

*Preserving our
Historical Heritage*



Price County Historical Society Newsletter

Volume 37, No. 1 Spring 2019

www.pricecountyhistoricalsociety.org



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Welcome to another exciting season with your Price County Historical Society, Inc.!

by: John Berg

In the 2018 Spring issue I offered this account, in which I ask you to bear with me as we reminisce: *“Winter held us in its grip for some time this spring, but your board has been diligently working since January planning the spaghetti feed, displays, maintenance projects, and summer activities. Our success as a board is to hear all ideas, opinions, and plans, and to seriously review, debate, and prioritize these thoughts. Then a plan of action is implemented. Each monthly board meeting from January through May is focused on the details necessary to provide the membership and general public with the best opportunity to experience Price County’s history. And the Society has seen positive results during the past half-decade with a consistent turn out at events and visits to the museum. Whether they are members or not, the citizens and friends of Price County have been extremely supportive of the Society’s efforts to preserve and maintain the artifacts and information that makes up this county’s history.”*

And it is true, fellow PCHS members and interested friends – we continue our work with the diligence and enthusiasm to not only preserve the history and artifacts of Price County’s past, but also prepare this information and items for you and, in fact, all who step into the Old Town Hall and Greenfield School Museums. As I write this current newsletter, I want to specifically call attention and offer sincere appreciation to each and every member who has served as a volunteer in our activities and presentations throughout the museum season. Those of you who offer



your efforts and time to put the board’s directives into action make the museums come alive for the visiting public. And to our general membership sincere appreciation is offered for your essential financial and moral support that forms the foundation of our Society. Each member serves in the capacity in which he or she is able, and because of this The Price County Historical Society, Inc. continues to serve its mission of preserving the history of this county.

As such, the first event of the museum season is the Annual Spaghetti Feed held at the Town of Fifield town hall on April 16. The staff of the PCHS and volunteers served meals to 105 adults and six children, and the bake sale items completely sold out!!! It was a another great show of support from the citizens of Price County and significantly helps the Society’s work as all the proceeds after expenses go into the Society’s building and grounds account for the maintenance projects at both museums. A BIG THANK YOU to the staff and volunteers who prepared and served the meals and a BIG THANK YOU to all those who stopped in to enjoy the delicious spaghetti meal!!

The PCHS serves as a historical resource for other agencies and societies.

Since its incorporation in 1959, PCHS fulfills part of its mission by serving as a resource for various individuals, private organizations, historical and genealogical societies and state and federal agencies seeking information regarding Price County history. One of the most significant undertakings was the rebuilding of the Round Lake Logging Dam back in the mid-1990s. This involved the Friends of the Round Lake Logging Dam, The Price County Historical Society, and the USDA Forest Service Park Falls District. These three agencies worked together to secure funding, conduct historical research and coordinate logistics resulting in the dam as you see it today. During the past year, Ms. Emily Braker, Forest Service Resource Assistant at the Rhinelander office of the Chequamegon-Nicolet National Forest, has been tasked with upgrading some of the displays at the dam. These interpretive panels will be added to the existing set, and



Otto C. Doering Sr.
(PCHS 93.34009)

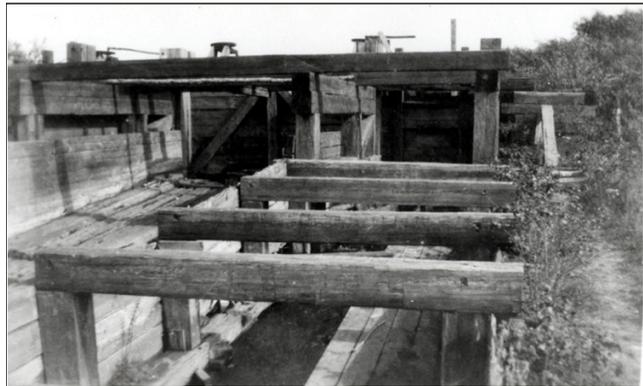
will highlight more of the dam's history, the role of Otto Doering, Sr, and the rebuilding of the dam. Ms. Braker outsourced actual design and construction of the panels to the University of Wisconsin at Stevens Point under the direction of Megan Espe, the Outreach Coordinator at Schmeekle Re-

serve. In order to get a feel for the environment in which the displays will be placed, Mrs. Espe traveled to the dam on the third Friday in

April. John L. Berg hosted Mrs. Espe, for a morning of examining the site and then in the afternoon both traveled to the Archives in Phillips.

