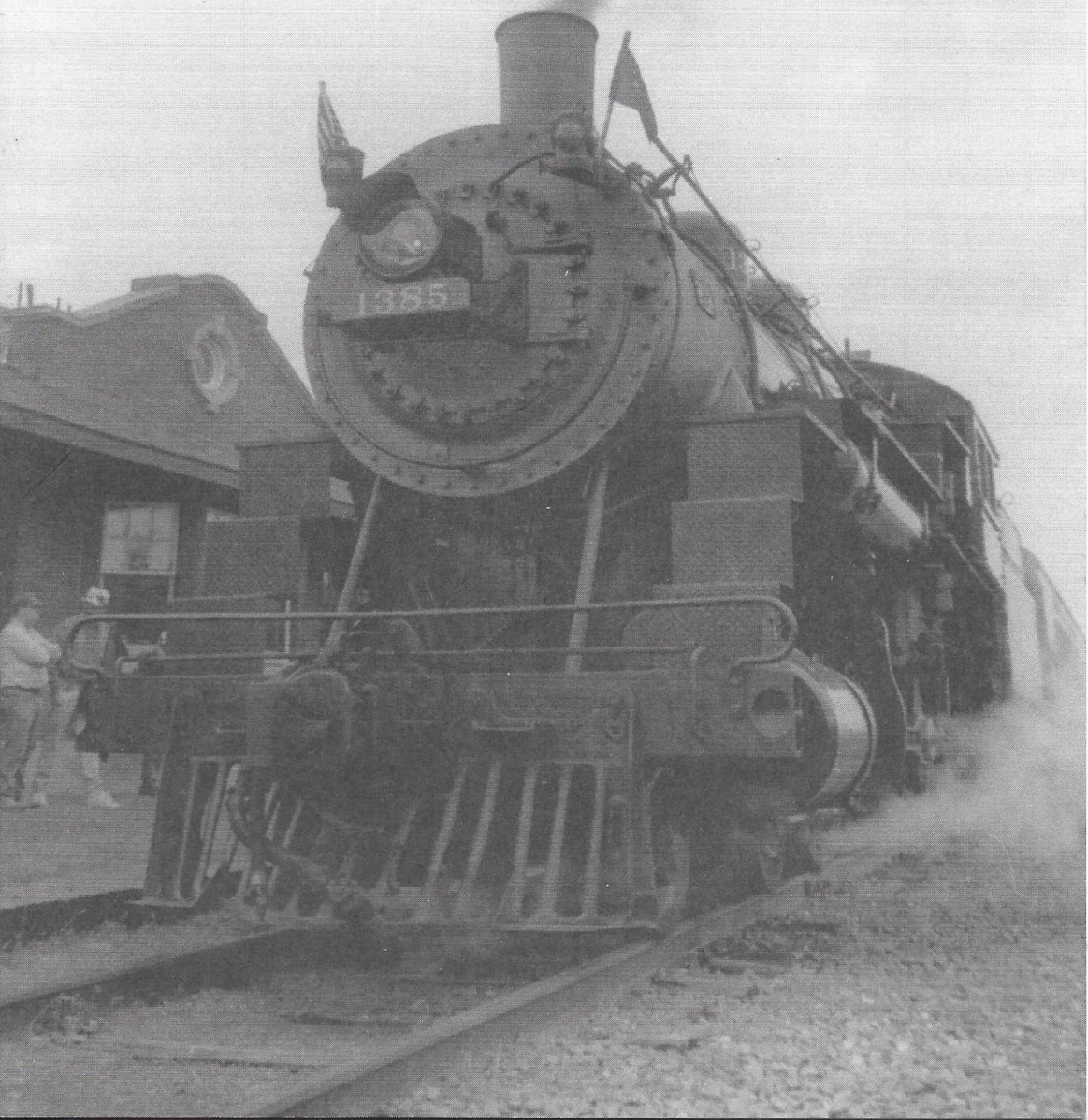
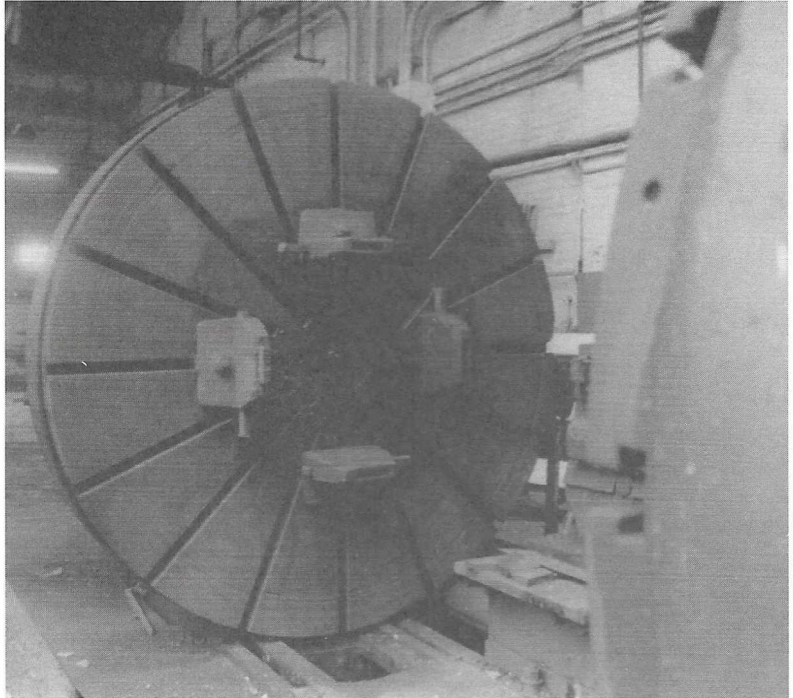

