thin she plays Hoola Hoop with a Cheerio.
Monique Barry, Wilkensburg, PA

1991

My 7th Thanksgiving and most memcrable one, took place at Grandpa's house in Upper Tupper Township, Herkimer County, Pennsylvania.

I had called grandpa before Thanksgiving and asked him what we were going to have for Thanksgiving dinner. He replied "turkey of course."

I then asked, "Can't we have something different like frogs' legs?" He said "All right, but you're going to have to help me catch them."

We arrived at his house and he said that we would go to catch the frogs right after breakfast the next day.

That morning he said I should go to the shed and get a burlap bag and the lawn mower and put them in the back of the truck.

We drove to the pond and sat at the shore looking up at the sky when it began to get darker and darker and the temperature dropped swiftly. "Don't worry only here can the weather changes so fast, it can be warm one minute and freezing the next and that is the best time to catch frogs," he assured me.

The lowering temperature and dark sky spooked the frogs and they began jumping up and down. All of a sudden the pond froze over solidly and there were the frogs, their boiks in the water and their hind legs sticking straight up in the air.

"Now take the lawn mower out on the ice and start mowing." Grandpa said.

In a few minutes we had that burlap bag full of frog legs enough for the finest Thanksgiving dinner I had ever had at grandpa's house.

M.F. Hannan, Newark, NY 14513.

BURLINGTON Standard Press

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WEDNESDAY, OCT. 21, 1992 • Our 1

In brief

Trick or treat hours the same

Halloween trick or treat hours will be 2-4 p.m. Saturday, Oct. 31, for the town and city of Burlington.



Spooky storytime

Halloween storytime will be offered children 4-8 Saturday, Oct. 24, from 10 to 10:30 a.m. in the Burlington Public Library. In addition to stories, children will have a chance to make a small craft. Costumes are encouraged.

The event is free and open to all, but preregistration is a must at 763-7623.

Natural Halloween

A natural slant on Halloween will be taken Saturday, Oct. 31, at Bong State Recreation Area, Brighton.

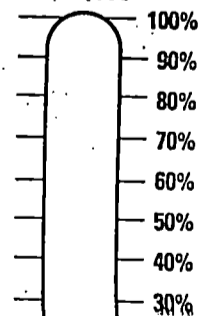
The fun will begin at 6:30 p.m. as visitors follow candles inside the park to the trail head. There a variety of characters will have a tale to relate to their sides of nature.

Along the bonfire-lit trail, characterized performances will include those of a spider, bat, timber wolf, tree, even a giant bluebird house. Weather permitting, a costumed astronomer will provide telescopic peeks at a scorpion in the sky.

Guides will be on hand to direct visitors to each stop.

BURLINGTON AREA UNITED FUND

1992 DRIVE GOAL \$90,000



Voter interest keen, judging by numbers

By Sue Girolamo

The ranks of voters may swell into a record turnout for Burlington come Nov. 3.

Thanks to local municipal clerks, an unusually high number of voter registrations has been recorded in the last few weeks.

In the city, clerk Chris Kerkman reported 85 sign-ups at a special project in September that set aside a Saturday morning just for new voters.

And 88 more residents have requested absentee ballots, another record; 38 have already returned their marked ballots, she said.

"It's a busy office," she noted Oct. 20.

Normally, workers expect to sign up a few new voters at the polls on election day. At the September primary, Kerkman said registrations averaged about 10 per district.

But with a hot presidential race and other heated contests in November, Kerkman predicts a whopping 100 new registrations at each precinct—a total of 400 for the city.

Said town clerk Helen Schaefer, "There've been a lot of them coming in, 75-100."

And she's expecting even more to sign up at the polls. The town counted 3,015 registered voters at the time of the September primary.

Schaefer said absentee ballot requests are also running ahead of usual.

She said town residents may come into the office to register any weekday, 9 a.m.-4 p.m., or Saturday, Oct.

24 or 31, 8:30-11 a.m.

Kerkman is looking for a higher than usual turnout.

"I think people are interested, they have listened to the debates and are asking more questions," she said. "They are better informed."

Kerkman wouldn't hazard a guess on a percentage of turnout, other than to say "excellent." The city counted 4,969 registered voters in the September primary.

Figuring turnout is difficult at best, Kerkman said, because of the number of people still carried on the voter lists who may have moved or died since the previous election.

Records will be purged following the presidential election. Kerkman said cards will be sent to every name poll workers question; if the query is not returned, the name is removed from the voter lists.

Absentee ballots: Anyone 18 and over who can't get to the polling place on election day due to employment, illness or other reason, may request an absentee ballot.

Special application procedures apply to those who are indefinitely confined at home or in a care facility, are serving in the military or are hospitalized.

Mailed requests for absentee ballots will be accepted until Friday, Oct. 30. The deadline for voting an absentee ballot in person at the clerk's office is 5 p.m. Monday, Nov. 2.

Ballots must be returned to the municipal clerk so they can be delivered to the proper precinct before polls close Nov. 3.



Mayor Jeannie Hefty looked on as Dick Piers (kneeling), city park superintendent, and Mike Peitler, Rustic Road, show her the new plantings at Beaumont Field. The trees also

Trees could b

By Sue Girolamo

Poems are made by fools like me, but only God can make a tree.

— Joyce Kilmer

Add a comma after Chocolate City USA: Burlington is going for yet another honor, Tree (USA).

Though it exceeds most of the criteria for the designation, the city lacks just one tiny qualification: the official naming of a community Arbor Day.

And the City Council will correct that at its November meeting, when a resolution is placed on the agenda.

Arbor Day will be celebrated the first Friday of May each year. For 1993, that is May 7. The occasion will be marked, of course, with the

Burlington man arrested for growing marijuana

A Burlington marijuana growing operation was busted by the Racine County Metro Drug Enforcement Unit on Oct. 13.

Metro agents and Burlington Police Department officers executed a search warrant at the residence of Lyle E. Hickman, 39, 416 N. Pine St., at approximately 9:30 p.m.

No one was home when the raid was conducted, and agents forced a door to gain entrance.

Confiscated items included 13 potted marijuana plants, 312.4 grams of processed marijuana, two marijuana pipes, a growing lamp, fertilizer, gar-

dening books and plastic bags.

The potted plants were found in the attic, arranged under a skylight. Cut and dried, they added 589.3 grams to the marijuana total, bringing its estimated street value to \$4,500.

After turning himself in at the Burlington Police Department on Oct. 14, Hickman was transferred to Metro custody.

He faces charges of possessing marijuana with intent to deliver, manufacturing marijuana, possessing drug paraphernalia and violating tax stamp laws.

Our changing schools: teachers teach

Editor's note: This is the conclusion of a four-part series on changes within the Burlington School District.



able to lean on someone with... Hons? He can get me pointed in...

City of Burlington

City Hall — 300 North Pine Street
BURLINGTON, WISCONSIN 53105
414-763-7996

OFFICE OF CITY ADMINISTRATOR

DATE October 29, 1992

TIME 9:20 am

TO: Carol Aanhuis

LOCATION: White House

Washington, D.C.

FAX NUMBER: 800 456-6218

SENDER: Tom Lebak

CITY OF BURLINGTON
300 N. PINE STREET
BURLINGTON, WI 53105

FAX NUMBER: (414) 763-5158

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and ask for TOM LEBAK.

tries to hang on to small-town ways

By MARK LISHERON
of The Journal staff

Burlington — Is Burlington the region's new boom town? The very idea makes civic leaders wince.

Cordial but careful is the official attitude toward new development, according to City Administrator Tom Lebak.

Burlington's stewards remain conservative, determined to preserve their community's small-town congeniality as they promote its expansion.

"Things have really heated up in the last year, but there probably never will be a residential or industrial explosion," Lebak said.

Boom town or no, Burlington has been one of Racine County's fastest growing communities the last 20 years. The Burlington area grew 19.2% from 1970 to 1990, a time when the county as a whole grew a mere 2.5%, according to figures from the Southeastern Wisconsin Regional Planning Commission.

The 1980 census showed the city's population at 8,385. By 1990, the figure had risen to 8,855.

AHEAD OF THE REST

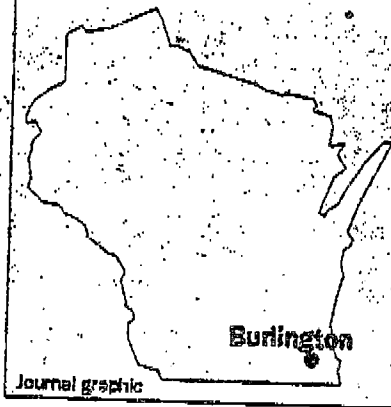
Projections by the regional planning commission show the Burlington area's population growing another 17.4% from 1990 to 2010, while the population of the rest of the county is projected to grow 6.3%.

Even more spectacular are Burlington's figures for industrial employment, which nearly doubled between 1972 and 1990. By contrast, the county as a whole lost industrial jobs in the 1980s and ended with a net increase of 7.9% from 1972 to 1990, according to the planning agency.

Between 1990 and 2010, the

Growth spurt for Burlington

Burlington grew 19.2% from 1970 to 1990 and has been one of Racine County's fastest growing communities.



planning agency projects that Burlington's industrial employment will grow 2½ times as fast as the rest of the county.

As work nears completion here on a new US Tank Co. plant, at least four other businesses are lining up alongside the manufacturer of firefighting equipment for a place in the industrial park.

Council members are considering where to locate a new tax incremental financing district, the city's third since 1982.

Highway 36, the artery connecting Burlington and Milwaukee, is being widened to four lanes.

Construction is finished on a 3.5 million-gallon-a-day sewage treatment plant.

