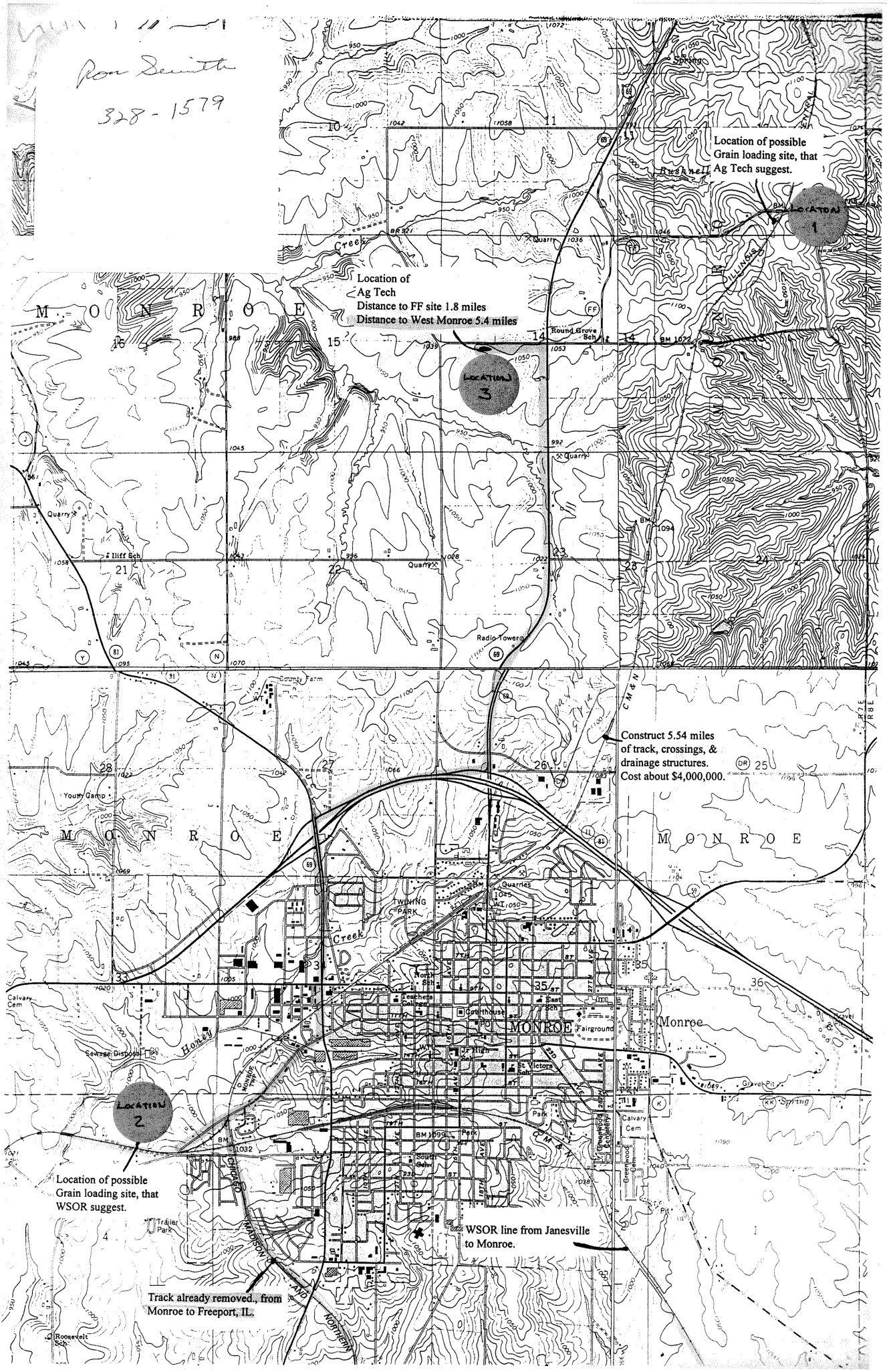
Madison - Monroe line shippers & carloads
as identified at meeting on June 25, 1999

Company	Location	Person	Commodity	In/Out	Quantity	Units	Period	carloads (est) Year 1	Year 2	Year 3	Year 4	Year 5
Agri-Services 608/424-3307 Hwy 69 North, 53508	Belleville	Bob Borucki	grains	Out	1,000,000	bushels	Year 1	300				
				Out	2,000,000	bushels	Year 2		600	600		
				Out	3,000,000	bushels	Year 4				900	900
Roe Farms 608/938-1309 N. 5670 Gutzmer Road, 53570	Monticello & Belleville	Dan & Don Roe	grains	Out	266,640	bushels	Year 1	80	80	80	80	80
Union Co-op 608/424-3651 or 3898 20 S. Park, 53508	Belleville	Milton Hoesly	grains	Out	500,000	bushels	Year 1	150	150	150	150	150
			fertilizer	In	2,500	tons	Year 1	25	25	25	25	25
Cargill 608/938-4151 (Sales) 608/938-4156 (Plant) 1025 E. Lake Avenue, 53570	Monticello	Ken Risley	feeds	In	20,000	tons	Year 1	200				
			feeds	In	24,000	tons	Year 2		240			
			feeds	In	28,800	tons	Year 3			288		
			feeds	In	34,560	tons	Year 4				346	
			feeds	In	41,472	tons	Year 5					415
Laidlaw 608/938-4388 520 N. Pratt Road, 53570	Monticello	Bernie Green	steel coils	In	5,500	tons	Year 1	55	55	55	55	55
AgTech Green County Grain 608/328-1441 W 5607 Aebly Rd., 53566	Monroe	Barb Smith	Dry fertilizer	In	5,000	tons	Year 1	50	50	50	50	50
		Ron Smith	Liguid Fertilizer	In	5,000	tons	Year 1	50	50	50	50	50
			grain	Out	500000	bushels	Year 1	150				
					1000000	bushels	Year 2		300	300	300	300
		Total carloads						1,060	1,550	1,593	1,956	2,025