MID-CONTINENT
RAILWAY
Gazette

VOL. 31, NO. 1, MAY 1998

ANNUAL REPORT





A Niles Machine Tool wheel lathe, donated by Wisconsin Central to the Help Steam Live campaign, has been moved to North Freedom. In the photo, the lathe is at the former C&NW shop at North Green Bay; it was used there after the C&NW closed its shop in Antigo. When accepting the gift, Mid-Continent directors thanked Edward A. Burkhardt, president of WC, and Chris Burger, president of Central Railroads, for their efforts in helping preserve the lathe.

The *Mid-Continent Railway Gazette* is published by the Mid-Continent Railway Historical Society, Inc., North Freedom, Wis. 53951-0358, phone 608/522-4261, e-mail midcont@baraboo.com and is distributed free to members and friends of the society. The contents of this publication may not be reproduced in whole or in part without consent of the editor, John Gruber, 1430 Drake St., Madison, Wis. 53711. Vol. 31, No. 1, May 1998. Mid-Continent is a member of Tourist Railway Association and Association of Railway Museums. Internet: <http://www.mcrwy.com>
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President's Message

Tom O'Brien Jr., President

The past year has been a good one for the Mid-Continent Railway Museum. Financial performance was excellent, long term debt was reduced and fundraising was strong.

I extend my heartfelt thanks to the membership for their generous donations, both financial and for the countless hours of volunteer time. The Help Steam Live campaign has been very successful. Take a moment to read the separate update (page 7) concerning this fundraising activity. Our benefactors have also been very generous in their contributions to the society this past year, my sincere thanks go out to them as well. Fundraising will continue to grow as an important component of our revenue base.

The Mid-Continent Museum Foundation has produced a beautiful full color case statement brochure. This case statement will be utilized as a core item in the ongoing fundraising efforts of the foundation. The foundation will continue to work with a variety of fundraising strategies, with the ultimate goal of creating an endowment that will help to fund the long term goals of the museum. One strategy that will be implemented is that of planned giving. Planned giving would allow members, and others who so desire, to contribute to the endowment with charitable bequests, charitable gift annuities, deferred gift annuities, and other trusts.

The *Whistle On the Wind* booklet, describing Mid-Continent in great photographic detail, returned to circulation last year. It was well worth the wait for this fine product, and we now have a high quality, reasonably priced booklet for sale in the gift shop. Our annual calendar returned to a more familiar format, I hope everyone was as pleased as I was with the 1998 calendar. We hope to market the calendar in a more aggressive manner, and one outlet for this effort will be the new "Company Store" page on our web site. The Company Store debuted early this year and features a selection of Mid-Continent items for sale, including the calendar, *Whistle On the Wind*, the Mid-Continent HO scale boxcar model, and other Mid-Continent items. Our web site plays an important role in our marketing efforts. We will continue to explore ways to better utilize and expand this medium.

Our Accession/Deaccession Committee produced the Large Artifact Collections Policy this past year. This policy will guide the museum in the acquisition of large artifacts, including such items as rolling stock, machine tools, structures, and service/operating equipment.