2 MAIN ANCHORS

For more than a generation, employment in this city has been anchored by two large corporations, Nestle Foods Corp., with 650 em-

ployes, and Foster Forbes Glass, 400 employees. Well-established employers of medium size include Echo Lake Farm Produce Co., 160 employees, Continental Plastic Containers, 150 employees, and Lavelle Industries, 150 employees.

In the last four years, Burlington has attracted a variety of smaller firms. Enterprises in the industrial park employ an average of about 15 people.

"The days of luring the 200-employe corporations to relocate are long past," Lebak said.

To shepherd enterprises into the city, Burlington has taken the unusual step of hiring a private development corporation. The city's \$30,000-a-year contract with the Racine Economic Development Corp. has paid off, Lebak said.

When Joseph Lee and Mark Wieners needed more room for the 3-year-old US Tank Co., officials from the city and the development corporation were there to assist the company's move from the Town of Burlington. Officials helped the company find low-interest financing to buy two acres in the industrial park.

"We did look at other industrial parks," Lee said. "It's just that [people in Burlington] worked around us. It was the perfect-sized community with all the services we needed."

Bryan P. Stevens, an economic development specialist for the development corporation, said Burlington currently had about a third of the county's developable land. However, unlike some other communities, Burlington has not given its industrial land away.

"The city has simply been accommodating to business," Stevens said.

Since May, the city has received offers to buy land in the industrial park from RKW Redi-Mix, a new cement business being started by a Kenosha man, Roger A. Drissel, and Quality Composites Corp., a small fiberglass moldings manufacturer from Union Grove.

CALLS AND VISITS

"If there has been a compelling reason to be there, it is the proactive way they've gone about it," said Steve Freund, owner of Quality Composites. "They've called me, visited me, discussed options with me. I've had visits from the mayor and the city administrator. That's pretty impressive."

2 more bottle bombs found in park

Milwaukee police found two homemade "MacGyver" bombs in the children's play area of a South Side park Saturday afternoon.

At about 4:25 p.m., authorities discovered two plastic 2-liter soda bottles filled with household chemicals in Maitland Park, 6075 S. 13th St., near the swings and slide, Detective Lt. Ted Engelbart said. No children were in the play area at the time.

Last Thursday morning, police found four similar bombs in a field

at 2111 S. Ohio St. on property owned by Wisconsin Electric Power Co. On Monday, two boys escaped injury on the South Side after pranksters gave them plastic bottle bombs that exploded in their hands. The same day, another boy was given one of the bombs but took it home, where his father disarmed it.

The devices are named after the title character in the TV series "MacGyver."

Wisconsin Travel

Sunday August 9, 1992

Cozy Burlington welcomes visitors warmly

By GLENN DEUTSCH
of The Journal staff

BURLINGTON, Wis. — A little girl crawls into Dana Lind's lap in the ticket booth of the Plaza movie theater, a place as comforting to someone who loves movies and Americana as her lap must be to the girl.

Dana and her husband, Stephen Lind, own the 100-seat, single-screen theater built in 1928, back in the days of movies and vaudeville.

The couple's own two children stop in to see Mom for a moment at one of the most charming places in this city of 8,850 in western Racine County. The Plaza, at 448 Milwaukee Ave., also happens to be Burlington's only movie theater, and as such, it plays features families can see.

"It's a family oriented town," Lind says. "Customers say, 'Oh, where are your kids?' They know us."

Burlington, which is about 30 miles from Milwaukee, is a fairly easy shot from Franklin on Highway 36. Or you can take Interstate 94 south to Highway 11 and drive west about 20 miles. On either highway, along the road, you'll likely see farm kids selling sweet corn.

Burlington draws people for its lakes, parks and golfing. But the Plaza Theater and the shops along the Chestnut Street Loop, from E. Milwaukee Ave. to N. Pine St. in the heart of the downtown, are good places to visit if you want to experience being in a comfortable community.

Most of the storefronts hark back to earlier times,

although the shops sell everything from clothing to antiques, health foods to tacos.

The city's major industries are Nestle Food Corp. (chocolate), Lavelle Industries Inc. (rubber), Foster-Forbes Glass Co. and Continental Can Co.

Dana Lind says that when she moved here, she worried she'd gain 10 pounds just from smelling the air from the chocolate plant. In fact, if there is a time to worry about putting on chocolate pounds here, it's May, when Burlington salutes itself as Chocolate City USA. The annual weekend festival is sponsored by Nestle and the Burlington Chamber of Commerce.

Of course, there are eats besides sweets here. A stone's throw from the Plaza is a sign proclaiming: "World's Best Burgers."

In a cozy city, one would figure if the proprietor didn't at least come close to his boast, he'd have been bounced a long time ago. But it turns out that Fred Mabson came from Edgerton 11 years ago, and ever since, his burgers — like the Fred burger with grilled ham, fried onions, green peppers and Swiss cheese — have drawn beefeaters from Milwaukee to Chicago.

Fred's Parkview, at 596 N. Pine (corner of Highways 36 and 11), is a family-style tavern-restaurant. It seats 40 all told, and beer and root beer are on tap.

At the bar this afternoon, in fact, a computerized sign advises: "Drink up Art's Buying."

Art is a senior citizen customer who never buys drinks for anyone else. So the regulars wrangled him into buying today. But they say Art managed to get one back for every one he bought.

Fred's is open seven days a week from 8 a.m. until 2 a.m.

With a burger under your belt, you might take a self-guided historic walking tour of Burlington. Brochures are available at the Chamber of Commerce, 140 E. Chestnut St., weekdays, or call (414) 763-6044.

The dam site in Veterans Memorial Echo Park on Highway 36 reflects Burlington's beginning as an 1830s sawmill and gristmill town. The downtown park is a popular place for family picnics.

On Highway 36 in the park is the Log Cabin Museum, a pioneer cabin furnished with authentic articles. It's open to the public from 1-4 p.m. Sundays through August.

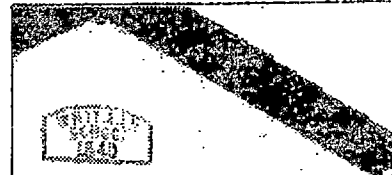
Whitman School, Burlington's first schoolhouse, was built of brick in 1840. It was moved to Schmaling Park at Sheldon and Beloit Sts. and now re-creates an 1840s schoolroom. It is open to the public this month from 1-4 p.m. Sundays.

For more information about the Log Cabin Museum or Whitman School, call the Burlington Historical Society, (414) 763-3341.

Picnics also are popular at Wehmhoff-Jucker Park, between Washington Street and a bend in the Fox River.

Two miles east of the city just off Highway 11 is the 53-acre Einer Fischer County Park on Browns Lake. It's popular for swimming, boating, fishing and other summer sports, and is open from 8 a.m. until 10 p.m. Admission is 75 cents per person. Free Aquaducks Water Ski Shows are held Saturdays at 6 p.m. through Labor Day.

In natural setting,
retreat center
soothes the soul



**All-American
Burlington**

Racine County neighbor
has small town warmth

10-15

11

15-16

16

OCT-29-1992 10:25 FROM CITY OF BURLINGTON TO 12024566218 P.03

SEWRPC projections highlight growth

By Margaret Plevak

According to a regional land use plan report for southeastern Wisconsin in 2010, projections for Burlington's future point to a growing city with a thriving industrial base.

But in considering the report, released earlier this year by the Southeastern Wisconsin Regional Planning Commission (SEWRPC), it's important to remember that it is only a planning function, said Martin Itzin, a Racine county commissioner of the organization.

"The commission says, 'Here's what we think is going to happen, and it's up to the local entities to do the marketing and to act on it,' he said.

Racine County Development Corp. (RCEDC), a public-private partnership hired by the city, shares an optimistic outlook for Burlington.

"The city and government have been very willing partners in everything we've done so far, and we're very happy working with them because we see they're really geared for growth," said Bryan Stevens, an economic development specialist.

SEWRPC staff say many factors go into the analysis of an area's future, including its past.

From 1970 to 1990, the Burlington area grew 19.2 percent. With a current city population of over 8,000, it is expected to grow another 17.4 percent by 2010.

"We have neighborhood plans that show where future residential areas will grow and one of those areas has already filed a petition for annexation," said city administrator Tom Lebak.

"I think the city feels it's perched on the verge of some residential development, but I don't know if it will spring up as a medium-sized urban area.

"We're expecting some steady growth, perhaps a little bit greater, a little bit faster than it has occurred in the last 5 or 6 years," Lebak said.

SEWRPC show Burlington as the site of a major utility center, referring to the new 3.5 million-gallon-a-day sewage treatment plant, which city officials agree will be the facility not only for the city, but the surrounding area as well.

SEWRPC also projects Burlington as the site of a major industrial center by 2010.

Currently, the industrial park is a growing mix of small- to medium-sized manufacturing, service and distribution companies. Few envision another company the size of Nestle Chocolate Co., with 650 employees, in Burlington's future.

"Unlike Kenosha's corporate park, where you see companies with 100,000- or 200,000-square foot buildings, we see a real niche in Burlington for companies who need 10,000 to 20,000 square feet," Stevens said.

Although a lack of access to the Interstate has often been seen as a negative factor in attracting business to Burlington, many feel that future highway improvements, including

"We would like to see the city start looking at new industrial land for development," Stevens said.

"You have an industrial park on one side of town, and it would be nice to continue to add on to that, but how practical that is, I don't know."

While city officials welcome new industry, they say development must be balanced with residential concerns.

"I think SEWRPC saw that this has the potential to be an active industrial area," Lebak said. "I don't disagree with that. But I don't concede that I foresee a major change in the character of our community.