Mrs. Espe spent about three hours examining photographs taken by various PCHS members and the Forest Service during the dismantling and reconstruction of the dam. Preliminary design drafts by Mrs. Espe are outstanding and will greatly increase the interest and knowledge available to the many visitors to that site.

Those of you served by the Price Electric Cooperative received their news magazine for April, which featured a very nice write up on the dam and an interview with Manny Stein.



Two views of the 1878 rebuilt logging dam at Round Lake in 1914. Wisconsin Department of Natural Resources Collection.

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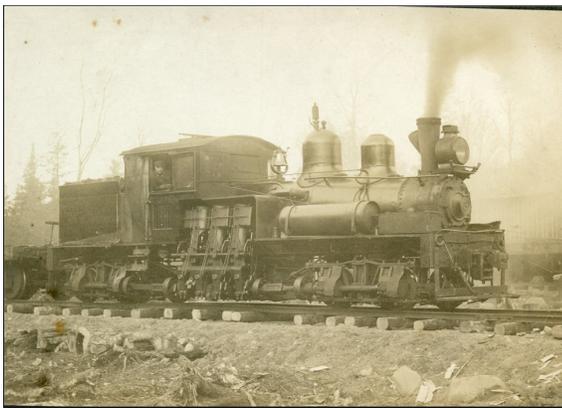
Railroad historian Arlyn Colby of Barron, Wisconsin is planning to publish a new book, due out later this summer, entitled *The Park Falls Line*. This volume documents the Chicago, St. Paul, Minneapolis and Omaha Railroad line from Tuscobia through such towns as Radisson, Winter, Kennedy, Kaiser, and Park Falls. Colby spent a day in the Price County Archives this past January, scanning photographs pertinent to the CStPM&O RR line. Price County is featured as it offers an extensive history of the New Dells Lumber Company's logging railroad in Kennedy, west of Park Falls, as well as the operations at Kaiser and the Hines Hemlock and Hardwood Company in Park Falls. For those seeking to put in a pre-publication notice of interest to purchase, Mr. Colby may be reached by mail at:

Arlyn Colby

427 Pine Street

Barron, Wisconsin 54812

Or by email at: acolby@chibardun.net



This photograph of the New Dells Lumber Company Railroad's Shay Number 3 was taken by S.A. Johnson at Kennedy, Wisconsin, ca. 1912-13. John Burgmeier is the engineer. Scanned and accessioned from the William Burgmeier Collection, Price County Historical Society, Inc.

Photograph donated by Don Burgmeier

Plan to Attend the PCHS Annual Meeting October 27, 2019

On Sunday, October 27, 2019 at 1 pm at the Fred Smith Studio located in the Wisconsin Concrete Park at Phillips, the Price County Historical Society will deliver a slide program illustrating the impact of the Heikkinen family during the transformation of logging practices into the modern era. The core of this presentation will be a series of photographs taken by the family and now in the collection of Dale Heikkinen. Dale will be our primary speaker, with John L. Berg giving a brief sketch of logging practices in Price County prior to 1940. Berg will then hand the program over to Dale, who will detail the inventions and innovations his father and grandfather devised that spurred the development of the modern logging equipment we see today. This program will be of interest to any and all persons who have an association or interest in modern logging practices and equipment. Dale is "Mr. Prentice" and has a deep and broad knowledge of the topic from his experiences and research. Mark your calendars now for October 27, 2019 – you won't want to miss it! Look for more news of this event later this coming fall in this newsletter as well as in the Price County Review.

Have a great summer! We hope to see you at the museums!!!

What is significant about the numbers 60, 125, and 140 during this year. 2019?

2019 marks three anniversaries of note.

60: This is the 60th anniversary of your Price County Historical Society, Inc. As printed in the "Overview" section of the Society's website, "We are a 501 (c) (3) organization (Internal Revenue Code) and a Wisconsin registered charitable organization. Number 000 5508, Price County Historical Society, Inc. Our Certificate of Incorporation was granted November 27, 1959. Our resources are our Old Town Hall Museum, office and storage building, and the Greenfield School; which are located in northern Price County, on Hwy 13 two blocks South of State Hwy 13 and Hwy 70 intersection. Our Historical Society has no paid positions. We are strictly staffed by dedicated, hard-working and knowledgeable volunteers from the Price County area. Revenues are raised from membership fees, donations, grants, book sales, Gift Store sales and fund raising events. Price County and the Town of Fifield provide some financial support. The money is used for exhibits of artifacts, outreach programs, utility bills, maintenance and preventive maintenance programs, supplies for the museum and Greenfield School, curator staff supplies, publishing and book printing costs, pamphlet printing and other community services."

