

THE REPORTER

Waupaca Historical Society, 321 South Main Street, Waupaca, WI 54981

Open Wednesdays, 12-4, Thursdays, 10-2, Fridays, 12-4, Saturday 9-12

715-256-9980 **Web:** www.waupacahistoricalsociety.org **E-mail:** director@waupacahistoricalsociety.org

VOLUME 21 – NUMBER 3

SUMMER 2017

“Summer Fun” and More Coming to the Holly Center

Summer is a great time to enjoy the Waupaca area’s numerous outdoor activities, including life on the Chain O’Lakes. And, with the Waupaca Historical Society’s monthly programs, it’s also a perfect time to enjoy a program at the Holly History and Genealogy Center.

On Thursday, August 10th, WHS board member and former Chief Waupaca captain Ron Arthur will present, “Summer Fun: The History of Tourism on the Chain O’Lakes.” Arthur will describe the over 100-year history of tourism on the lakes and the changes to the industry in recent years.

Refreshments will be sponsored by Taylor Lake Marina.

The Holly Center will also host two movie showings of “Waupaca Circa 1938,” a film created in 1938 showing various residents, businesses and industries around the city. The movies will be held on Tuesday, August 15th at 1 p.m. and 6 p.m. at the Holly Center. The Rosa Theatre will provide popcorn and other refreshments will be served. The movies are part of several local activities leading up to Arts on the Square on Saturday, August 19th.

The Waupaca Historical Society will also commemorate the 100th anniversary of World War I with, “Wisconsin in World War I” on Thursday, September 21st at 6 p.m. Russell Horton of the Wisconsin Veterans Museum will present the program.

The program and refreshments are sponsored by Jack and Glenda Rhodes.

For more information on upcoming programs and building hours, check out our website at www.waupacahistoricalsociety.org.



Visitors relax on a dock while others enjoy boating on the Chain O’Lakes in 1894. Tourism on the Chain O’Lakes will be the subject of the August 10th program.



Members of Company C, Waupaca’s National Guard unit, line up to say goodbye to friends and family at the Waupaca Depot on August 11, 1917. These soldiers went on to serve in Europe during World War I. On September 21st at the Holly Center, Russell Horton will present, “Wisconsin in World War,” commemorating the 100th anniversary of U.S. entry into World War I.

Sponsor a Program Today at the Waupaca Historical Society!

Over the past two years, the Waupaca Historical Society has begun to offer monthly programs at either the Holly History and Genealogy Center or the Depot. Our programs and refreshments are always free to the public, and we truly enjoy teaching the Waupaca area about not only Waupaca's history but also other historical topics.

We plan to continue this great programming schedule in the future but are looking for individuals and businesses to sponsor both presenters and refreshments. Would you be interested in becoming a sponsor? Our upcoming schedule provides great opportunity:

- Thursday, Aug. 10th at 6 p.m.: "Summer Fun: The History of Tourism on the Chain O'Lakes" with Ron Arthur
- Tuesday, Aug. 15th at 1 p.m. & 6 p.m.: Movie showing, "Waupaca Circa 1938"
- Thurs., Sept. 21st at 6 p.m.: "Wisconsin in World War I" with Russell Horton (Wisconsin Veterans Museum)
- Thurs., Oct. 19th at 6 p.m.: "Early History and Indian Mounds of the Chain O'Lakes" with Ray Reser (UW-Stevens Point)



Author Jerry Apps will return to the Waupaca Historical Society for "Christmas on the Farm" this December. If interested in sponsoring this or any other program, contact WHS today!

- Thurs., Dec. 7th at 6 p.m.: "Christmas on the Farm" with author Jerry Apps

If you are interested in sponsoring an upcoming program or have a program idea that you would like to sponsor, please contact WHS at director@waupacahistoricalsociety.org or call (715) 256-9980.

Thank you for your continued support!

Hutchinson House, Depot Open through Labor Day

Have family visiting?
Looking to learn more
about Waupaca history?

Come visit us at the historic Hutchinson House and Waupaca Depot this summer! The Hutchinson House, built in 1854 and located at South Park, tells the story of Waupaca residents around the late 1800s and early 1900s. The King Cottage, previously located at the Wisconsin Veterans Home, also sits behind the home. These buildings are open for tours on Saturdays,



Sundays and holidays
through Labor Day from
1 to 4 p.m.