"We're expecting growth, we're moving towards it, but we don't want to give away the town, in a sense, just to sell ourselves for growth to the point where it's unrecognizable.

"Do we see ourselves as a community that is totally represented and known by industry?"

"I don't think so. But industry is important to us. We know what it does to our tax base, we know it creates jobs. We wouldn't be developing

an industrial park and trying to put businesses in there if we didn't feel that way," said Lebak.

"The treatment plant, the subdivision neighborhood plans and the incredible amount of work we're doing to get people in the industrial park,

with all of this, for us to say that we're a no-growth community would just be hypocrisy.

"But it's going to become critical for the city to take a good, hard look at what our vision is for the years 2000, 2005 and 2010."

Another park in Racine County's future?

By Margaret Plevak

Some of the projections in the land use plan developed by Southeastern Wisconsin Regional Planning Commission concern major regional parks, and one report suggests Ela, a 169-acre parcel near Rochester, as a possible site.

The property, purchased by the county in 1969, includes woods, water and open fields.

"Basically, the county hasn't had the wherewithal to do much with it yet," said Martin Itzin, on the county commission of SEWRPC. "And also, the need hasn't developed yet, although it

will.

"You can never get too much recreational property, but to develop it on a usable basis doesn't happen overnight."

Racine County park, planning and program director Tom Statz said that among the proposals for land use at Ela were a possible campground or combined canoe and camping facility.

The open field areas, he said, were more suited to active recreation such as baseball or soccer.

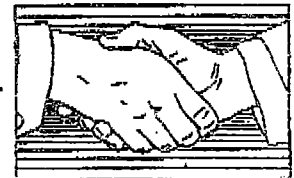
Statz said county financing and need would determine the development of the park.

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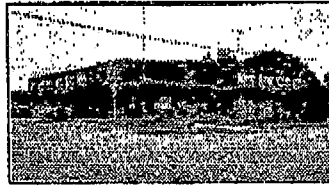


highway improvements, including widening Highway 86 to four lanes, will help accelerate the city's growth.

Itzin, a former mayor, said a bypass around Burlington would also serve as a major boost for industrial development, and expects to see one within 10 years.

The second phase of development of the industrial park is under way, and estimates suggest the park may be filled in 3 to 5 years. What happens after that has yet to be determined.

200 South Pine Street
Burlington, Wisconsin 53105
Phone 763-9141



P.O. Box 100, Hwy. 50
Salem, Wisconsin 53168
Phone 843-2366



Extended Page 4.1
124 E. Main Street
Twin Lakes, Wisconsin
Phone 877-9694



Burlington's progress from the city's perspective

By Tom Lebak
City Administrator

History has shown that organizations that do not adapt to a changing environment and take advantage of that changing environment in order to grow will often either wither and die or, at the least, be left to forever catch up with the competition.

A municipality, despite the fact that its main function is to provide traditional and necessary public services, is no different in its need to progress and grow, both in terms of the internal organization and in its impact on its environs. The following will chronicle the city's progress and attempt to give a glimpse into the future.

Burlington's strength comes from the cautious open-mindedness used to approach issues. The people of this community are proud of their hometown, and some of that pride is derived from the facilities and opportunities provided by their city government.

Some of these improvements are necessary for the safety and well-being of the community and many are done to improve the quality of life in terms of improved recreation, education and leisure time activities.

In the 1980s and into the 1990s, the city addressed many of these needs. The pressure to meet the increasing safety needs of the populace was evidenced in the construction of a modern, full-service police station, completed in 1983.

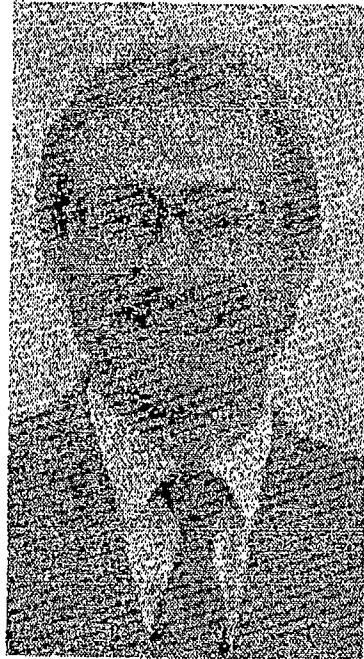
The 1980s also saw the city address the fact that a marked increase in the use of the Burlington Public Library could not be served by the original building. Consequently, in 1987, the city built a nearly 5,000-square-foot addition onto the library and remodeled the interior of the existing building to create a modern and comfortable place for patrons to enjoy this multi-faceted service.

Early in the '80s, city fathers had the foresight to see one of the ways, not only to improve the city's tax base but also to improve the community's employment picture, was to purchase a 68-acre parcel and develop an industrial park.

In 1983, the city began construction of the first phase of the industrial park on the south side of the city. Over time, the park has blossomed to the point where the 16th business will be built in the park by the end of 1992, and the pressure to complete the park resulted in action to that end.

Certainly, the other major, although sometimes overlooked, area of city progress is in the infrastructure. New streets, sewer and water mains, treatment plants and deep wells are essential to the continued efficient operation of a municipal government. The most noticeable of recent additions to the picture is the recently completed water pollution control facility.

This highly sophisticated \$16 million facility is designed to efficiently treat an average of 8.5 million gallons of wastewater a day. The plant is designed to meet the needs of both the city and portions of the surrounding area through the year 2010 and



Tom Lebak

In the same vein, the Burlington Water Commission has continued to provide for the present and future needs of the community by continual improvements, such as the addition of Well No. 10 and the upgrading of mains to meet the water supply needs of Burlington.

Although it may at times seem to be an annoyance to motorists, the city annually reconstructs and repaves city streets - a program that the city looks on with great pride. The city has been helped in that endeavor through excellent cooperation with the state Department of Transportation (DOT), with whom it has combined to reconstruct substantial miles of state routes through the city with only a portion of the cost being funded through the local property tax.

The city's role in the establishment and maintenance of a high quality of life extended in recent years beyond the major items listed above to include things such as the foot bridge at Riverside Park, traffic signals on Milwaukee Avenue, park improvements and the opening of our recycling center.

Being responsive to the public and the varying needs of the public within the constraints of budgets and tax levies continues to be a challenge but one that the city has successfully met in the recent past.

The future, in much the same way, will be an exciting one and that future has already begun to take shape this year. Burlington is being discovered as the kind of community in which a business person wants to locate his or her operation.

Burlington is being discovered as the kind of community with a downtown that is returning to vibrancy.

Burlington is being discovered as the kind of community that is ideal for raising a family.

But this "discovery" carries with it particular implications and pressures for the city government, and how we prepare and react to them will determine the kind of Burlington that

project at the library that will give even better service to its patrons.

Part and parcel to these and other necessary projects is the recently created Tax Incremental Financing District 8, which will help substantially in the funding of many of these improvements. It also should be noted that several of the projects on this capital improvements program will be paid for ultimately with non-tax funds.

As we look to the horizon and beyond, we see the beginnings of exciting new ventures, both public and private, that will carry Burlington in a positive sense into the 21st century.

Next year will see the long-awaited reconstruction of McHenry Street with 75 percent state funding. The city awaits word on the approval of a study of the bypass in the wake of an excellent community-based presentation before the Transportation Projects Commission. Work adding two lanes to Highway 36 is scheduled to begin in 1995-96.

A peek beyond the horizon in economic development will show that RKW Ready-Mix will join U.S. Tank, Dawley Aviation and JenCann Centre II as new additions to an already thriving industrial park. Negotiations with prospects for 1993 are ongoing.

Burlington is nearing the completion of the first year of its Main Street program, which is moving toward the implementation of programs to re-establish downtown as the activity hub of the community. The impact of the Chamber of Commerce has never been greater as it works toward strengthening the business community.

Perhaps most significant in defining the future, however, is the potential for residential growth. The city, through its infrastructure improvements and its land use planning, will continue to encourage controlled growth while promoting development that is in the best interest of the community.

The city has recently received a petition for annexation of property on the west side. Discussions have begun with respect to the development of other parcels, all for residential development of probably single-family homes.

Coupled with the continued development of Bear Meadows and Westridge Apartments, the community has begun to address the housing shortage which has occurred in Burlington in recent years.

Annexation, then, will continue to be a key issue for the city. The long-standing policy that annexation occurs only upon request of a property owner is continuing and probably will into the future. But, obviously, annexation is the major vehicle by which a municipality can grow.

The city certainly is sensitive to the fact that annexation is not a popular concept with the town of Burlington, but controlled tax base growth is essential to help ease the

These are exciting yet difficult times for the city. They are times to roll up sleeves and respond to the challenge.

cost of public services.

But both the city and the town realize there are a host of areas where both units of government can work together to achieve common goals and effect a more efficient return on the tax dollar.

To that end, city and town representatives have been meeting on a monthly basis to discuss items of common interest to realize an understanding of each other's point of view, as well as trying to cooperate on government programs.

Both feel this type of cooperation has been overdue and the benefits have already been seen in terms of the joint recycling center, work on a joint police pistol range and movement toward the resolution of the animal control situation in Racine County.

This is an exciting time to be in Burlington. I have detailed progress on several fronts, including industrial, business and residential growth.

We have seen indicators such as the Southeastern Wisconsin Regional Planning Commission's Regional Land Use Plan for Southeastern Wisconsin-2010 point to Burlington as a potential major industrial center in the future. We recently have seen articles extolling the virtues of Burlington in the Milwaukee Journal.

The city, for its part, has tried not only to keep up with the recent progress, but also to prepare for the future with infrastructure improvements and improved city services.

And we are trying to do this while decreasing budgets through reductions in the work force and critical and ongoing analysis of operations and operational costs.