125: FIRE! FIRE! FIRE! This is the 125th anniversary of the fire that consumed the city of Phillips on July 27, 1894. That year was exceptionally dry throughout the state; the central and northern sections were particularly affected. The publisher of the Phillips Times scrambled up enough ink and paper to report and publish the demise the day after: "PHILLIPS SWEEP BY FIRE. TWENTY LIVES LOST. THE ENTIRE CITY A SMOULDERING-MASS OF ASHES. THE CITY WILL BE REBUILT. Yesterday. Friday afternoon the forest fire that started up during the week, west and south of Phillips was driven direct toward the town by a stiff breeze. All efforts to stop the progress of the fire were unavailing and at 2 o'clock the town was seen to be doomed. The fire ap-

proached the city with terrific force and from the effort to save property the people turned to save the lives of their families. Dispatches for assistance were sent to neighboring towns north and south for assistance. The John R. Davis Lumber Company made up a train of box cars standing in the yard, and the people were crowded in and on top, and about eight hundred souls were carried to Prentice. This train made several trips between these towns during the afternoon and night. The residents of Beebe and Tannery towns were forced to seek safety across Elk River. About seventeen sought safety on hastily constructed rafts on the lakes only to meet their doom in watery graves. ... At this time it is unknown how many perished in the flames but it is certain that one, and it is believed a number of others, also burned."

Fire was always a haunting specter in frontier industrial settlements whose main purpose of existence is the processing of wood products, and where the primary machinery for the processing was wood and coal fired steam engines. The village of Fifield, 15 miles north of Phillips was destroyed by fire one year earlier to the day of the disaster at Phillips. And then, 100 miles to the south, the village of Vesper in central Wood County, was annihilated by fire on August 30, 1894.



Lake Avenue looking north from the Nelson's house on the left. No buildings survived the conflagration from this point north. (S.A. Johnson photograph, PCHS collection)

One of Phillips first benefactors of relief after the fire was the city of Marshfield (under the direction of Governor William H. Upham), which suffered the same fate seven years earlier on June 27, 1887.



The Wisconsin Central Railroad worked quickly to re-gauge the rails distorted by the heat of the flames and the ties burned by the fire, and then established a temporary depot with telegraph service. (S.A. Johnson photograph, PCHS collection)

Prentice would suffer a similar fate in 1911. The Phillips *Times* account was excerpted from the book (page 18) documenting the event, *Phillips Fire Centennial, 1894-1994*. A well-received and acclaimed volume, *Phillips Fire Centennial* is available at Johnson's Hardware Store and the Price County Historical Society Gift Shop for \$12.50. The Society will mail the book for \$17.50, which includes shipping and handling

140: This is the 140th anniversary of the establishment of Price County, an account of which is excerpted from George Forrester's *Historical and Biographical Album of the Chippewa Valley, Wisconsin* (A. Warner Publisher, 1891-92), pages 352-353:

"Under an act of the legislature [Chapter 103 Wisconsin Statutes, Laws of 1879 - ed.] passed in the early spring of 1879 [March 3, 1879 - ed.], all of that territory of the counties of Chippewa and Lincoln lying north of the south line of township thirty-four, and south of the north line of township forty, and east of the west line of

range two, and west of the east line range three east, was detached from the Counties of Chippewa and Lincoln and became the county of Price, being so named in the honor of Senator W.T. Price. Lying in the heart of the pineries of Wisconsin, it is bounded on the south by the county of Taylor, on the east by the counties of Oneida and Lincoln, and on the west by the counties of Chippewa and Sawyer. Rectangular in shape, it measures forty-two miles from north to south, and thirty-one miles from east to west, containing 1,302 square miles. It is dotted with numerous lakes, among which are Pike Lake in the northeast corner of the county; Butternut Lake, five miles in length and a mile and a half in width, abounds with the choicest fish; Elk Lake, covering about 275 acres; Long Lake, a mile long and a half mile wide, affording, with Elk Lake and the river between, a continuous sheet of magnificent boating water, and farther to the south Cranberry and Spirit Lakes.