The historic Waupaca Depot, built in 1907, will be open 12 to 5 p.m. on Saturdays, Sundays and holidays through Labor Day. The restored Depot now includes a model and play train area in the lower level,

along with the newly purchased Soo Line potato car outside on the grounds.

Tours are free to the public, though donations are always appreciated.

Business Spotlight: The Recent History of the Waupaca Foundry

by Jerry Chappell

This history is drawn from the Waupaca History Society's "History of the Waupaca Foundry" by Jerry Chappell. More information on the history of the Waupaca Foundry can be found on the shelves at the Holly History and Genealogy Center.

On October 1, 2015, Waupaca Foundry celebrated its 60th year in business. When iron casting began on the banks of the Waupaca River in 1955, company leaders could not predict their business would become the world's largest gray and ductile iron producer.

Throughout its 60-year history, the Waupaca Foundry has maintained a reputation of producing top-quality iron castings. A few years after the foundry started business, it had a capacity of melting 30 tons of iron daily. Today

it has an iron melting capacity of more than 9,500 tons daily across six plants in the United States. As a comparison, the U.S. Capital Dome in Washington D. C. is made of 4,100 tons of cast iron.

On February 9, 2016, Waupaca Foundry announced its intention to merge with Hitachi Metals Automotive Components USA, LLC (HMAC). Throughout 2015 and 2016, Waupaca Foundry earned awards for "innovative ductile casting," "energy incentives," "employee patriots," "excellence in product quality," and "best large business."

The merger with Hitachi Motors Components USA LLC was completed as of April 1, 2016. Under the terms of the merger, Waupaca Foundry assumed the assets and liabilities of Hitachi Motors Automobile Components. The

merger solidified Waupaca Foundry's vision to increase revenue and profitability while maintaining diversity across markets and sectors.

On April 27, 2016, Waupaca Foundry, now a Hitachi Motors Company, announced that its COO and President, Mike Nikolai would be appointed to Chief Executive Officer effective July 1, 2016. Longtime CEO Gary Gigante announced his retirement effective at the end of the Foundry's first quarter. Earlier, relative to the merger, Gigante said, "Combining Hitachi Metals' materials technology and Waupaca Foundry's operational excellence will create synergies that will strategically impact and benefit our customers. I'm looking forward to the merger because together we will become Global No 1."

Also announcing his retirement was Executive Vice President of Sales and Marketing Kris Pfaehler, who will be succeeded by President John Wiesbrock.



Waupaca Foundry joins Hitachi Metals

A formal business ceremony marked the sale of Waupaca Foundry to Hitachi Metals on Nov. 10. Waupaca Foundry will join Hitachi Metals' High-Grade Functional Components Company. The post-merger integration will create a global leader in the automotive, commercial vehicle, off highway and other industrial sectors. The foundry will continue to operate under the name Waupaca Foundry and will remain headquartered in Waupaca. Shown are Michael Nikolai, vice president of operations; Ashish Dutta, vice president of international business development; Eiji Nakano, president of Hitachi Metals High-Grade Functional Components Company and executive chairman of Waupaca Foundry; Gary Gigante, president, CEO and COO of Waupaca Foundry; Kris Pfaehler, vice president sales and marketing; John Wiesbrock, vice president of supply chain management; Michael Pawielski, CFO and vice president of finance of Waupaca Foundry; and Joey Leonard, vice president of human resources of Waupaca Foundry. Image Studios

Waupaca County Post, November 20, 2014

This article appeared in the Waupaca County Post on November 20, 2014, and announced the news of the merger between the Waupaca Foundry and Hitachi Metals.

Continued on p. 4

The Recent History of the Waupaca Foundry

(Continued from pg. 1)

Of the merger, President Nikolai said, “Aligning our operations will provide customers the most cost effective production while guaranteeing continued high quality cast, machined and assembled components.”

In July of 2016, Waupaca Foundry received the Bosch North American Supplier Award at its North American Supplier meeting in Mexico City. Waupaca Foundry’s Plant 1 supplies gray iron castings used in mobile hydraulic assemblies manufactured at the Bosch Fountain Inn plant in South Carolina. The foundry was honored for achieving high levels of quality, pricing reliability, technology and continuous improvement.