In light of reduced reserves (which in some cases were used for improvements without using new tax monies) and the desire to decrease the budget, the city is redirecting more major expenditures to long-term borrowing.

Mandated costs, such as the possibility of stringent, new requirements in the city's old landfill, take choices out of the hands of city officials. The time to be creative, yet responsible has come.

These are exciting yet difficult times for the city. They are times to roll up sleeves and respond to the challenge.

I believe that will be the direction of the city as we move toward the year 2000 and beyond.

PROGRESS...

Progress is always hard to measure because we stand at a fixed point in time, trying to peer into the future while only imperfectly remembering the past.

ing area through the year 2010 and, hopefully, beyond.

The design of this plant was not only the most cost-efficient alternative that still met the particular treatment of the community, but also features items such as a cogeneration system, which takes the methane gas produced in the treatment process and converts it into heat and electricity to be used throughout the plant.

determine the kind of Burlington that will enter the 21st century.

The city is presently embarking upon a capital improvements program that will include such future needs as added space at the fire station and the completion of the industrial park.

The program will allow for the development of the Chocolate Festival Park and a planned automation

past.

The purpose of this section is to look as objectively as possible at Burlington's last ten years, while at the same time trying to discover what might lie ahead as we move toward the 21st century.

We don't know if your definition of 'progress' is the same as the other definitions found inside, but we hope you'll enjoy finding out what other business people and community leaders think might happen.

In less than a decade, we can all pull this edition from the files and see who was right and who wasn't. See you then.

TOTAL P.05

October 29, 1992

MEMORANDUM FOR STEVE PROVOST
DAN MCGROARTY
RAY SILLER
CHRISTINA MARTIN
CLAIRE TURNEY

FROM: CAROL AARHUS

SUBJECT: BURLINGTON, WISCONSIN LOCAL COLOR

Burlington is the first stop on the train trip (event time: approx. 9 a.m.). POTUS will motorcade from Racine to the Burlington train depot, deliver his remarks in front of the depot with the engine as his backdrop, board and ride off into the sunrise. This is the same site from where Governor Thompson began his campaign train trip in 1990.

Burlington Employment and Economics: Burlington is 30 miles from Milwaukee. Burlington population is approximately 9,000 -- although they are expecting to draw a crowd of 10-15,000. Local economy good; unemployment low. Burlington has been cited by the local planning commission as having great potential to become an industrial center by the year 2010. They are planning to widen a highway (to 4 lanes) that is currently the main artery between Milwaukee and Burlington.

Burlington has been one of Racine County's fastest-growing communities over the last 20 years, growing 19.2% from 1970-1990 -- a time when the county as a whole grew only 2.5%.

Burlington's two largest employers are Nestle Foods (650 employees) and Foster Forbes Glass (400 employees). Enterprises in the industrial park employ an average of about 15 people each.

Great Local Touches: Burlington bills itself as "Chocolate City, USA" since the Nestle plant is located there. In fact, the mayor says that the President will probably be able to smell chocolate since the factory will probably be operating at that time.

Also, "Fred burgers" (burger w/ grilled ham, fried onions, green peppers, and swiss cheese) have drawn fans from as far away as Milwaukee and Chicago. They have been proclaimed the "World's Best Burgers" by the owner of Fred's Parkview, Fred Mabson. Everyone in the community knows about Fred Burgers. Maybe POTUS could say, "It's great to be here in Chocolate City, USA. I'm only sorry I don't have time to stay for one of the world's best burgers -- a Fred burger."

-- continued --

Great Local Touches cont'd.: Burlington has a "Liar's Club" -- everyone in the community knows about it. The club was founded in 1929 by reporters who would get together on slow news days and concoct stories about how the old-timers of Burlington gathered together to see who could tell the best lie. The first-year champion was a man whose lie was: "I never told a lie in my life." Other champion lies have included: "Our town is so strict about litter laws that anyone will be fined \$50 for telling a dirty joke"; "We were so poor in our youth that our parents couldn't even afford window shopping"; "Your sister is so thin she plays hoola-hoop with a Cheerio". So as you can see, this is pretty hokey stuff. The mayor is hoping that we can get POTUS to come up with a lie, or make up a line that Clinton supposedly said, so that one of them can be inducted into the Club. I have given Ray a copy of what the mayor faxed me so that we can work on it here.

Nestle has donated chocolate so that the city could have a chocolate train engine carved as a gift for POTUS. They are also giving him a chocolate key to the city. Make sure POTUS says something about it being "Chocolate City, USA". Thanks.

They are asking the children to come to the event dressed up in their Halloween costumes, so that after the President leaves they can go into town where they will have the usual Halloween events: food, games, scary music piped throughout the stores, pumpkin-carving, fire truck displays, etc.

Pertinent Campaign Issues: NAFTA, and small business initiatives.

Contacts:

Site Lead: Lyn Kennelly

Press Lead: Scott Fassett

Mayor Jeannie Hefty: 414-763-7996

Withdrawal/Redaction Sheet

(George Bush Library)

| Document No. and Type | Subject/Title of Document | Date | Restriction | Class. |
|-----------------------|--|----------|-------------|--------|
| 01a. Schedule | Re: POTUS "Spirit of America" train trip through Wisconsin; personal telephone numbers redacted. (1 pp.) | 10/26/92 | P-6, (b)(6) | |

Collection:

Record Group: Bush Presidential Records
Office: Speechwriting, White House Office of
Series: Speech File, Backup
Subseries:
WHORM Cat.:
File Location: Wisconsin Train Trip 10/31/92

| | |
|---|---|
| Date Closed: 12/8/2004 FOIA/SYS Case #: Re-review Case #: 2004-2265-S P-2/P-5 Review Case #: | OA/ID Number: 07582 |
| MR Case #: MR Disposition: Disposition Date: | Appeal Case #: Appeal Disposition: Disposition Date: |

RESTRICTION CODES

Presidential Records Act - [44 U.S.C. 2204(a)]

- P-1 National Security Classified Information [(a)(1) of the PRA]
- P-2 Relating to the appointment to Federal office [(a)(2) of the PRA]
- P-3 Release would violate a Federal statute [(a)(3) of the PRA]
- P-4 Release would disclose trade secrets or confidential commercial or financial information [(a)(4) of the PRA]
- P-5 Release would disclose confidential advise between the President and his advisors, or between such advisors [(a)(5) of the PRA]
- P-6 Release would constitute a clearly unwarranted invasion of personal privacy [(a)(6) of the PRA]

C. Closed in accordance with restrictions contained in donor's deed of gift.

Freedom of Information Act - [5 U.S.C. 552(b)]

- (b)(1) National security classified information [(b)(1) of the FOIA]
- (b)(2) Release would disclose internal personnel rules and practices of an agency [(b)(2) of the FOIA]
- (b)(3) Release would violate a Federal statute [(b)(3) of the FOIA]
- (b)(4) Release would disclose trade secrets or confidential or financial information [(b)(4) of the FOIA]
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- (b)(7) Release would disclose information compiled for law enforcement purposes [(b)(7) of the FOIA]
- (b)(8) Release would disclose information concerning the regulation of financial institutions [(b)(8) of the FOIA]
- (b)(9) Release would disclose geological or geophysical information

Contacts:

Lead: Jack Bobbit

Paul Luthringer: [REDACTED]

Grand Rapids Chamber of Commerce: 616-771-0300

Gerald Ford Presidential Library: 616-456-2674

John Nunn, advance for President Ford: [REDACTED]

- P-6, (b)(6)
/

E X E C U T I V E O F F I C E O F T H E P R E S I D E N T

26-Oct-1992 05:42pm

TO: (See Below)

FROM: Carol B. Aarhus
 Office of Communications

SUBJECT: Train Trip

In General: The train trip will take place on Saturday, October 31 -- Halloween. This means we should come up with some good Halloween lines for the speeches. I came up with some on the train, but we should probably think of a few for each stop.

I don't think the trip has been announced, but there are rumors in all the Wisconsin newspapers about POTUS coming. They know he's coming to Wisconsin, they just don't know what towns. Someone needs to be in charge of checking with the press office to find out when the trip has been officially announced.

The President will be traveling on the Wisconsin Central Ltd. train line. They are primarily a cargo line, and haul a lot of paper, coal, and lumber. They are non-union and have increased employment something like 56% since they began in 1987. They have just begun an inter-modal service, in order to keep 18-wheelers off the road, which is kind of part of the President's ISTEPA plan. For more info on the train line, call John Bradshaw, the VP and General Manager of Wisconsin Central Ltd. at 715-345-2472. I also have some fact sheets about it in my office.

POTUS will fly into Milwaukee on Friday, October 30 and drive to Racine, WI where he will do the Larry King show that night. He will RON in Racine and in the morning, he will motorcade to Burlington, WI where the train tour will begin.

All along the train route there are open fields, farms, marshes, etc. They haven't yet decided how many slow-downs they are going

arcs north-northwest across the state.

Harry Truman also did train trip through Wisconsin. Maybe an intern can pull some of his speeches from it.

Leslie Gromis will be doing acknowledgments for the whole trip. She will be working out of the command center in Racine. I'll call her on Thursday or Friday to get a preliminary list of acknowledgments for everyone's speeches so we don't bother her with five phone calls from five different people. Count on Governor Thompson to be mentioned in every speech. I think he'll be riding the train the whole way.

Other contacts in general:

- ** Suzanne Faulk -- in command center in Racine; call thru Signal
- ** Scott Jensen, Exec. Dir. of BQ Wisconsin. He's also a State Representative and used to work for Gov. Thompson. Scott's number is 414-821-1992.
- ** Peggy Dooley is one of the Governor's speechwriters, and can help with Wisconsin general research questions. She can be reached at 608-266-1212.