The policy defines large artifact collection classes, a description and review process for large artifacts, committee appointment and procedures, and deaccession procedures. Drafting a policy such as the Large Artifact Collections Policy is an integral part of the ongoing professionalization of Mid-Continent. A Small Artifact Collections Policy is currently being drafted by the committee.



**1963-1998
35 years at
North Freedom**

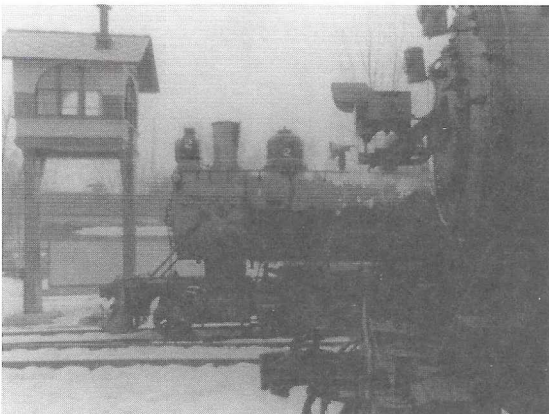
The Mid-Continent board of directors will be continuing to work on the strategic planning process, utilizing a recent review of Mid-Continent by Albert O. Louer as an additional tool in the planning process. The review suggested a focus on several areas including: leadership and management; educational programming; marketing/public relations/community relations; and fund-raising. The directors will be discussing the issues raised in this report and working to move forward with the planning process.

The Mid-Continent Planning Committee has been given direction by me to move forward on a broad range of tasks. The master plan of development, which deals primarily with our structures, is to be reviewed and updated. Structures that are conceptual at this time will be reviewed in relation to other proposed structures and related issues such as drainage, soil conditions and necessary utility connections. I have asked the planning committee to assign a high priority to the review and planning of several proposed structures: a second coach shed; a roundhouse with a working interpretive back shop; a visitors center and an ash pit. A visitors center would house a variety of activities: a gift shop, new rest rooms, an orientation theater, interpretive displays and possible food service. The planning committee will move through an orderly process with each component of the master site plan, with an ultimate goal of producing architectural renderings, construction drawings and cost estimates for each planned structure.

The challenges of operating a steam powered railroad as we approach the year 2000 continue to confront us. The Federal Railroad Administration has issued a Notice of Proposed Rule Making (NPRM) concerning Part 230 of the *Code of Federal Regulations*. Part 230 is the steam locomotive inspection law. Many steam locomotive operators feel that the proposed rules are a major improvement over the current regulations. One of the proposed changes, a two water glass requirement, has caused some concern among the Mid-Continent shop forces. We will do our best to work with the new regulations by continuing our leadership role in the area of regulatory compliance.

The board of directors is preparing to negotiate an extended contract with General Manger Don Meyer. The advantages of having a person such as Don available on a full-time basis to coordinate the operation of the museum have been obvious. Our accounting practices have greatly improved, our fundraising activities are showing increasingly larger returns, marketing and public relations efforts are expanding and coordination of projects/budgets with the department heads is working well.

An article in the May 1998 *Trains* magazine comments on page 39 that "While the Durango & Silvertons, the Strasburgs, and the Mid-Continent will be around for years to come," This is an interesting quotation, and one that should serve to inspire us as we prepare to take Mid-Continent into the next century. We should be extremely proud of what we have accomplished in our thirty-five years at North Freedom. And we should look to the future with confidence and pride, knowing that we will continue to improve our collection and facilities.



General Manager's Report

Don Meyer, manager

For Mid-Continent the year begins November 1, the start of our fiscal year. That makes the Santa Express the beginning of our operations. This relatively new event has grown in popularity each year and always gets us off to an improved performance over the prior year. Santa Express '96 had another distinction; it was the first time we designated the event as a benefit. A portion of our coach ticket sales went to support the Giving Tree, a charity in Baraboo that provides needy Sauk County children with food and clothing at Christmas. The Baraboo Candy Company again donated candy for all the children on board as we carried more than 1,500 passengers and Santa.

Snow Train continued the positive trend of out performing the previous year's numbers. Nearly 2,900 people rode the train during the three days of the twenty-second running of Snow Train. We received good coverage from the Chicago newspapers and TV stations in Milwaukee and Green Bay *prior* to the event. Snow Train '97 even received mention in *USA Today*. The weather was cooperative: we did have snow as the event lived up to its name.

February was good to Mid-Continent for another reason as the museum was awarded a \$10,000 grant from the State Historical Society. The funds were made available for an archaeological study of the mining site at La Rue. This Curator's Department project is near completion and will help determine further development of this historic area.

