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within a few miles. The town of Morse originally bore the name Bad River.)

The Governor, in his description of the Wisconsin Central project stated "it was through the indomitable courage and energy of George Reed in promoting the Wisconsin Central, the sagacity of Gardner Colby in foreseeing the great possibilities of the enterprise, and the competency of Superintendent C. Harris, that it is possible for Menasha to soon join hands with Lake Superior at Bayfield, Wisconsin."

While Hooper, Boyle & Seymour, the railroad builders, were cutting their way northward through the woods, E. B. Phillips and his bridge builder (said to be the *Wisconsin bridge and Iron Co., Milwaukee, Wis.) were engaged in erecting a three-span Howe truss bridge over the Wisconsin river at Stevens Point. The rock formation in the bed of the river was made to order, forming solid foundations for the cut-stone piers. The native stone used in the piers was taken from the old quarry in the railroad cut a few hundred feet west of the river.

Who, among the older Stevens Point railroaders, remembers this pioneer span without a thrill of pleasant retrospection—mellow thoughts of the scene of youthful adventure and callow escapades. From time out of mind, the river bank at the bridge has been the favorite "camp" and playground for the young lads from the "South Side" (the railroad side of town), who learned to swim and dive off "second Pier," many of whom are now gray-haired veteran Engineers and Conductors on the W.C.—Soo.

During the year 1872 the project began to take on the appearance of an orderly railroad. Trains were running regularly between Stevens Point and Menasha, and all equipment was taxed to capacity in handling the traffic.

The road outgrew its modest general office at Menasha and moved to Milwaukee into Executive Headquarters. Operating Headquarters were established at Stevens Point, and construction of a roundhouse and larger repair shops begun at that point.

The original roundhouse was built entirely of native stone, with an iron roof and iron service doors. The house was built to accommodate six locomotives; six stalls, each with pit and stack hood.

The old roundhouse still stands as sturdy as ever as will be noted in the accompanying photograph. The wooden additions on each side of the original were built about ten years later. The back shops group of buildings, constructed of Milwaukee brick, were modern, commodious, and completely equipped with machinery required for rebuilding and repairing locomotives, passenger and freight cars.

Due to the isolated location of Stevens Point at this time, and the distance from large industrial centers, the Wisconsin Central was of neces-

* The Wisconsin Bridge & Iron Co. of Milwaukee, Wis. built all original Howe Truss bridges on the Wisconsin Central. Many erection contracts sublet to Kelly-Atkinson Co. of Chicago.