BURLINGTON, WISCONSIN -- Aarhus

Site lead: Lyn Kennelly

Press Lead: Scott Fassett

Event time: approx. 9 a.m.

Local area businesses: Trust-Worthy Hardware

Clinton's Home Building Center/Lumber and Millwork (The manager's name is Bill, but his last name's not Clinton. The owner isn't really around and no one knows who he is) -- The train will pass by Clinton's, so I'm sure the press will have a heyday. If only we could get the owner to endorse us...

American Family Insurance

Hi-Liter Graphics, Inc.

Nestle -- town is called Chocolate City

Fred's Parkview: World's Best Burgers

Veteran's Memorial Park (has bingo)

The Corner Pub: food and Drink

Mayor: Jeannie Hefty, 414-763-7996

Local economy is good. Unemployment is low. Burlington is slated to be an industrial center by the year 2010. They are planning to construct a four-lane highway from Milwaukee through the Burlington area. Milwaukee Journal has done a number of pieces on Burlington. Call the mayor and she will fax them. Burlington population is around 10,000.

Event site: Burlington Train depot. Nothing scenic. Empty buildings and warehouses. Have press advance person scout out why they're empty. POTUS will speak from front of train; engine will be backdrop. This is the same site that

Withdrawal/Redaction Sheet

(George Bush Library)

| Document No. and Type | Subject/Title of Document | Date | Restriction | Class. |
|-----------------------|--|-------|-------------|--------|
| 01b. Schedule | Re: POTUS "Spirit of America" train trip through Wisconsin; personal telephone numbers and privacy information redacted. (3 pp.) | 10/92 | P-6, (b)(6) | |

Collection:

Record Group: Bush Presidential Records
Office: Speechwriting, White House Office of
Series: Speech File, Backup
Subseries:
WHORM Cat.:
File Location: Wisconsin Train Trip 10/31/92

| | |
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| MR Case #: | Appeal Case #: |
| MR Disposition: | Appeal Disposition: |
| Disposition Date: | Disposition Date: |

RESTRICTION CODES

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| <p>Presidential Records Act - [44 U.S.C. 2204(a)]</p> <p>P-1 National Security Classified Information [(a)(1) of the PRA] P-2 Relating to the appointment to Federal office [(a)(2) of the PRA] P-3 Release would violate a Federal statute [(a)(3) of the PRA] P-4 Release would disclose trade secrets or confidential commercial or financial information [(a)(4) of the PRA] P-5 Release would disclose confidential advise between the President and his advisors, or between such advisors [(a)(5) of the PRA] P-6 Release would constitute a clearly unwarranted invasion of personal privacy [(a)(6) of the PRA]</p> <p>C. Closed in accordance with restrictions contained in donor's deed of gift.</p> | <p>Freedom of Information Act - [5 U.S.C. 552(b)]</p> <p>(b)(1) National security classified information [(b)(1) of the FOIA] (b)(2) Release would disclose internal personnel rules and practices of an agency [(b)(2) of the FOIA] (b)(3) Release would violate a Federal statute [(b)(3) of the FOIA] (b)(4) Release would disclose trade secrets or confidential or financial information [(b)(4) of the FOIA] (b)(6) Release would constitute a clearly unwarranted invasion of personal privacy [(b)(6) of the FOIA] (b)(7) Release would disclose information compiled for law enforcement purposes [(b)(7) of the FOIA] (b)(8) Release would disclose information concerning the regulation of financial institutions [(b)(8) of the FOIA] (b)(9) Release would disclose geological or geophysical information</p> |
|--|--|

Governor Thompson began his 1990 campaign train trip.

SUSSEX, WISCONSIN -- Bunton

Site Lead: Hopson Nance

Press Lead: Robbie Aiken

Expecting 12-15,000 at event. Will probably draw crowd from Waukesha area, as well.

Sussex population 6,000; County population 300,000

POTUS will speak from the back of the train. To his right will be Sussex Lumber "the Do it Center". To his north-northwest about 100 yards will be Quad Graphics. It is one of many of their plants in the county. They are commercial printers of periodicals. The CEO, Harry Kuadracci ((kwad-RAH-chee)) and the Governor are friends, so they assume he is POTUS-friendly as well. There is an ink plant to the south-southwest of POTUS's speaking platform. It is where they make the ink to use at Quad Graphics across the street. Apparently, Quad Graphics is doing really well, so we may want to mention them if we do an economic comparison between us and the Slickster.

Other area businesses: Dilly's Bar and Grill (all you can eat ribs on Thursday); Hardee's

Local unemployment low. Local economy good.

P-6, (b)(6)

Rich Longabaugh, a member of the Governor's staff, will be helping out with this event. He can be reached at [REDACTED] or 608-266-2893 (w). He would be able to put us in touch with a few good local color people. I think the mayor is a democrat, because he wasn't there to meet us. Also, call Scott Jensen (phone number in first section). I think that Sussex is part of his legislative district. If not, he can put us in touch with the right people.

This is not the most scenic stop. The train tracks aren't really close to anything cool.

OSH KOSH, WISCONSIN -- Nix

Site Lead: Diane Harrison

Press Lead: John Meyers

The only potential problem I can see with this site is that the Osh Kosh Clinton-Gore office is right by the train tracks about 100 yards north of the speaking platform. The whole time we were out there looking at the area, they sent their little spies down

to see what was going on. It was so sad -- they were so pathetic. Unfortunately, this will be in the early to mid-afternoon, so it's likely to be picked up on by the networks. I expect them to have Clinton-Gore protestors there.

The President will speak from the back of the train. To his left will be Kitz and Pfeil (a True-Value hardware store). To his north-northeast will be First Congregational Church. Straight on will be Gunderson cleaners -- a big dry-cleaning facility. Nearby is an opera house (it ain't over'til the fat lady sings) and the Christian Book Nook.

Call Brad Britton, the BQ County Chairman for local color. He can be reached at 414-235-5520 (w) or [REDACTED]

Unemployment is around 3.9-4% and the local economy is pretty good. P-6,
(b)(6)

STEVENS POINT, WISCONSIN -- Grossman

Site Lead: Tim Simonson
Press Lead: Margot McGuinness

The mayor is a democrat, poor fellow. The area is heavily democrat, also. Event time: approx. 5 p.m.

Event site: Stevens Point train depot. POTUS will get off train and speak at platform in front of depot.

The audience will be comprised of Stevens Point (pop. 32,000) and its County, Portage County (pop. 60,000) as well as 3-4 surrounding counties.

At 2 p.m. that day there is a football game at U.Wisconsin/Stevens Point. They are hoping the game will be over in time for the team and marching band to come to the event in full uniform, etc. They also talked about getting the school to move the game to 1 p.m. so they could definitely have them there.

Trick-or-treat in Stevens Point is from 3-6 p.m. They are talking about having a costume contest in the park next to the train depot and the top 100 costumes get to be in the VIP area. They are also trying to get local businesses to donate candy, etc. for the contest. Check with the advance leads to see if this contest is really going to happen.

They are expecting to draw a crowd of 5,000 but I have a hunch the crowd will be much larger than that. I also expect protestors from the opposition.

Local color people: Scott West 715-346-2441

Dave Smith 715-341-7999

Karen Englehard [REDACTED]

715-346-3811 (o)

Betty Barnes 715-341-1022 (o)

Dick Whalen 715-341-0052

7-6,
-(b)(6)
/

[REDACTED]

This is a very Catholic/Polish area. There are a lot of Catholic and Lutheran schools, so school choice is a hot issue. It is also a very pro-life community. There is also a very strong union movement in the county, so there are bound to be fat-boy supporters in the crowd.

This would be a good place to talk about the train line we are travelling on, since their office headquarters are located here. We can use them as our business reference if we compare our plan to Clinton's.

There is a bar and a bowling alley within view of the speaking platform.

Local beer: Point beer (in case we talk about the Slickster taxing beer in Arkansas).

CHIPPEWA FALLS, WISCONSIN -- Walters

Site Lead: Brad Blakeman

Press Leads: Denise Dunkel and Brian Jones

Unfortunately, we arrived in Chippewa Falls at 9 p.m., so there wasn't a whole lot we could see, and plus, no one from Chippewa Falls came to meet us, just people from nearby Eau Clair. POTUS will speak at the depot, which unfortunately is next to a styrofoam manufacturing plant. Talk to Gary Foster to figure out how we can deal with the styrofoam plant problem.

Chippewa Falls is a pretty democrat area. The mayor is a Democrat.

The local beer is called Leininkugel's ((LINE-in-koo-gulls)). It's a big joke when someone mispronounces it. Again, if we use a beer tax line, we should mention this. It is a pretty big local industry. The beer is celebrating its 125th anniversary and was family-owned and operated until they were bought by Miller (I believe) a few years ago.

Another local business is Cray Research. They have recently announced, however, that they will begin laying off some

employees because there international busniess is slow.

Chippewa Falls is 20 minutes from Eau Claire, Wisconsin, so I expect we will draw a crowd from there.

Local color people: Doug and Karen Knight 715-834-8060
Eau Clair GOP people who were the only ones
to come out and meet with us.
Eau Clair Chamber of Commerce, 715-834-1204
Eau Clair Convention and Tourism Bureau
715-839-2919

John Frank, former chief of staff to Congressman Steve Gunderson, has done research on the education/business/agriculture relationship in the area. Mr. Knight said he would have it faxed to me today, but if he doesn't, call him to get John Frank's number and have him fax it.