Another of Wisconsin's "uber-entrepreneurs," William Thompson Price was a man of many parts. Price distinguished himself as a businessman, politician, and farmer, but it was logging the vast white pine forests of the upper reaches of the Chippewa and Flambeau Rivers watershed that cemented his place in history.

Rapid streams thread their way in every direction, the most important of which are the north and south forks of the Flambeau River, the Jump and Elk Rivers

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with their tributaries. During the logging season it is estimated 4,000 to 5,000 men are employed on these streams. The natural growth of the adjacent lands is principally pine timber, and there are many fine tracts of hardwood scattered throughout the county, with now and then fine strips of meadowland. Its surface may be described as rolling, the variation being about 500 feet. It is crossed by ranges of low rounded hills. Peat beds have grown and moldered until at length a soil has been formed that is rich and productive beyond imagination. In many places the ground is strewn with granite bowlders, [sic] some of which are several tons in weight. Ridges from half a mile to a mile wide are covered with thick growth of black birch and bird's-eye maple rooted in a depth of black loam. Almost everywhere the red clay soil is mixed with gravel. Small areas of sand are found in a few instances. Under all in a vast unbroken sheet, lies the natural rock of the Azoic age, which is here and there visible in the beds of streams, or jutting out in ledges at some foaming rapid or small waterfall."

But why name this county after a guy named William T. Price? Price's claim to fame was his numerous logging crews and camps he ran on the headwaters of the Chippewa and Flambeau watershed. In fact, Price's crews built the original dam at Round Lake on the Pike Lake Chain in 1876. The Falls History Project, 14th Edition (2014-2015) was researched and published by the high school history class at Black River Falls High School. From that research are gleaned the following highlights of the legendary William Thompson Price.

June 17, 1824: born to William Price, Sr., in Barre Township, Huntington County, Pennsylvania.

Early life spent on the family farm; some time spent employed as a clerk in a store in Hollidaysburg, Pennsylvania. Spent evenings reading law books as preparation for a career in that field.

Summer, 1846: Enters the employ of Jacob Spaulding at Black River Falls as a bookkeeper and general manager of his business.

Winter, 1848-1849: Logging with Amos Elliott in Clark County; continues with Elliott with some success until 1853.

1851: Elected to Wisconsin Assembly as a democrat.

July 10, 1851: Marries Miss Julia Campbell of Grant County, Wisconsin. A daughter, May, was born that year.

1852: Purchases and plats the northwestern part of Black River Falls.

1853: Enters into partnership with F.M. Rublee of LaCrosse. Serves as judge of Jackson County.

1854: Moves family to LaCrosse; opens a livery stable and establishes a stage line between LaCrosse and Black River Falls. Returns to the Falls in that year establishes law practice with C.R. Johnson. First law firm in the Falls; lasted until 1859.

1857: Having earlier established a large mercantile business with C.S. Crossett in LaCrosse, the partners were unable to succeed during the Panic of 1857. \$25,000.00 worth of debt loomed after liquidation of business' assets. Price returns, penniless, to logging.

1857: A son, William T., was born and died at age 10 months.

1858: Elected to and serves in Wisconsin Senate.

A son, Hugh, was born. He lives until 1904.

1863-1865: Collector of internal revenue.

1864: Price has repaid all debts plus 10 percent interest. Creditors present him with a \$300 gold watch and chain in appreciation of Price's honesty in repaying such a debt that could not have been collected by law.

1860: Engages in flour milling and lumber mills in Black River Falls in partnership with D.J. Spaulding.

1864: Purchases stage line from St. Paul to Sparta but sells a portion of it.

1870: Elected to and serves in Wisconsin Senate.

1871: Purchases a farm in Hixton growing it to 3,000 acres over time. A daughter, Margaret (Maggie) is born. She lives until 1957.

July 13, 1872: May Price killed at age 20 after being kicked by a horse.

1874-1880: Runs logging crews on the headwaters of both the Chippewa River and both branches of the Flambeau River in present Sawyer, Price, Taylor and Ashland Counties.

1878-1881: Elected to and serves in Wisconsin Senate.