Quite recently Waupaca Foundry supplied reused sand for both the Eco Park and Eastgate Estates projects in Waupaca.

Waupaca Foundry, Inc., is the largest iron foundry company in the world. It produces gray iron, ductile iron, high strength ductile iron and austempered ductile iron using state-of-the-art processes and technology. The manufacturer also specializes in precision machining and assembly for the OEM automobile industry. Waupaca Foundry is North America’s leading supplier of iron castings to the automobile, commercial vehicle, agriculture, construction, and industrial markets. Headquartered in

Waupaca, the iron castings supplier operates seven iron foundries: Waupaca (three plants); Marinette, Wisconsin; Tell City, Indiana; Etowah, Tennessee; and Lawrenceville, Pennsylvania. The company operates two machining and assembly plants in Effingham, Illinois and Wellsboro, Pennsylvania. Waupaca employs approximately 4,400 people.

Hitachi Metals of America, LLC is headquartered in Purchase, New York and is a wholly-owned subsidiary of Hitachi Metals Ltd. Hitachi Metals has approximately 7,400 employees as of April 1, 2016. Since its inception in 1965, the company manufactures and markets a broad range of products. It has 12 manufacturing subsidiaries and five sales offices in the U.S. serving automotive, industrial, telecommunications and information technology, semiconductor, consumer products and energy segments.

Hitachi Metals, Ltd. is headquartered in Tokyo, Japan with consolidated revenue totaling 1,018 billion yen (\$8.5 billion) in fiscal 2015 (ended March 31, 2016). The company manufactures and markets a diverse portfolio of high-grade metal products and materials, magnetic materials and applications, high-grade functional components and equipment, wires, cables and related materials.

All Members Invited to Annual Meeting

The Waupaca Historical Society will hold its Annual Meeting on Thursday, September 7th at 5 p.m. at the historic Waupaca Depot. Members are encouraged to attend and bring a dish to pass for the potluck meal. The main dish and beverages will be provided. The potluck meal will be followed by a meeting detailing the last year’s activities and finances. All members and their guests are invited to attend.

Absentee ballots for the WHS board election are available at the Holly Center.

The historic Waupaca Depot is located at 525 Oak Street on Waupaca’s north side.



The Depot now offers a wheelchair ramp in the rear of the building. Visitors can look for signs to the ramp upon arrival at the Depot.

Soo Line Potato Car Finds New Home at Depot

by Mike Kirk

The story of the Waupaca Historical Society purchasing the Soo Line potato car really begins with these Facebook messages:

From Arlyn Colby, Sept. 14, 2016 :

Located in Cameron, WI is what I believe the last Soo Line potato car in existence. It was just sold to a man who plans to restore it and someday donate it to a railroad museum. He is looking for information about this car specifically and the group of cars in general to help him restore it. It is #11046. Can anyone help him?

I replied to the message, although not really expecting we would eventually get the car. I had previously seen the car on a 2014 bus tour with the Soo Line Historical & Technical Society in Ladysmith, Wis.

From Mike Kirk, Sept. 14, 2016:

Waupaca was built on the potato industry with many potato warehouses, a starch factory and thousands of car loads of potatoes shipped out every year. In fact, a second railroad was built connecting Waupaca to the GB&W (Green Bay & Western) to compete with the Soo Line.

The Waupaca Historical Society owns the passenger station, and I own the freight house across the street. Right next door is one of the last remaining potato warehouses in Waupaca. It is in pretty good condition and was used as an aluminum recycling center until recently when its owner passed away. Wouldn't it be nice if the historical society could buy the warehouse and have a potato car outside?

It is my understanding that the earlier cars were reefer cars with charcoal heaters in the winter. There were even cars lettered for local potato growers. A friend of mine from many years ago used to like to tell the story about when he came home from Europe after World War I. One of the first things he saw upon arriving in New York was a potato car lettered for A.M. Penney of Waupaca. It was then that he knew he was finally coming home.

Later, I followed up with this message.

From Mike Kirk, Oct. 7, 2016:



Photo by Mike Kirk

The Soo Line potato car was loaded onto a flatbed truck in Cameron, Wis., on June 23rd.