Spring started out with a few setbacks. We were informed that we would have to replace a crossing at County I, which is the road that runs out of North Freedom towards the elementary school. Fortunately for our finances, this project was delayed for one year. Then we were told our billboard at the corner of Highways 12 and 136 would have to come down. This was a blow to our meager signage situation and it took nearly the whole summer to get a permit to relocate further west on Highway 136. But we are grateful to the Smith Family for allowing us to make the move to their property, where the sign is more visible and directs people where to make the turn for North Freedom. Spring did end well, however. We received a one year extension on the C&NW #1385's tube time. This allowed the R-1 to run while the Saginaw Timber Company #2 was down.

Preparations for the summer season culminated with another successful Spring Fling weekend. Curator Don Ginter and his crew shifted their focus from coaches to track as they upgraded track #1 in the Coach Shed. Dave Bierman, Jeff Nelson, and friends (the Engineering Department) re-installed track #2 behind the Engine House. This gave us much needed track space. They also did double duty as they teamed up with Buildings and Grounds to replace the culvert across the depot parking lot. To top things off, several folks in the Mechanical Department removed boiler tubes on the R-1 to prepare for its inspection.

This flurry of activity was followed by the hard work of our summer staff. Darlene Cox and Judy Shelton were back at their posts in the ticket office and gift shop. These two have faithfully served the museum

for so long, we think they came with the depot. Lois Emberson worked with Judy in the gift shop for her first season with us, and Karen Hill was back for a second season in the ticket office. We're glad to have her with us because it means her husband, Al Hill, can be our conductor for another year.

Joining Al on the train crew were Van McCullough (engineer), Ken Ristow (fireman), and Don Damour (brakeman). They were joined by volunteer Mark Smith, an Amtrak engineer and son of life member Don Smith. Mark was on a leave of absence to learn the fireman's trade. Van and Al will be back for the 1998 season, which is great news to me. Both are capable at performing the tasks for which they were hired, but they also bring a very personable quality to their roles, which makes them popular with the passengers and creates a "friendly" image for the museum to accompany our educational purpose.

Keeping the facilities clean was Tammy Myers, back for her second season. Since she was hired, members particularly have commented on the cleanliness of the restrooms. That's a significant compliment, when you consider the poor quality of those facilities. Her work also helps create a positive image for the museum.

The hardest working award (if there was one) would have to go again to our track crew, Dave Lee and Scott Wostal. All through the hot summer days they worked to replace ties, repair broken rail and joint bars, keep the switches oiled, and do just about everything else asked of them. For two ornery looking guys, they are about the easiest people to get along with.

Taken as a whole, the seasonal staff are very good at representing the museum through their work and relational skills. But the backbone of Mid-Continent is, and will remain, our volunteer members. This is most evident at Autumn Color, where we end our year with the heaviest concentration of activity. This past October, during our three operating weekends, we carried more than 9,000 passengers on our way towards the third best season in Mid-Continent's history. More than 47,000 people rode the train during the year, which continues our positive growth in attendance over the last few years. Just as important is the posting of more than 14,000 volunteer hours by our members, an increase of 13 percent over the prior year.

From the Santa Express in November '96 to Autumn Color in October '97, the news was consistently the same: continued growth, constant improvement. So what will we do next year to further the trend?

If you're in the Chicago area during May, June and July, look for our joint television ad with the Circus World Museum. Or come down to the depot anytime during the summer and tour the Mid-Continent Railway Depot Gallery. Noted artists Gil Reid and Ted Rose will each exhibit their art work; Gil in July and Ted in August. Or if you're in Reedsburg the first weekend in May you'll see the R-1 sitting outside the former Chicago & North Western depot there, as we help the city celebrate its own sesquicentennial along with that of the state of Wisconsin.

And there's always plenty of work to do. Join us in the Car Shop as work continues on the Cooper Range #60. Or come by the Engine House and lend a hand with the Western Coal & Coke #1 as Chief Mechanical Officer Rick Peters plans to bring this locomotive back into train service. Then look for this report one year from now and see if we can boast records for attendance and volunteer service.

The final tip of the hat needs to go to the office staff, Wava Verstein and Nancy Miller (or they won't let me hear the end of it). Their hard work and dedication gets the jobs done that the GM routinely forgets about. Thank you all for making this such a good year.

