

OCT 15, 82

Hello Ron:

OCTOBER 7, 1982 at 11:00 A.M., is the day and the hour of the arrival of Locomotive #3 at the Kettle Moraine Railway operating site at North Lake, Wisconsin. The engine was trucked in from Chicago Heights, Illinois. It is a Heisler Geared Locomotive, built in Erie, Penn., in 1917. It weighs 65 ton, is 40' long, 10' wide and 12'6" high, builder number 1364..built for the Craig Mountain Railway of Winchester, Idaho. This lumber line had a 6-mile mainline that ran to Craig Junction. The Nezperce Railway operated into the same place from 14-miles east .. so the two engines now at North Lake were within 20-miles of each other from 1945 until 1964.

The #3 was purchased by Mr. Elliott Donneley from the Craig Mountain Lumber Company around 1963 and moved to Hill City, South Dakota, later dates unknown to us, it was moved to the Santa Fe coach yards in Chicago, Illinois. Around 1965 he sold it to Mr. John Thompson. It was moved to the Chicago stock yard area and operated once. Then the steam engine (called steam motor by Heisler) and related parts were tore down for overhaul. When the stock yard property was sold in 1975 the engine and boxcar of parts were moved to Chicago Heights.

In late 1981 I visited Mr. Thompson and discussed the acquiring of the #3 this was finalized in April of 1982.

The two truck loads (hauling the #3) weighed 78,000 and 42,000 lbs. net. Now comes the task of finding what has to be rebuilt on the machinery. The main crank shaft has been remachined so that means the babbitt bearings will have to be repoured and machined and fit to the crank shaft. Other pins and bushings will have to be checked and repaired or replaced as needed. We had checked the boiler with ultra sonic test and found the metal thickness to be over .400 thick all over. The interior is very clean. We also learned it had new flues and was only run three times afterward. The assembly is going to be a big job as the parts are very heavy, the universal joints must weigh 150 lbs. each, the counterweights for crank shaft 250 lbs. each. This machine was built to withstand rough service and last. The water compartment of the tender has been rebuilt and is of all welded construction. New doors and windows were made for the cab, but the doors were stolen as was the bell and whisle.

We could use your help in obtaining information and photos about the #3... if you have same or know whereabouts of such material please contact us.

Thank you,

R. M. Hinebaugh
Kettle Moraine Railway
North Lake, Wis. 53064

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Hello Ron:

From the enclosed you can see what is happening at North Lake. What do you know of the Craig Mt and do you have photos of same.

Has anything happened with the 684 at Fargo N Dak that you know of. I see that fellow's name in my address book and think I should call him. That sure would be something if all three of those engines we at N.L.

Write soon

Richard H.