

# NOVEMBER 2018 NEWSLETTER

**Next Meeting - 6:45 PM - Tuesday , December 11, 2018**

**Chippewa Valley Museum, Eau Claire, WI**

**PLEASE NOTE: BY LAW REVIEW - JANUARY 2019 MEETING. BY LAWS ATTACHED**

## **November Update Highlights:**

- Steaming Bay #2: Steel supports and beams are in place. When the beams are anchored, the rails will be added.
- “West Side Branch”. Switch construction is beginning.
- Rail bender. A new rail bender is being fabricated.
- Election of officers concluded.
- No’s 19 and 16’s boilers inspected.
- CD at RCU obtained.
- Electrical update by Mike Kuhn. See below.



## **Second Steaming Bay**

Marc Brown, Rob Brazeau, and Al Brun placed the “S” beams on the pedestals November 2nd. The concrete footings were poured last year. Marc recently completed and installed the pedestals the pedestals. The beams will be welded to them. The last step is placing and securing the rails. We will have two steaming bays for 2019. The bays will also be used for repair work and storage when shifting coaches and equipment.



Pictures by Dave Peterson

# CHIPPEWA VALLEY RAILROAD ASSOCIATION



## FROG JIG

Marc Brown and Al Brun made a jig for the frog. The wood strips represent the space between the rail heads. The various components will be fitted the jig for alignment. The idea came from Mike Decker. Mike worked for Norman Sandley, owner of the Riverside & Great Northern in the Wisconsin Dells. Mike told Dave Peterson this was the way the switches were fabricated there.



## Milling the Frog Tongue

The first step was making the tongue of the frog. We decided to make it up from solid steel instead of cutting rail and welding it up. Marc set up the mill to cut the tongue.

## FROG POINT RAILS

The point rails are fitted together and then will be tack welded. The frog tongue will then be fitted to the rails.



# CHIPPEWA VALLEY RAILROAD ASSOCIATION

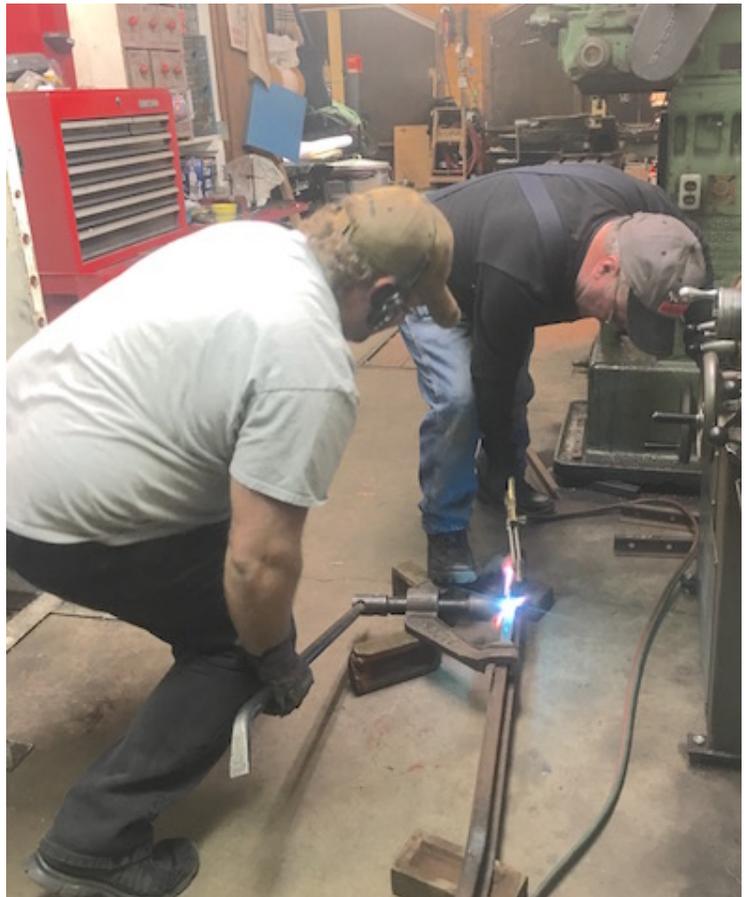


## **FROG MOCK UP**

Above, the frog components are assembled for fit. When the fit is correct, the frog will be welded together.

## **GUARD RAILS**

Charlie Richards and Al Brun put torch and power to bend the ends of one of the two guard rails. The wing rails were bent the same way.



# CHIPPEWA VALLEY RAILROAD ASSOCIATION

## **Steaming Bay hook ups**

Mike Kuhn completed the air supply stand at the steaming bay. This still needs to be completed where it exits the building, this may have to wait till spring to complete.

## **Roundhouse Electrical**

In the ***round house***, Mike Kuhn moved the light switch for the west car storage area, to a position underneath the new 200 amp panel. The switch is not yet wired, but there is a 15 amp breaker in the panel (upper left) that can be used to turn the lights on and off. I also moved the GFIC receptacle that was behind the door, to a position underneath the panel also. I have to pick up a 20 amp breaker for this. I will try to complete these items in the next couple weeks.

Election of Officers - November 13, 2018

Regular November Meeting

Chippewa Valley Railroad Foundation accepted the recommendation of the nominating committee for 2019 officers at the November 13th meeting.