An Update on the Help Steam Live Campaign

Tom O'Brien Jr., President

The Help Steam Live campaign, implemented in 1996 to provide funding for needed repairs to Mid-Continent's premier locomotive #1385, is approaching the midpoint of the campaign goal. The balance in the Help Steam Live account is \$61,000 as of March 15. An additional \$27,500 is pledged through next year. Outstanding grant applications for the Help Steam Live campaign total \$21,000. The Wisconsin Central Railroad has made an in-kind donation of a Niles Machine Tool wheel lathe to the campaign.

Help Steam Live has a campaign goal of \$250,000, with about half of that amount dedicated to repair of #1385 and the balance assigned to provide improvements to the Mid-Continent steam shop. The repairs to #1385 will begin later this year after the locomotive is taken out of service. Consideration is being given to performing some of the work with contractor labor. Major firebox work on #1385 will include replacement of portions of both sidesheets, a portion of the rear tubesheet and a portion of the backhead. In addition, the boiler tubes, flues and arch tubes will be replaced.

The shop improvements will include a new electrical service and associated equipment plus a new air compressor that will be of sufficient size to operate boiler tools. Certification of the Mid-Continent shop as a code boiler shop will also be funded by the HSL campaign.

The Help Steam Live campaign has been promoted in a variety of ways. The general membership has responded to informational mailings and letters and donated a significant portion of the campaign total to date. As always, the members of Mid-Continent are ready to step up to the plate and help when a need such as Help Steam Live is identified.


Extensive coverage in *Trains* magazine and *North Western Lines* has helped to spread the information to a wide audience and resulted in several generous donations. The Mathews Foundation and Elliott Donnelley Family Trust have made generous contributions to Help Steam Live as well.

The campaign has used a painting of #1385 prepared by Mid-Continent member and railroad artist Gil Reid as a premium to be given when donations are received. Posters promoting Help Steam Live are displayed in the coaches, and pamphlets are available at the ticket window for our guests.

#1385 made a brief off-property appearance in Reedsburg from April 30 through May 3. We were invited to participate in the Reedsburg sesquicentennial celebration; #1385 along with support equipment and the first-class cars were displayed at the Reedsburg depot. Appeals currently are being prepared for the Help Steam Live campaign. Continued financial support of the campaign by the membership will also be an important aspect of the overall success of the campaign. Updates on the repair work will be available as repairs to #1385 are undertaken. The Help Steam Live campaign is demonstrating that Mid-Continent can indeed be successful with a fundraising campaign.

Statements of Financial Position

Oct. 31, 1997 and 1996



ASSETS	1997	1996
Cash	\$ 124,934	\$ 96,175
Accounts receivable (less allowance for uncollectibles of \$0 in 1997 and \$22,000 in 1996)	471	
Pledges receivable	30,873	
Inventory	55,841	47,858
Prepaid expense	6,125	8,014
Other	464	464
Property and equipment, net	391,536	430,941
Total assets	\$ 610,244	583,442

LIABILITIES AND NET ASSETS

Liabilities		
Line of credit	\$	\$ 10,000
Accounts payable	2,818	17,112
Accrued expenses	3,885	2,559
Notes payable	108,329	135,273
Total liabilities	115,032	164,944
Net Assets		
Unrestricted	420,509	405,001
Temporarily restricted	74,703	13,497
Total net assets	495,212	418,498
Total liabilities and net assets	\$ 610,244	\$ 538,442

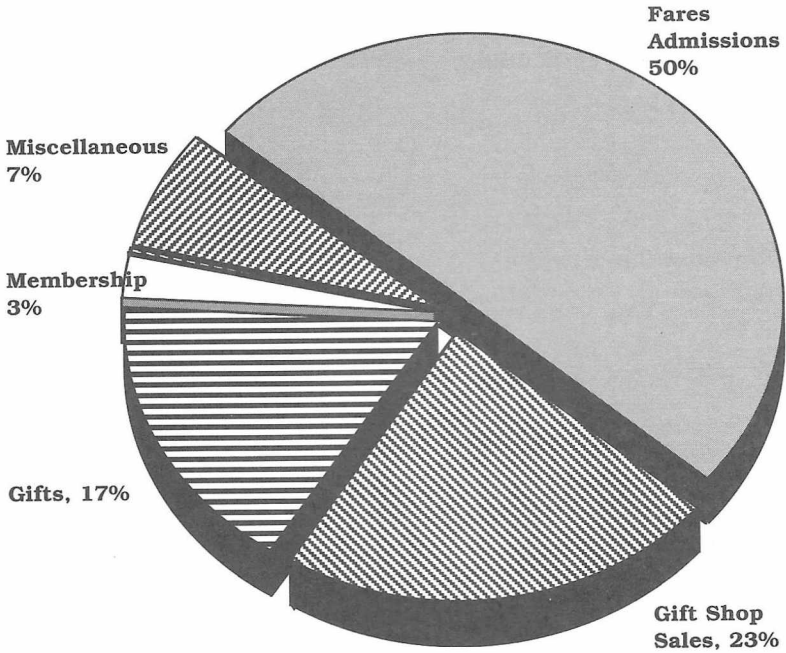
The financial statements here are a part of the Financial Report as of and for the years Oct. 31, 1997 and 1996, audited by McGladrey and Pullen, LLP, Madison. The complete report is available at the Mid-Continent office in North Freedom.