1882, 1884, 1886: Elected from the Eighth Congressional District to, and serves in, U.S. House of Representatives in the forty-eighth, forty-ninth, and fiftieth Congresses.

December 6, 1886: William Thompson Price dies at his home in Black River Falls after a battle with cancer spanning a few months. It was estimated that more than 3,000 people attended his funeral.

A Call For Photographs, Artifacts, Documents, Diaries, Journals, ect.

During the past year we have received several artifacts, documents, and photographs either by personal delivery or via mail. A sample of photographs follow. If you are cleaning out your collections, closets, attics or garages, PLEASE CONSIDER DONATING ANY PHOTOGRAPHS, ARTIFACTS, DOCUMENTS, LEDGERS, DIARIES, TOOLS TO THE PRICE COUNTY HISTORICAL SOCIETY INC.!!! WE WILL GLADLY TAKE AUTHENTIC HISTORIC ITEMS, PARTICULARLY PHOTOGRAPHS, ARTIFACTS, DOCUMENTS, LEDGERS, PLAT BOOKS, MAPS and DIARIES!!!

We at the Society understand if you have historic photographs, documents, and plat books and the like, and you want to keep them. Please consider allowing the PCHS staff to digitally scan the item(s), and then accession the scanned copy to the PCHS archives with permission to publish. We will accession the item in your name (or designated name) as part of the collection of the PCHS archives. By so doing, an image of your item is preserved and becomes available for research and use by PCHS staff as well as other historians or people conducting historical research.

This year the Price County Historical Society received a number of photographs and documents from members and interested friends of the Society, who have given the artifacts outright, or seeking to keep the photograph, have given us permission to scan, accession, and permission to publish. Here's a sample of photos we have permission to digitally scan, accession and publish:

30 photographs from several sources of the Soo Line Railroad collision right at the Phillips depot on September 1950, form the collections of Charles Kandutsch, Richard Schoenborn and Richard Pilch.

S.A. Johnson portraits from the late 1890s through the early 1900s from Glenn Brazelton.

A series of photographs documenting the New Dells Lumber Company's logging railroad in Kennedy, west of Park Falls from Donald Burgmeier of California, featuring his grandfather John Burgmeier as the engineer of Shay Number 3. From his father William Burgmeier's Collection.

S.A. Johnson photographs of the Bodenburg/Buege Family from Peggy Edinger Bodenburg Denizen photograph taken in 1939 in the Town of Emery from Richard Eggleston.

Park Falls and Jefferson family and store photographs early 1900's from Debbie McArdle.

And actual artifact donations:

A series of Park Falls photographs from Irene (Gerhke) Hintz from her grandfather's collection, featuring the Atwood Lumber Company.

A BIG HEARTY THANK YOU to THESE and ALL of our DONORS!!!



Atwood Lumber and Manufacturing Company postcard donated from her grandfather's collection by Irene (Gehrke) Hintz.

The Bee September 7, 1950

\$500,000 Loss Estimated as Result of Train Wreck

Henry Ripplinger, Stevens Point, killed following jump from moving train. Four others injured.

No Reports have come from the investigation of the head-on freight train collision which occurred at Phillips Thursday morning. High officials of the Soo Line Railroad were in the city from Thursday until Saturday, checking all of the angles to determine the cause of the wreck which took one life and which caused hundreds of thousands of dollars in damage.

Also present for several days was an investigating committee of the Interstate Commerce Commission. It is this department which will place the blame for the wreck.

In what is stated as "the worst wreck in many, many years," two extra gravel freight trains came together at the Soo Line depot at 9:05 Thursday morning. One of the freight trains had just pulled into the station from the south to receive orders, preparatory to proceeding to Coolidge, where it was to pick up a train load of gravel. It had no more than stopped when the loaded gravel train from the north came roaring along the tracks from the north. There was absolutely no chance of the traveling train to stop in the short distance remaining, between the curve and the station, and the pile-up resulted.

According to one of the crewmen on the traveling train, when the inevitable crash was foreseen, Fireman Henry Ripplinger called to the other three men in the engine cab, "Jump Main line." Within seconds, William Zuege, 57, Stevens Point, engineer; Grover Shanks, 37, Park Falls, and Ripplinger, bailed out on the east side of the cab, while Erwin Zielsdorf, Park Falls, jumped to the west side.