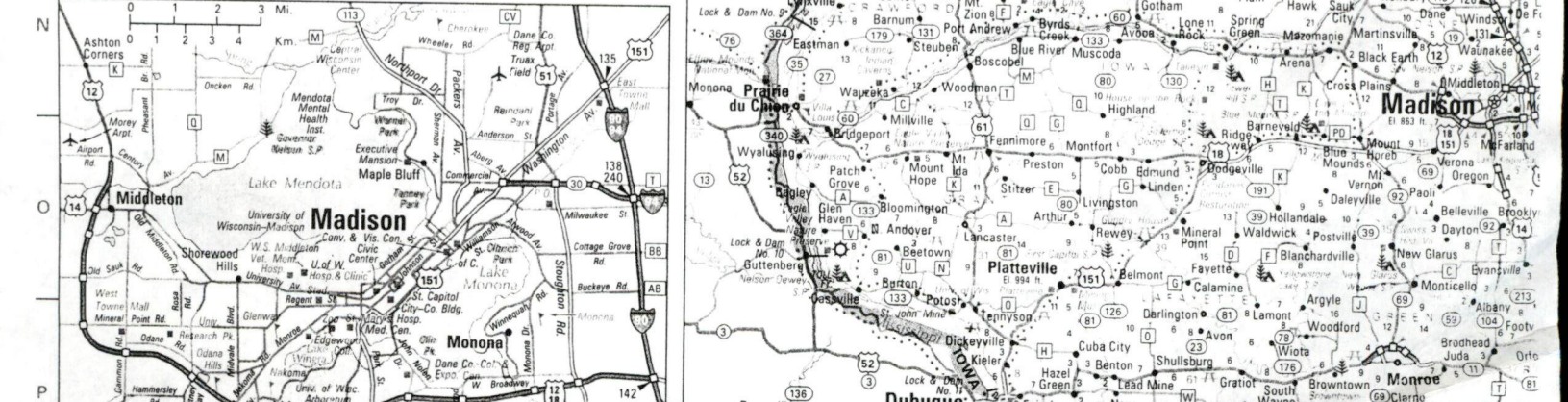
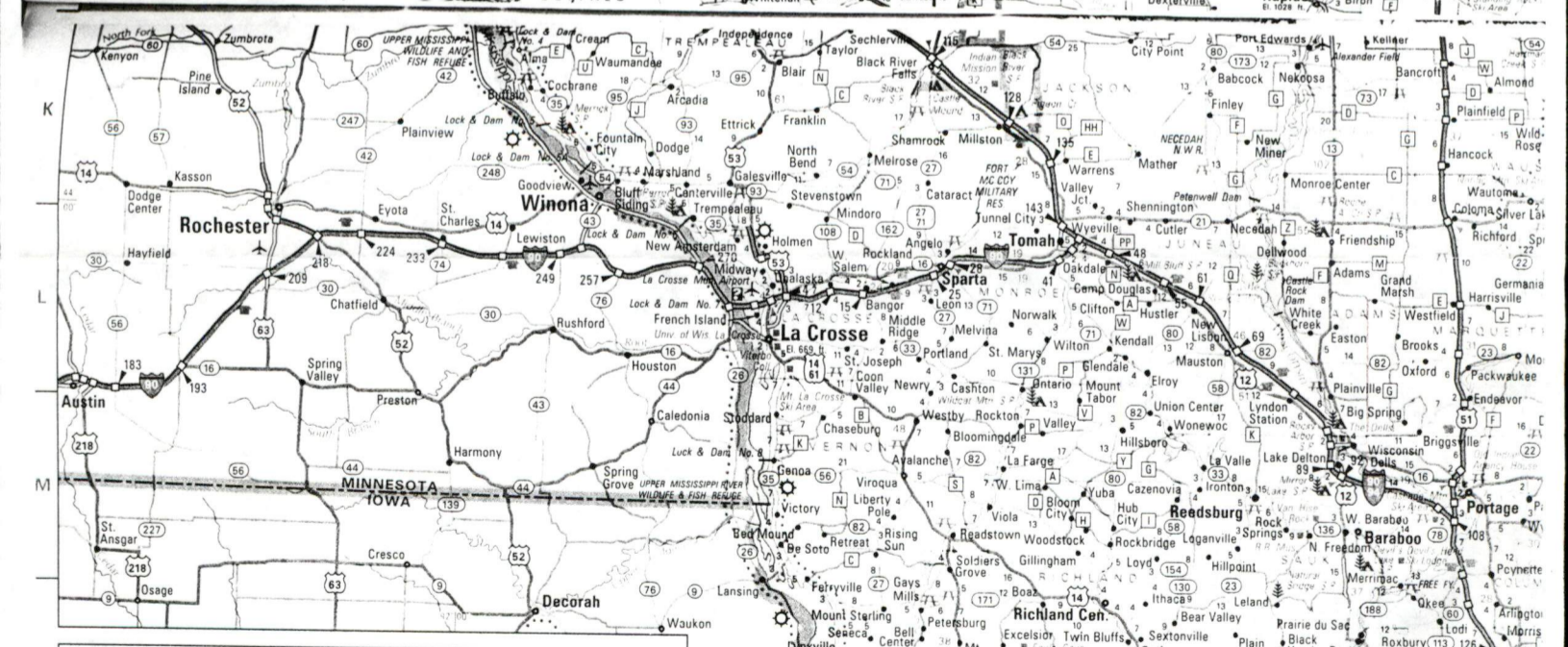
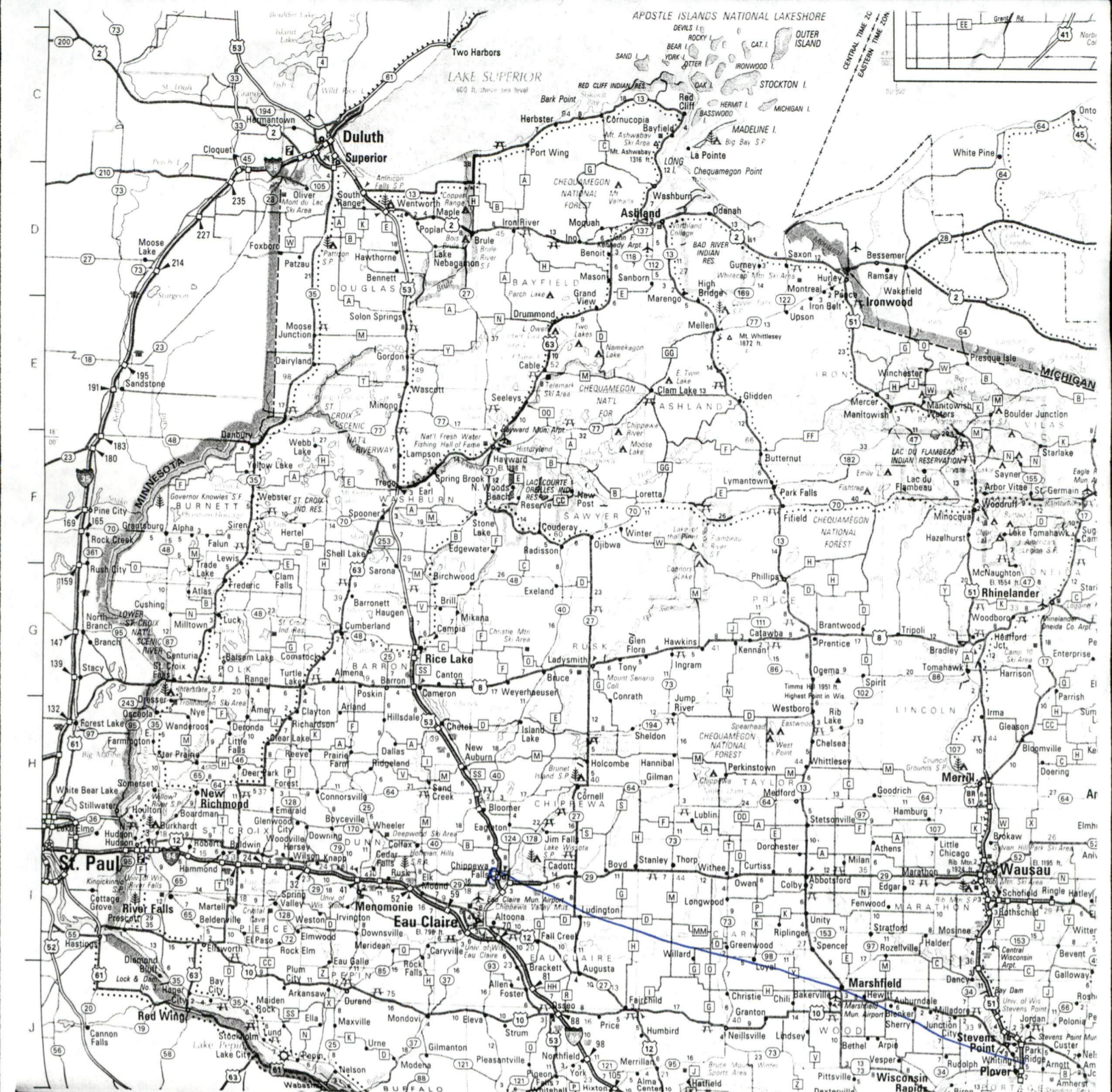
I was told that the Chippewa High School mascot is the Cardinal. You might want to double-check it though.

#

DISTRIBUTION:

TO: Jean M. Bunton
TO: Susan M. Nix
TO: Jennifer A. Grossman
TO: Edward J. Walters

CC: Claire F. Turney
CC: Daniel B. McGroarty
CC: Christina M. Martin
CC: Steven D. Provost





Facts about Wisconsin Central

CORPORATE NAME—

Wisconsin Central Ltd. is incorporated in Illinois. The company is a wholly owned subsidiary of Wisconsin Central Transportation Corporation, which is a publicly held company traded on the NASDAQ under the symbol WCLX.