Statements of Activities

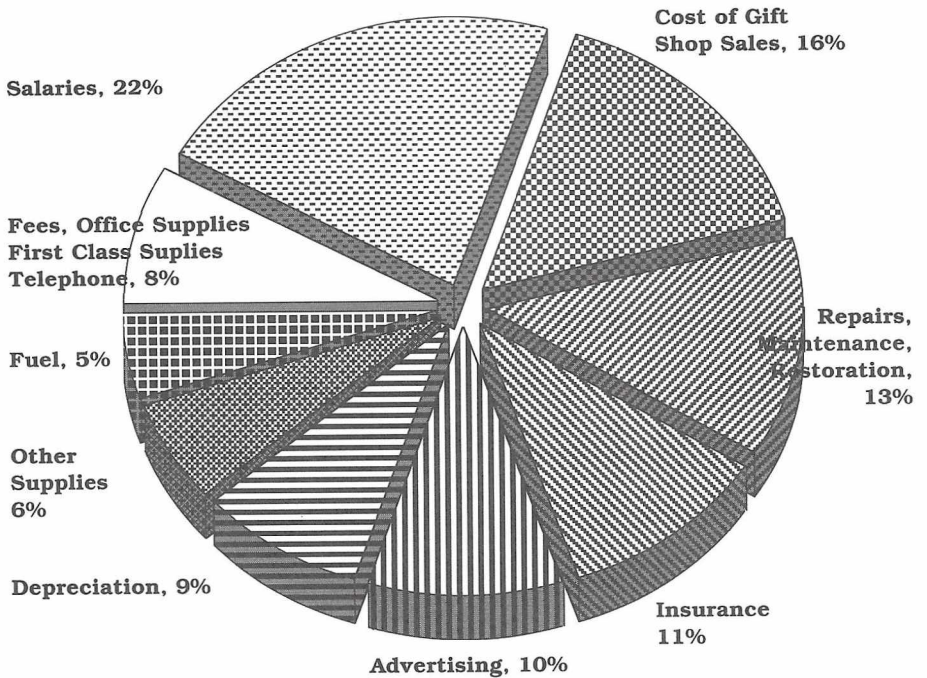
Years Ended Oct. 31, 1997 and 1996

	1997		1996	
	Unrestricted	Temporarily Restricted	Total	Total
Revenue, Gains, and Other Support				
Fares and admissions	\$ 286,362		\$ 286,362	\$ 266,233
Gift shop sales	130,784		130,784	116,456
Contributions	31,463	\$ 64,467	95,930	32,502
Memberships	14,448		14,448	12,640
Interest income	1,306		1,306	1,285
Miscellaneous	41,519		41,519	16,468
Net assets released from restrictions	3,261	(3,261)		
Total revenue, gains, and other support	509,143	61,206	570,349	445,584
Expenses				
Salaries and fringe benefits	98,630		98,630	84,502
Cost of gift shop sales	73,275		73,275	68,237
First class supplies	6,973		6,973	5,346
Dues, memberships, and publications	10,312		10,312	10,756
Professional fees	7,930		7,930	11,788
Office supplies, postage, and printing	7,423		7,423	4,567
Other supplies	27,275		27,275	17,239
Advertising	45,757		45,757	41,093
Telephone	6,934		6,934	6,712
Insurance	50,188		50,188	49,701
Occupancy cost	13,853		13,853	13,706
Repairs, maintenance, and restoration	59,768		59,768	64,915
Fuel costs	24,668		24,668	23,316
Depreciation	39,406		39,406	40,273
Interest	12,541		12,541	14,741
Other	8,702		8,702	12,046
Total expenses	493,635		493,635	468,938
Increase (decrease) in net assets	15,508	61,206	76,714	(23,354)
Net assets, beginning	405,001	13,497	418,498	441,852
Net assets, ending	\$ 420,509	\$ 74,703	\$ 495,212	\$ 418,498