Henry Ripplinger, 30, fireman, the last man to jump, was killed when he failed to jump far enough from the train, and was caught between two of the cars as they buckled with the impact. It was necessary to use acetylene torches to free his body which was pinned between the cars and the rails. While working to secure his release, Adam Boho, an employee of the Wisconsin Wood Products, Inc., received a broken leg when the rail sprang back hitting him in the knee. Zuege received a bad gash on this head which he ap-

parently received when he hit one of the rails on an adjacent track; Shanks received bruises and back injuries; and Zielsdorf received bruises on the arms and legs. All three injured men were taken to the hospital in Park Falls, where they were released during the day, after their injuries had been treated. The conductor, James K. Hemphill, and the brakeman, Arne Schmeiser, Chippewa Falls, who were riding in the caboose of the moving train, were not injured.

Carl Schoch, Stevens Point, the engineer on the north bound train which had just pulled into the station, had left the cab of his engine when he saw the on-coming freight from the north. Schoch had instructions to receive further orders from the agent at Phillips, and started for the depot, but turned and ran to get out of the way of the impact, which he knew was to come. His son R.C. Schoch, Stevens Point, who was fireman on the north-bound train, and Brakeman John Isherwood, Stevens Point, planned to remain in the cab while orders were picked up, but when they saw the big engine bearing down on them, they jumped from the cab, and also ran for safety. Paul Stassel, Stevens Point, conductor,



From the Charles Kandutsch collection

and Walter Pagel, brakeman, on the train, were in the caboose at the time of the crash. None on the north-bound train was injured. The traveling freight had put on steam in preparation for getting over the grade at the south end of the city. Carrying 25 cars of gravel, with an estimated 20 tons each, the train was traveling at a reported 25 to 30 miles per hour when it reached

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the curve near the flooring mill. Before leaving the cab the crew “dogged” the engine, or put the steam in reverse, and slammed on the brakes, but the momentum of the moving train could not be checked within the few blocks remaining.

The north-bound train had its engine stopped so that the head of it was at the north end of the depot. When the traveling gravel train hit it a cloud dust enveloped the whole scene. According to one witness, who was standing so she viewed the whole affair, the empty cars of the standing train buckled and shot up into the air, one of them coming down against the baggage room of the depot, demolishing it completely.

The sound of the impact was heard at a distance of four miles according to other statements, and the tremors, which resulted with the collision, were felt in various parts of the city.

Here in The Bee office, within 200 feet of the impact, the sound of the coming together of the two trains sounded as though it was an over-exaggerated switching of boxcars. The men in the office knew that something had happened, but they did not know what, and they looked around without saying anything, but with the quizzical expression, “what now?” One member looking out of the back window of the shop, yelled “Everything is wrecked down at the depot.”

It wasn't but seconds before the fire whistles were blowing, and crowds were congregating at the depot. Calls for ambulances and doctors came in immediately, and all available facilities and men were present to take care of immediate emergencies and contemplated ones. The boiler pipes of the standing engine were burst and steam was pouring out in that engine from several spots. At first there appeared to be danger of the second boiler exploding, and word was passed down the line to keep away from that sector. Reports on the number killed varied throughout the day, and at one time stories stated that three men had been killed.

Statements received from members of both crews showed that there had been some cross-up in orders. The crew members on the north-bound train stated that they had received orders at Medford telling them to proceed to Phillips where they



From the Charles Kandutsch collection

would pass the loaded gravel train and the local Diesel switching train. Statements received from the loaded train indicated that the orders received by that train, had been to proceed to Prentice where the two gravel trains would pass each other.

The gravel trains had been hauling gravel from the Coolidge pits since Monday for railroad track repair. The loaded train was to spread its load at Stanley, while the train, which was to pick up a load, was to drop it at Prentice. According to statements made, the gravel-hauling operations would have been completed by all trains on Friday, and one of the two trains had but one more run to make after it had completed the one it was on.

When the crash came, the standing engine, No. 1004, was pushed south-ward a distance of close to 50 feet, the front end was caved in, and much of the front framework was broken off. Several cars behind 1004 were buckled by the impact and were thrown into the air. Wheels were ripped off the undercarriage, and parts of the cars were strewn for considerable distance along the tracks.

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The traveling train, pulled by engine No. 3011, had less damage done to the engine than the other one had, but seven or eight loaded cars of gravel were tipped. In some cases the cars received such an impact that they were buckled by the force. Tracks were ripped up and damaged a distance of at least 100 feet.