I talked to the new owner of this car. He bought it to see it saved from the imminent possibility of it being cut up for scrap. He would like to sell it for what he has invested in it. He is not donating it. He also has a set of trucks and other parts that are missing to be included. We would like to get it for the Waupaca depot.

As I wrote previously, Waupaca was built on the potato trade so this car would be a perfect fit for us. The price is around \$9,200 not including the cost of moving it.

Is anyone out there interested in contributing to a fund to help us get it? Many of you know the work we have done on the Waupaca depot in order to save it.

The person who had purchased the car in Cameron was Terry Grace of Elk River, Minn. On Nov. 25th, with the support of the WHS Board, Jim Payton and I drove to Cameron to see the car and visit with Terry. He came down in price a little bit and agreed to help make moving arrangements. Before we left, I gave him a check for \$8,000, thanks to donations from the Soo Line Historical and Technical Society (\$500) and David Johnson (the rest, plus moving costs). We owned the car.

Continued on p. 6

Soo Line Potato Car (Continued from pg. 5)

With winter coming, we hurriedly prepared a place for the car on the Waupaca depot grounds behind the cabooses. Jim Payton graded the site with his tractor. I had 80 feet of 100-pound rail left over from moving my Missabe caboose in 2015, so I was glad to have a use for it. We also had just enough usable ties on hand. Practicing spiking rail with a railroad spike maul is kind of fun for a day, but I would not want to do it for a living! Faulks Bros. Construction donated the washed stone ballast. With that done, we were prepared for the arrival of the car.

By the time spring arrived, it was obvious that Terry's mover was not going to get the job done. I contacted Faulks Bros. but moving the car from Cameron was a little more than they wanted to do. They referred me to ConsTrucks in Stevens Point. The company had many trucks and often moved railroad equipment. The railroad trucks were on the property of Erik Thompson near Chisago City, Minn. I soon discovered that his property was called Ironhorse Central Railroad Museum. He had a ¾-mile circle of track and a collection of railroad equipment. In the meantime, Terry helped us move the needed couplers to Erik Thompson's place.

After some rescheduling, we chose May 31st at 11 a.m. to move the trucks. Lane Streck, Jim Payton and I left Waupaca at 6 a.m. The trucks we were getting were originally from a 1936 Soo Line freight car. At some point leaf springs had been installed on the trucks for use under a caboose. When the driver measured the truck with the leaf springs, he found they were six

inches too wide on each side. He needed a wide load permit, and he had no idea how long it would take.

While we waited, we began to load the railroad trucks. The trucks were sitting on a short piece of track. The driver backed up to them, running the rear wheels ahead and dropping the end of the trailer to the ground. He chained the two trucks together and ran a cable out to the nearest truck from the winch on the front of the trailer. He slowly winched the trucks up onto the trailer, which had railroad tracks running the length of its bed.

Along with the trucks, Terry gave us couplers, brake parts and stirrup steps. We put what we could on a pallet and loaded the smaller parts in

Jim's pickup.

Next we winched the pallet of parts and the couplers up onto the truck.

Once everything was ratcheted down, the load was ready. We just had to wait for the permit. The ConsTrucks price of \$1,750.00 included a two-hour loading time. After that we

would be charged \$100 an hour. While we waited, Erik gave us a nice tour of Ironhorse Central. He had an incredible amount of old railroad equipment, buildings and other items including four steam engines. I bought a water bubbler from him that is very similar to one previously used at the Waupaca depot.



Photo by Mike Kirk

The Soo Line potato car arrives at the Waupaca Depot and is ready for placement on the trucks.

Continued on p. 7

Soo Line Potato Car

(Continued from pg. 6)

As we made our way back to the loaded truck, we were relieved to find out the driver had the permit. He had to take a different route home than the one he had taken from Waupaca. Once at the Depot, I directed the driver to back up the driveway. As we expected, the truck could not line up with the track we had prepared. Since the crane was not available that day to place the trucks on the track, we unloaded them and the parts onto the ground beside it.

Soon after, I began to contact movers to lift up the potato car onto a truck. Bob Seidling, the property owner in Cameron who had sold the car to Terry, suggested I contact S&R Towing in Cameron. They had large wreckers capable of picking up semis. I drove up to Cameron again, this time with Lane Streck. Server Rundhaug, the owner of S&R, said he could get the car loaded with his equipment.