1997 Revenues



1997 Expenses



Treasurer's Report, Financial Analysis

William C. Buhrmaster, Treasurer

Audited financial results for the 1997 fiscal year indicate that the Society had a record financial year. Total revenue was \$570,349 of which \$61,206 is temporarily restricted funds that came from contributions. This past year's total revenue exceeded 1996 performance by 28 percent and the previous record high revenue year of 1992, by 7.6 percent. Total expenses were \$493,635, which were 5.2 percent greater than 1996 performance. During the year, notes payable were reduced by \$26,944, leaving an outstanding balance of \$108,329.

Revenue was ahead of plan largely due to contributions (\$95,930 combined unrestricted and temporarily restricted) and the income from the sale of a diesel locomotive (\$28,000). Operating revenue from ticket sales (\$286,362) and the gift shop (\$130,784) combined to perform slightly ahead of the plan (1.2 percent).

Expenses tracked well versus the plan throughout the year. The most significant expenses for the Society are wages and salaries (22 percent), followed by Gift Shop merchandise (16 percent), maintenance (13 percent), and insurance (11 percent). Wages and salaries expenses increased by 16.7 percent compared to the prior year. This increase was due to utilizing a four man paid train crew for the weekday operations during the 1997 season.

In December, the MCRHS Board of Directors approved a \$531,000 operating budget for the 1998 fiscal year. Significant challenges and expenditures lie ahead for the museum as efforts will turn to getting a second locomotive into operable condition. The need for income from fund raising efforts and contributions is playing an increasing role (17 percent of total income in 1997) at the museum. Donated funds are providing general support as well as funds for specific projects. Marketing efforts are also being stepped up in an effort to increase income. A new initiative for 1998 has MCRHS entering into a joint television commercial with the Circus World Museum.

List of Donors 1997

*indicates gift to Help Steam Live



\$15,000 or more

Mathews Foundation*

\$5,000 or more

Mary Mohlman*

\$1,000 or more

Bloohm Partners*

Elise Cohen*

Sandra Hamlet*

Richard Levis

Daniel Zedan

\$500 or more

William Behling*

Marshall Buehler*

Ray Buhrmaster

Edward Burkhardt*

F. A. Duval*

Warren Jackson*

Robert Kurth*

Vince Mathews*

Robert McKay

Monsanto Corporation

Elizabeth O'Connell*

Soo Line Historical Society

B. A. Steltzner*

\$100 or more

Joe Arington

William Armstrong*

Dennis Arnold*

Henry Auchstetter*

Barbara Bachman*

Donald Bayer*

Lloyd Bender*

John Berman

Dave Bierman

Fred Bliese*

Jeff Bloohm*

Bill Buhrmaster*

Burlington Northern*

Charles Burnam*

Linda Daley*

George Falor*

Charles Fetterman*

Foundation for Possibility*

Freedom Station

Great Northern Railroad Historical Society

Dan Griffith

John Gruber

Glen Guerra

Rita Hamlet*

Mike Harrington

Marian Hastings

Henry Herrmann*

W. L. Herzog*

Drake Hokanson

William Horstman*

IBM Foundation*

John Kachel

Ashley Kennedy*

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Roger Kopanski*

Wayne Lager

Alfred Leisering

Richard Lenzer*

Littfin Lumber

Jack Littfin*

Fred Mackie*

Daniel Marx*

Dieter Matti*

Thomas McNamer*

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Thomas O'Brien, Jr.*

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Sharon Pamperin

Skip Pierce

Railroad Memories*

Ted Rose*

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Calvin Schmahl*

Daniel Schmidt

Jerry Severson*

Herman Skelton

Mike Smul*

John Sorrel*

Arnold Stalder*

Ed Steinhauer*

Wesley Traub

UPS Foundation

Harley Vodak*

Vodak TV*

Roy Waisanen*

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Other

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Baraboo Range Society

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Frank Bartusek, Jr.