Clean-up crews came to Phillips from the north part of the line, and from the south part. Cranes, wrecking and building equipment, and a bulldozer were dispatched to the scene immediately, and were on the job by noon. Some of the track was cleared, and new line laid by the time the evening passenger train came through, and by using the west track, schedules were not affected greatly.

The crews worked all night Thursday, 24 hours on Friday, and had all tracks back in shape by Saturday afternoon. The engines were taken from the scene by the wrecking train early Sunday morning. Work on the removal of the rubble of the baggage room started on Tuesday and is still continuing. There is some question as to whether the building will be rebuilt as it was. One official stated that there was a possibility that one of the waiting rooms might be converted into a baggage and freight room. Plans are indefinite at the present

time, and nothing definite can be given.

Crowds poured into the city from all directions when word of what had happened spread by telephone and radio. Sightseers came from as far as 100 miles away, and cars lined the street all day and night Thursday and Friday. Crowds were orderly during the whole process of clearing up the wreck, and from reports which were given by the Department of Investigation and Protection of the Soo Line Railroad, the people were extremely cooperative all of the way through the clean-up operations.

In charge of the protecting the public from dangers which were present during the rebuilding and clean-up operations, were G.D. Peoples, Minneapolis, assistant chief of the Department of Investigation and Protection; R.D. Boyington, Stevens Point, special investigator; A.H. Young, Gladstone, Mich., special investigator; and W.L. Lowell, Stevens Point, patrolman. The men arrived by Thursday noon, and completed their work Saturday evening.

Although it is impossible to estimate the damage which the wreck did, one of the high officials made the statement that the total cost will run close to half a million dollars. The official also went on to say that it was the worst Soo wreck in years, but that the Railroad was fortunate for "it could have been a whole lot worse, and more lives could have been lost."



The photographs of the Soo Line Railroad collision 1950 at the Phillips depot.

Scanned and accessioned from the Charles Kandutsch collection.

Thank you to Karen Baumgartner and Richard Pilch for their research for this article.

MEMBERSHIP MATTERS
PRICE COUNTY HISTORICAL SOCIETY
MEMBERSHIP RENEWAL AND NEW MEMBER FORM

NAME: _____
NEW _____ RENEWAL _____

ADDRESS: _____

CITY: _____ STATE: _____ ZIP: _____

PHONE: _____

E-MAIL: _____

MEMBERSHIP CATEGORIES: PLEASE CHECK YOUR SELECTION:

INDIVIDUAL MEMBER.....\$10.00 _____
BRONZE MEMBER.....\$25.00 _____
SILVER MEMBER.....\$50.00 _____
GOLD MEMBER.....\$100.00 _____
LIFE MEMBER.....\$500.00 _____

Please write check to **PRICE COUNTY HISTORICAL SOCIETY** (designate **MEMBERSHIP YEAR** on check and on this form.) I am paying for the year of _____. A membership term runs from January 1 through December 31.

Mail it with this form to: Price County Historical Society, Membership
P. O. Box 156
Fifield, WI 54524

- Check box if you want newsletter sent to the address on the membership form.
- Check box if we may send you your newsletter by e-mail to help save paper and postage.
- Check box if you do not want the newsletter.

Check box if you would like an e-mail reminder of special events.

Check box if you would like to volunteer. We will contact you.

All membership money automatically goes into our regular fund for general upkeep of our three buildings, utilities, insurance, and printing and sending our newsletters.

Your yearly membership entitles you to receive newsletters and a voice at the annual meeting.

Donations in addition to membership are always urgently needed and greatly appreciated.

THANK YOU SO MUCH FOR YOUR PROMPT PAYMENT. YOU ARE HELPING TO PRESERVE TODAY'S HISTORY FOR TOMORROW.

2019 SUMMER AND FALL SCHEDULE

Save the dates and plan to
be at the PCHS for these events:

Ice Cream and Pie Social at the Old Town Hall
and Greenfield School Museums - **June 29**

Strawberry Short Cake & Flea Market at the Old
Town Hall and Greenfield School Museums - **August 10**

Chili Supper - Fifield Town Hall - **October 15**

Annual Meeting - Fred Smith Studio at the Wisconsin
Concrete Park - October 27

Museums open Saturday and Sunday

June 1 through September 2, 2019 - 11 a.m. to 3 p.m.