Everyone involved agreed on a moving day of June 23rd. S&R had already pulled the potato car out into a nearby lot. Lane Streck, Jim Payton and I arrived about 8:30 a.m. in Cameron, and S&R was already there setting up their two large tow trucks.

The semi from ConsTrucks arrived soon after. With one tow truck on each side of the potato car, they used chains to form a sling and carefully lift the car. The ConsTrucks trailer was backed up to the lifted end. I had him position the car so what I considered the nicest looking side would face out at the Depot. The driver used his remote control to shift the rear wheels ahead, dropping the back of the trailer almost to the ground. He attached a winch to the car and slowly backed his truck using the remote control as the tow truck lifted.

Finally the car was loaded. The driver used several large ratchets to fasten it securely. Just before we were ready to leave, I decided to open one of the car doors. Much to my dismay, the car was still full of the previous owner's materials. I rode in the car as we pulled it around and unloaded tires, barrels and other materials. Finally we were ready to head to Waupaca, a three-hour drive.

On our way home, I called a few people about our upcoming arrival as well as Mike Thyssen from After Hours Crane Service. When we got to the Depot, the crane was there and the trucks were positioned on the track. When the trailer arrived we had the driver back up the driveway. He parked on top of the hill beside the track. The crane was positioned at the end of the potato car. Before long we had the sling around the car and began the lift. The boom had to be extended to reach the center of the car. After a few adjustments, the potato car lifted off the trailer, and the driver pulled out from under it.

Because of the trailer's position, the potato car had to be swung around to get it over the track. That caused the opposite side to face out. It did not really matter—that side was a bit rustier but the paint was not as faded. We were just happy it was finally on the track at the depot.

Once done, I asked Mike how much we owed him for the crane service. He gave us the incredible price of \$100—we cannot thank him enough. The ConsTrucks price was \$955.00 to move the car body from Cameron. S&R Towing charged \$500. The total cost of getting the Soo Line potato car to Waupaca was \$3,705 plus the purchase price of \$8,000.

(Thank you, Mike Kirk, for all of your work in preserving this piece of railroad history!)



Photo by Mike Kirk

The Soo Line potato car is located at the Depot behind the Milwaukee Road caboose.

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Interested in volunteering? Contact the Waupaca Historical Society today! We have many opportunities for volunteers, including cataloguing collections, serving as a tour guide and helping at the Waupaca Railroad Depot. Volunteer with us today!

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The Waupaca Historical Society is a tax-exempt 501(c)(3) organization. Its mission is to preserve, advance and disseminate knowledge of the history of the Waupaca area. The Waupaca Historical Society owns and operates the Holly History and Genealogy Center located at 321 S. Main Street, the Hutchinson House Museum and King Cottage located in South Park, and the Waupaca Train Depot located at 525 Oak Street.

Thank you for your support. We hope that you will come and enjoy the displays and resources at the Holly History and Genealogy Center and visit the Hutchinson House Museum, King Cottage and Waupaca Depot with your family and friends. Please check our website for our open days and times.

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Waupaca Historical Society
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Waupaca, WI 54981

CALENDAR OF EVENTS

All programs are held at the Holly History and Genealogy Center, 321 S. Main St., unless otherwise noted.

- | | |
|---|---|
| Thurs., Aug. 10th, 6 p.m. | “Summer Fun: The History of Tourism on the Chain O’Lakes”
with Ron Arthur |
| Tues., Aug. 15th, 1 p.m. & 6 p.m. | Movie: “Waupaca Circa 1938” |
| Sat., August 19th, 9 a.m.-5 p.m. | Art at the Depot |
| Labor Day Weekend (Sat.-Mon.) | Open hours for Hutchinson House and Depot |
| Sat., Sept. 16th | Hutchinson House, Depot open during Fall-o-Rama |
| Thurs., Sept. 21st, 6 p.m. | “WI in World War I” with Russell Horton (WI Veterans Museum) |
| Thurs., Oct. 19th, 6 p.m. | "Early History and Indian Mounds of the Chain O'Lakes" with
Ray Reser (UW-Stevens Point) |
| Thurs., Dec. 7th, 6 p.m. | “Christmas on the Farm” with author Jerry Apps (at Trinity
Lutheran Church) |