CORPORATE HEADQUARTERS—

One O'Hare Centre, Rosemont, IL 60018
P. O. Box 5062, Rosemont, IL 60017-5062
(708) 318-4600

BEGAN OPERATIONS—

October 11, 1987

STATES/PROVINCE SERVED—

| | MILES OWNED | TRackage RIGHTS | TOTAL |
|------------|-------------|-----------------|-------|
| Illinois— | 46 | 71 | 117 |
| Michigan— | 431 | 12 | 443 |
| Minnesota— | 23 | 52 | 75 |
| Wisconsin— | 1,437 | 70 | 1,507 |
| Ontario— | 1 | 2 | 3 |

TOTAL MILES OF TRACK OWNED AND OPERATED—

1,938 207 2,145

OPERATING REVENUES—

\$113.7 million in 1991.

ANNUAL FREIGHT VOLUME—

WC handled 179,723 revenue units in 1991.

NUMBER OF EMPLOYEES—

1,030, an increase of 56% since December, 1987.

REGULARLY SCHEDULED TRAINS—

54

LOCOMOTIVES—

104 units, not including 10 locomotives held for sale.

FREIGHT CARS—

5,862, including approximately 2,900 boxcars

Since operations began, the railroad has acquired about 2,900 freight cars, an increase of approximately 100%.

OPERATING HEADQUARTERS—

Stevens Point, Wis.

DIVISION OFFICES—

Fond du Lac, Stevens Point, Wis.; Gladstone, Mich.

MAJOR YARDS—

Fond du Lac, Neenah, Stevens Point, Wis.;
Gladstone, Mich.

FREIGHT CAR AND MAJOR LOCOMOTIVE SHOP—

Fond du Lac, Wis.

NUMBER OF CUSTOMERS—

450

PRINCIPAL TRAFFIC GATEWAYS—

Chicago, Ill.; Milwaukee, Wis.; St. Paul-Minneapolis, Minn.;
Duluth, Minn.-Superior, Wis.; Sault Ste. Marie, Ont.



Facts about Wisconsin Central, continued

TRAFFIC BASE—

The Wisconsin and Michigan paper industry is Wisconsin Central's single largest source of traffic and generates approximately 60% of the line's revenues. Shipments include paper and pulpboard, logs, woodchips and pulp, clay, coal, and chemicals. WC serves 44 major pulp, paper, and paper converting mills at 26 locations in Wisconsin, Michigan's upper peninsula, and Ontario.

WC also handles coal for electric utilities, steel, iron ore, limestone, granite and other aggregates, food products, grain; industrial sand, lumber, logs, chemicals, construction vehicles, large electrical transformers, and roofing granules.

PHYSICAL IMPROVEMENTS—

Major trackwork improvements since 1987 include renewal of 500,000 crossties covering 700 miles of track. The railroad has installed 25 miles of continuous welded rail, primarily near Lily and Appleton, Wis.

In 1990, WC took delivery of 400 new covered hopper cars and added 17 3,000 h.p. GP40 locomotives, which were subsequently rebuilt to like-new standards. Since 1987, WC's Fond du Lac, Wis., shop has repaired or modified 2,300 freight cars.

INTERMODAL OPERATIONS—

WC operates intermodal terminals at Green Bay, Neenah, and Stevens Point, Wis. and Chicago, Ill. All terminals are served by side-lift or gantry-style cranes. Operations at Green Bay were improved in 1991 with a new 90,000-lb. capacity PiggyPacker, and the Stevens Point facility was expanded and mechanized with a newly rebuilt PiggyPacker. Intermodal volume in 1991 exceeded 28,000 units, an increase of 37%. WC operates four dedicated intermodal trains weekdays between Green Bay and Chicago.

CUSTOMER SERVICE CENTER—

Wisconsin Central's Customer Service Center, located at Stevens Point, Wis. is a full-service facility used by customers to bill and trace cars, order equipment, and to obtain answers to all general service inquiries.

AWARDS

DISTRIBUTION magazine named WC a "Quality Carrier" in 1989, 1990, 1991 and 1992. WC has also received a number of awards for excellence from customers.

COMPUTER SYSTEMS—

Transportation Control System, IBM-370 leased from Union Pacific Technologies, St. Louis, Mo. TCS is a state-of-the-art system featuring integrated computer programs that cover terminal and road operations, giving WC the latest EDI capability with customers and other carriers.

An IBM AS/400 B50 mainframe computer, operated by WC, Rosemont, Ill., handles general ledger, accounts payable and receivables, as well as other financial and administrative software.



Highlights of 1992

Awards

In October, RAILWAY AGE named Wisconsin Central "Regional Railroad of the Year—1992." Two major customers—CF Industries, and 3M—gave Wisconsin Central special recognition in 1992 for transportation excellence.

Duluth-Superior gateway

Wisconsin Central purchased 98 miles of Chicago and North Western track between Cameron and South Itasca (Superior), Wis., further improving its line to Chicago, which is the shortest, most-direct route from the Duluth-Superior gateway. In April, WC began handling 1.6 million tons of iron ore from Minnesota to Birmingham, Ala.

Fox Valley & Western

In January 1992, an agreement was announced to acquire the operating assets of the Fox River Valley and the Green Bay and Western railroads from Itel Rail Corporation for \$63 million. The Interstate Commerce Commission is expected to rule on the transaction by December 10, 1992.

Freight cars

On September 24, orders were announced for 300 new boxcars, 150 new covered hoppers, and 300 upgraded boxcars costing more than \$35 million. Through September 30, WC has rebuilt or upgraded 235 freight cars at its Fond du Lac, Wis. shops, including 53 gondola cars. An additional 50 boxcars will be rebuilt for paper shipments. A total of 448 cars were repaired for other companies or railroads on a contract basis.

Intermodal

WC began using Santa Fe's Corwith yard beginning July 25. On August 3, WC joined with J. B. Hunt and the Santa Fe Railway in a new intermodal partnership linking northeastern Wisconsin with Chicago and national markets. In September, Hyundai Intermodal expanded its long-standing relationship with WC by offering 40-ft. containers for WC's third-party customers.

Top 15 shipper list

(based on 1991 revenues)

- 1 Mead Paper
- 2 Consolidated Papers
- 3 Packaging Corp. of America
- 4 St. Marys Paper
- 5 Wisconsin Public Service
- 6 Kimberly-Clark
- 7 Quad Graphics
- 8 Georgia Pacific—Nekoosa Papers
- 9 International Specialty Products (formerly GAF)
- 10 Kimberly-Clark of Canada
- 11 Procter & Gamble
- 12 Weyerhaeuser Co.
- 13 Rhinelander Paper
- 14 Noranda
- 15 Flambeau Paper

Locomotives

During the first nine months of 1992, cabs on 33 locomotives have been upgraded and refurbished. Electric heat was installed in 34 cabs. Dual safety "ditch" headlights have been added to 18 road locomotives.

Marketing

In September, WC added three people to the marketing staff, including a new off-line office in Vancouver, B.C. A total of 152,100 revenue units were handled through September 30, an increase of 10% from the same period in 1991. The paper industry continues to generate 60% of the railroad's traffic.

Operations

Responding to customer demand, WC added six new trains in 1992 between Superior-Stevens Point, Wis., Fond du Lac-Chicago, and Green Bay-Chicago. WC presently operates an average of 54 trains each weekday.

Quality

DISTRIBUTION magazine named Wisconsin Central a "Quality Carrier" for the fourth successive year in its annual *Quest for Quality* competition. In 1992, customers ranked WC ahead of all other railroads in on-time performance.

Trackwork

In the first nine months of 1992, WC replaced approximately 82,000 crossties, applied 191,000 tons of crushed rock ballast, and surfaced or smoothed 448 miles of track. A total of 12.5 miles of welded rail were installed.

White Pine Line

Year-round service was restored to WC's 78-mile White Pine, Mich. branch line May 4, handling copper cathodes from Copper Range Corp., along with inbound shipments of concentrates and grinding media.



Introducing Wisconsin Central

Wisconsin Central Ltd. began operations October 11, 1987 over more than 2,000 miles of railroad extending from Chicago, Ill. to the shores of Lake Superior, and from Minneapolis, Minn. across Michigan's upper peninsula to Sault Ste. Marie, Ontario. The track was acquired principally from the Soo Line Railroad Company at a cost of \$122 million. All but 195

miles are in Wisconsin and Michigan.

The railroad's roots go back more than a century to 1871 when the Wisconsin Central Railway was chartered to construct a railroad from Menasha in central Wisconsin to Lake Superior. A Soo Line predecessor, the Minneapolis, St. Paul, and Sault Ste. Marie Railway, gained control of the Wisconsin Central Railway in 1909, operating it under lease until 1961 when it was merged with the M.St.P. & S.S.M. and Duluth, South Shore and Atlantic Railway to form the Soo Line Railroad Company.

In the relatively short time since operations began, WC has achieved a nationally recognized reputation for quality, superior customer service, and market-share growth.

Traffic base

The Wisconsin and Michigan paper industry accounts for the single largest source of traffic for the railroad, generating more than half of the line's carloadings. In addition to outbound shipments of paper and pulpboard, the paper industry re-

ceives inbound movements of wood fibers (logs, chips and pulp), clay, wastepaper, coal, and chemicals. Wisconsin Central serves 44 major mills located in Wisconsin, Michigan, and Ontario.