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Radleigh Becker*

Stuart Berg

Gerald Bernstein*

Geoffrey Blaesing*

William Blaesing

Ron Bodnar

Bob Boelter

John Broecker*

Alvin Burfeind*

Dorothy Celing*

William Chernich

Alan Christofferson*

Lorrain Christopher*

Kim Ciolek*

Art Clauter*

John Cline

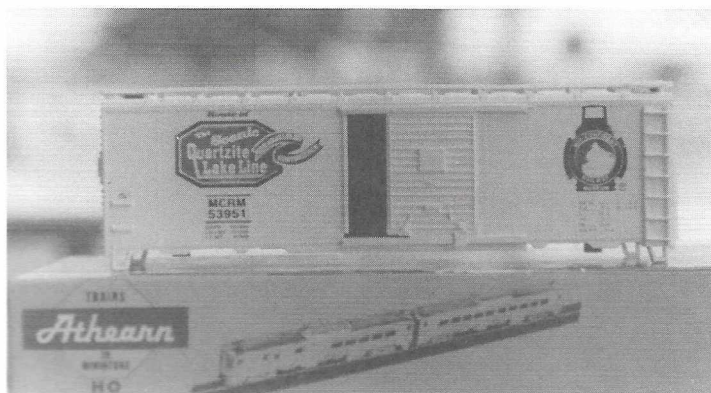
Frances Cohen*

Consolidated Papers*
 Millard Crisp
 Scott Dahlquist*
 Marshall Deets
 Leonard De Pauw*
 Richard DeWitt*
 Ethel Dobson*
 Don-Rick Insurance
 DRM Corporation
 Richard Driver*
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 Henry Parker*
 Ida Mae Pawlisch*
 Rory Peterson*
 Don Pingel*
 Gerald Pitzen
 Donald Plotkin
 Kevin Rades

**An HO model is
 on sale at the
 Gift Shop and
 Company Store.**





Harry Raynis
Donald Redmond
Reedsburg Medical
Center
John Reeves
Carl Reid*
William Reining*
John Lepinski
Jan & Earl Reynolds*
Stuart Rich*
Ken Ristow*
Ruth Ann Rogahn*
Ken Royer*
Robert Ruth*
Allen Ruzycski*
Michael Schill*
Thomas Schmalz*
Edward Schmoock*
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Dorothy Tofte*
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Neal Wegner
Emil Weichand*
Donald Wildman*
Peter Witt*
Russell Wolfram*
Lois Wood*
Woodmans
Wrigley Company
Foundation*
George Zimmerman

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Baldwin Metal Works,
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William Behling
Tom Buehler
Bill Buhrmaster
Culligan Water Con-
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Allan Engelhardt
Ewinger Plumbing
Supply
CSF Acquisition, Inc.
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Susan Becker
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Jeremy Breher
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Eliot Keller
Glen Kwarciany
Jerry Lapidakis
David Mattoon
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Carol Mennenga
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Chuck Millot
Jeff Nelson
Jim Neubauer
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Dean Odekirk
Lowell Odekirk
Ken Olson
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Harvey Radke
Bill Raia
Ed Ripp
Bob Ristow
Ken Ristow

Deanna Rodriquez
Bill Rose
Mark Rosemont
Roy Sauer
Tom Schneider
Rusty Schramm
Bryon Schumacher
Cindy Schumacher
Janice Schumacher
Stan Searing
Ed Selinsky
Valerian Skawinski
Marjorie Slack
Jay Slinde
Mike Smul
John Sorrel
Trish Stankemuth
Fred Vergenz
Greg Verstein
Dave Wantz
Bob Welke
Darcy Welke
Matthew Welke
Ray Zilvitis



**As always,
Snow Train
was a busy
event as
shown here
and on page 4.**



SCHEDULED

Schedules on the Internet: <http://www.mcrwy.com>

Wisconsin Statehood Days, May 29-30
World War I Encampment, June 13-14
Hobo Gathering, June 20-21
Liberty Limited, July 4
Civil War Encampment, July 18-19
Circus Train, Baraboo to Milwaukee, July 27-28
Antique Car Rally, August 15-16
Wisconsin Folklife Festival, August 20-23
Daily season ends, August 30
Autumn Color, October 2-4, 9-11
Weekend service ends, October 18
Santa Express, November 28-29
Snow Train, February 12-14, 1999

Call 608/522-4261 for information or e-mail to midcon@baraboo.com

Cover. Locomotive 1385 was on display at Reedsburg for the city's Sesquicentennial Celebration. No. 1385 will run in 1998 through June 30, when it goes out of service for major repairs.



Mid-Continent
Railway

Mid-Continent Railway Historical Society
North Freedom, Wis. 53951-0358

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