President: Dave Peterson

Vice President: Jason Miller

Treasurer: Open

Board of Directors:

Rob Brazeau

Frank Garber

Charlie Richards

## ***Chippewa Valley Railroad Foundation***

### ***2018 Meeting Schedule***

***To be held at the Chippewa Valley Museum 6:45 P.M.***

December 11<sup>th</sup>, 2018

January 18<sup>th</sup>, 2019

# Chippewa Valley Railroad Foundation

## AGENDA

**Month of:** December 11th, 2018, 6:45 P.M. Chippewa Valley Museum, Eau Claire, WI.

### **Agenda Approval**

**Review and Approve Minutes for:** November meeting. Separate attachment

### **Review and Approve Treasure's Report**

### **Outstanding Bill Approval**

#### **Updates:**

- Frog for switch progressing
- Electrical - See Mike Kuhn's notes, page 4
- Free Passes - We provided free passes to the Chippewa Valley Museum for their promotional efforts for visitors during the Christmas Holidays.
- Boilers passed inspection. Now the inspection is scheduled for September, 2019.
- No. 16 placed in roundhouse.

#### **New Business:**

- Board Meeting - 2019 officers will meet to review project priorities and select lead members for each project.
  - By Law Review: January Monthly Meeting?
  - Training: February Monthly Meeting?
  - Meeting: Monthly Meeting Dates?
- Outreach discussion.
  - Join Chamber of Commerce.
  - Summer Events.
  - Winter Get Together?
- January 2019 meeting : JANUARY 8TH. SECOND TUESDAY

OTHER: ?

### **Motion to adjourn**



## Chippewa Valley Railroad, Carson Park, Eau Claire, WI- A brief history

In 1974, the Chippewa Valley Railroad Association was formed by Roth Schleck, Dave Farr, Peter Beck, and Dave Peterson to bring a steam locomotive to the Chippewa Valley area. Dave Peterson, President, Dave Farr, Secretary and Roth Schleck, Treasurer. The objective was to operate a steam locomotive in the Chippewa Valley area for educational recreational, and historical purposes. After exploring several alternatives, the decision was made to purchase a steam train set from Strum Steam Engine Days, Strum, WI, build a park railroad in Carson Park.

1. 1977. Depot Construction. First Building built with major assistance from the District One Technical Institute carpentry students. ( Chippewa Valley Technical College )
2. 1978. 1/8 mile track laid from the depot to the spot where the track eventually closed the road. First train operated June 1978.
3. 1979. Grade crossing was built and the track extended to the south. Trains returned to the depot by the reverse loop.
4. 1983. Roundhouse with 4 stalls was built with major assistance from the District One Technical Institute carpentry students. The 2 stall addition was built in 2011 by the UW Stout Construction Club.
5. 1984. The track plan was revised to 1/2 mile loop. The change was made possible by the logging access created to remove downed trees from the July, 1980 wind storm. The loop connection followed that access route.
6. 1985. The loading platform was built after the 1/2 mile loop was completed. The platform's canopy is supported by four cast iron columns salvaged from the Eau Claire Chicago and Northwestern Depot by McDonough Manufacturing when it demolished. McDonough Manufacturing cast the columns and donated four to the CVRR. McDonough still in business today.
7. Another structure is the interlocking tower donated in 1991 by the Chicago and Northwestern Railroad the Chippewa Valley RR. It was moved to Carson Park in 1992. The tower was built in October 18, 1896 and was the last operating tower in Wisconsin. It became the last "depot" in Eau Claire after the main depot was demolished. In 1901, the Omaha Railroad constructed a second track between Eau Claire and Altoona. To protect double track, the Taylor Signal Company installed the first all electric, dynamic indication interlocking system in the country. The CVRR repainted the tower to its original dark red with black window trim.

8. Funding. The 1st Wisconsin Bank of Eau Claire gave a \$10,000 grant to fund the building of the Depot in 1977. Subsequent grants from the Hobb's Foundation funded the purchase of the two steam locomotives and our diesel streamliner passenger train with additional rail to complete the loop track plan. The Eau Claire Community Fund awarded us \$6000 to add the "West Side Branch", which when complete, will offer more interest to our track layout in 2017.

9. Chippewa Corrections Facility. Substance abuse offender crews have assisted with replacement of over 2000 railroad ties during the last six years. This is part of the program to help them with their issues and earn an early release.

10. Ridership. The average ridership over the last 5 years is 7,846. The high has been over 9,000 with the low, 6,000 per year.

11. Income. Other than the grants, the CVRR relies on its revenues and a few voluntary donations.

12. City Involvement. The CVRR leases the space from the City. The city provided parking spaces after the Paul Bunyan Camp was relocated.

The city maintains the portable toilet that the CVRR purchased. It is open all year to the public.

The street department gives us the chip sealing gravel after it is swept from the streets. It is used for ballast around the wood ties.

13. Interesting notes:

- Number 19. This steam locomotive is the oldest operating park engine in Wisconsin. It was built by Frank Van Duzer in 1920 for his amusement park between Racine and Kenosha, WI. It will be 100 years old in 2020. We installed its new, current boiler in 1978. It came to us from Strum, WI.
- Number 16. This locomotive is the first 16 inch gauge steam locomotive built by Crown Locomotive Works, Wyo, PA, in 1959. Crown built several steam locomotives for amusement parks. It came to us from Marshall, WI.
- Number 8101. This modern, streamliner locomotive was built by Miniature Trains Company in the the 1950's. It came from a park in Green Lake, WI. MTC built several hundred of which about 70 have survived.

Notes by David Peterson 2018

Repeated from October Newsletter