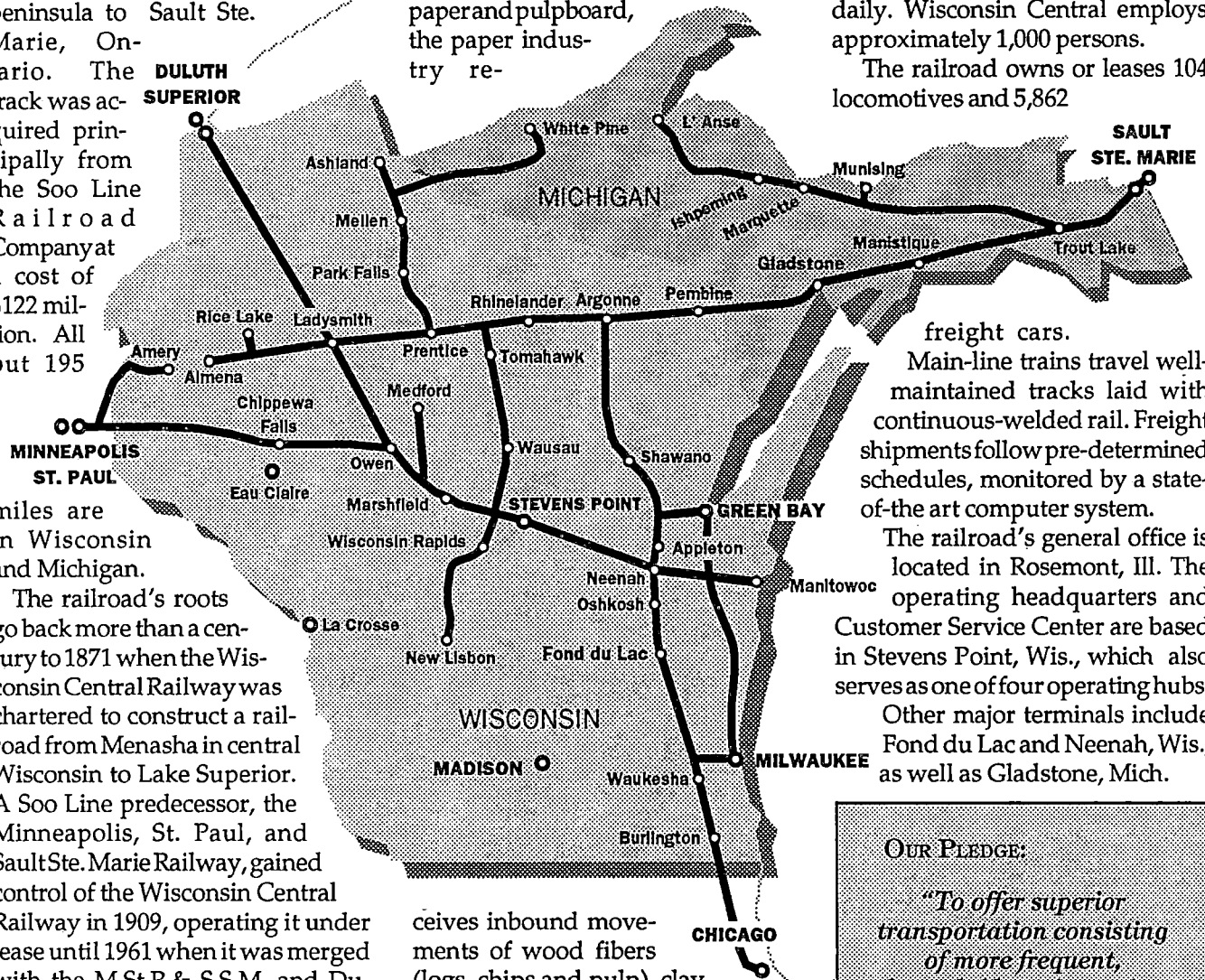
chemicals, trailers and containers on flatcars, and granules used for roofing materials. The railroad systemwide handled approximately 180,000 freight car and intermodal shipments in 1991, and operates an average of 54 trains daily. Wisconsin Central employs approximately 1,000 persons.

The railroad owns or leases 104 locomotives and 5,862

freight cars. Main-line trains travel well-maintained tracks laid with continuous-welded rail. Freight shipments follow pre-determined schedules, monitored by a state-of-the-art computer system.

The railroad's general office is located in Rosemont, Ill. The operating headquarters and Customer Service Center are based in Stevens Point, Wis., which also serves as one of four operating hubs.

Other major terminals include Fond du Lac and Neenah, Wis., as well as Gladstone, Mich.



OUR PLEDGE:

"To offer superior transportation consisting of more frequent, dependable train service, at competitive prices, with proper equipment, accomplished by customer-minded employees."

WISCONSIN CENTRAL LTD.



Highlights 1987 - 1992

Customer awards

Three major customers – Consolidated Papers, CF Industries, and 3M – have given Wisconsin Central special awards for transportation excellence, including on-time performance.

Duluth-Superior gateway

On December 9, 1991 Wisconsin Central purchased 102 miles of Soo Line track between Superior and Ladysmith, Wis., permitting WC to handle overhead traffic to Chicago via the shortest, most direct route. The Chicago and North Western's 98-mile Superior-Cameron, Wis. line was acquired in July, 1992.

Fox Valley & Western

In January, 1992, FV&W agreed to buy the assets of the Fox River Valley and the Green Bay and Western from ITEL Rail Corporation for \$63 million. The Interstate Commerce Commission is expected to rule on the transaction by December 10, 1992.

Freight cars

The railroad has added more than 2,900 freight cars since beginning operations, increasing its fleet 100% to 5,862 cars. In September, 1992, orders were placed for 300 new boxcars, 150 covered hoppers, and 300 upgraded boxcars costing more than \$35 million. In 1990, WC took delivery of 400 new covered hopper cars. Since 1987, WC's Fond du Lac, Wis. shop has repaired or modified about 2,300 freight cars.

Intermodal

Intermodal facilities were added at Neenah and Stevens

Point, Wis. in 1989. Operations at Green Bay were improved in 1991 with delivery of a new Piggy Packer. In August, 1992, WC joined with J. B. Hunt and the Santa Fe Railway to link northeastern Wisconsin with national markets. The new service includes two additional intermodal trains between Green Bay and Chicago.

Top 15 shipper list (based on 1991 revenues)

- 1 Mead Paper
- 2 Consolidated Papers
- 3 Packaging Corp. of America
- 4 St. Marys Paper
- 5 Wisconsin Public Service
- 6 Kimberly-Clark
- 7 Quad Graphics
- 8 Georgia Pacific – Nekoosa Papers
- 9 International Specialties (formerly GAF)
- 10 Kimberly-Clark of Canada
- 11 Procter & Gamble
- 12 Weyerhaeuser Co.
- 13 Rhinelander Paper
- 14 Noranda
- 15 Flambeau Paper

Locomotives

Seventeen 3,000-horsepower GP40 locomotives were acquired and rebuilt to like-new standards by WC in 1990, bringing the fleet size to 104 units.

Marketing

WC's freight volume has risen about 40% since 1987. In 1991, WC handled nearly 180,000 revenue units. The paper industry generates 60% of the railroad's traffic. Recent gains include intermodal, paper, lumber, and steel shipments.

Operations

Responding to customer demand, WC has added 18 trains over the past five years and presently operates an average of 54 trains each weekday. Service includes direct runs from WC's hub at Fond du Lac, Wis. to major carriers at Chicago.

Quality

For the fourth year in a row according to DISTRIBUTION magazine, customers have voted Wisconsin Central a "Quality Carrier" in its annual *Quest for Quality* competition.

Sault Ste. Marie Bridge

Work on WC's international bridge at Sault Ste. Marie connecting Ontario and Michigan was completed in November, 1991, upgrading the structure to handle 100-ton capacity cars.

Stock sale

WC became a publicly held company in May, 1991 with the sale of 2.4 million shares of common stock, which netted \$36.6 million and reduced the company's total debt to capitalization ratio from 82% at the end of 1990 to 53% at the end of September, 1991.

Trackwork

Major track improvements since 1987 include renewal of 500,000 crossties covering more than 700 miles of track. The railroad has installed 25 miles continuous-welded rail, primarily near Lily and Appleton, Wis.

October 30, 1992

Wisconsin Central—a Wisconsin success story

Wisconsin Central is Wisconsin's largest railroad and began operations five years on October 11, 1987 as an entrepreneurial effort to acquire and operate 2,000 miles of light-density railroad serving Wisconsin and Michigan's Upper Peninsula.

Since then, WC has:

- Increased shipments 40%—handling about 193,000 carloads in the past 12 months;
- Doubled its payroll from 531 to 1,060;
- Added 2,900 freight cars increasing its fleet by 100%;
- Put on 18 additional freight trains in response to customer demand;
- Won four consecutive national awards for quality from DISTRIBUTION magazine, (only one other railroad, Union Pacific, has done this);
- Installed 500,000 crossties on more than 700 miles of line;
- Been named *Regional Railroad of the Year*—1992 by RAILWAY AGE magazine, and;
- Gone public with the sale of 2.4 million shares of stock.

In Stevens Point—the railroad's operations hub—Wisconsin Central's employment has risen from less than 200 five years ago to 310 today—an increase of 56%.

Today, Wisconsin Central is about to acquire an additional 480 miles of line in central Wisconsin now operated by the Fox River Valley and the Green Bay and Western railroads.

This transaction has the support of the Wisconsin Department of Transportation, communities along the line, and—most important—the customers who use the railroad. They stand to benefit by better and faster service and—for the first time—direct access to five important railroad gateways including America's railroad capital—Chicago.

Wisconsin Central has helped to stem the decline and abandonment of railroads in Wisconsin and has recaptured lost business—bringing balance back to the state's transportation system and positioning Wisconsin for the industrial growth that is taking place now and in the century beyond.

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