Ron Smith
328-1579



Skindrud
Powers
Monroe, City of
Ron Smith, Ag Tech
Mayor of Belleville
Carol Strauss
Ron Adams
DNR
Terry Malcahy
Transit Commission
Bob Borucki, Agri-Services
Shirley LaRowe
Green City

Frank Huntington - SW Econ. Dev.
Nate Klassy
Bob Hosley
(City Bd / Transit Commission)
} prefer to find alternative other than industrial park
don't want to put rail back in at substantial cost.
i.e. west of town, where line dead ends

Anna Reagans - little more positive of industrial park

Tom Wildenburg called (10-11-99) to make sure Frank had called.

Railline

1) 9/21/99 talked to Nate Klassy monroe - he said would meet if meeting set up. (Public works monroe 608-329-2506.

Nate Klassy
Public Works Dir.
City of Monroe

(608) 329-2506
call next week
Sept 20th

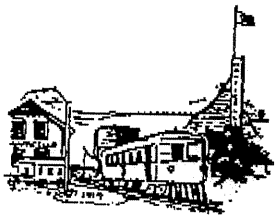
Skindrud's office

People to be invited to RR meeting:

Carol Strauss			
Wade Wittenwyler	*W4514 Wittenwyler Rd*	*Monticello*	*53521*
Paul Ziehli	*925 Werch*	*Belleville*	*53508*
Kim Tschudy	*W4680 CTH W*	*New Glarus*	*53574*
Art Jennrich	*N9603 Argue Rd*	*New Glarus*	*53574*
Dan Edge	*415 Bowlavard Ave*	*Belleville*	*53508*
Gary Ziegler	*695 Village*	*Belleville*	*53508*
Bill O'Connor	*631 Prisk*	*Belleville*	*53508*
Roger Hodel	*RFD 1*	*Belleville*	*53508*
Steve Versnick	*6760 Henry Rd*	*Belleville*	*53508*

VILLAGE OF MONTICELLO

GREEN COUNTY



VILLAGE HALL
140 N. MAIN ST.
P.O. BOX 147
PHONE: (608) 938-4393
FAX: (608) 938-1023

Monticello, Wisconsin 53570-0147

September 16 , 1999

Office of the Commissioner of Railroads
Mr Rodney Kreunen
610 N. Whitney Way, Room 110
Madison, Wi 53708-8968

Dear Mr Kreunen:

The Village Board for the Village of Monticello, Green County, met last evening, Sept 15, 1999, and unanimously voted to oppose the state's plans to alter a railroad crossing on Wisconsin 69/7th Avenue south of 17th Street in Monroe. Removal of the overhead signal lights at this crossing would be extremely hazardous in this heavy traffic area if rail service were to be reinstated on the north-south railroad (Belleville to Monroe) as requested by potential shippers. This intersection is needed to connect to the interchange in Monroe in order for the north-south rail line to connect to the east-west line (Monroe to Janesville).

In light of recent activity to secure rail service for our county for economic development, and the lack of support by state agencies, it is apparent that alteration of this railroad crossing is an attempt to abandon the east-west line also eventually shutting down all rail service to Green County.

We hope you will not alter this intersection such that it becomes a hazard when rail service is truly recognized as a major tool for economic stability and growth for all of Green and Dane Counties as the municipalities Monticello, Belleville, New Glarus, Towns of Mt.Pleasant, Exeter, Montrose have all gone on record of supporting.

John A. Stenbroten

John A. Stenbroten,
Village President
Village of Monticello

cc: Rep. Brandenmuehl
Rep. Powers
Rep. Skindrud
Sen. Erpenbach

Madison - Monroe - Freeport, IL railroad line

WisDOT will retain ownership of the railroad corridor following removal of the track. This will allow the future restoration of rail service at such time as it can be justified.

In the interim, before the restoration of rail service, the WisDNR is very interested in establishing a trail from the WI/IL line to Madison. The agreement with WisDNR allowing the establishment of a trail will require the removal of the trail for rail restoration. WisDNR is comfortable with this.

The rail is being salvaged at this time between Monroe and Madison because it is unsuitable for operation as a railroad line. It was not in very good shape when purchased and has deteriorated since that time.

The rail between Monroe and Freeport, IL was recently salvaged. The corridor is being retained by WisDOT and the South Central Wisconsin Rail Transit Commission (SCWRTC) for future restoration of rail service. In the interim, SCWRTC has signed an agreement with the Illinois DNR for the construction and operation of a trail from the WI/IL State line to Freeport. The agreement clearly requires the IlDNR to remove the trail in the event of restoration of rail service.

Attached is a chronology of events leading up to the decision by the SCWRTC to direct WisDOT to proceed to salvage the railroad line.

Connection East-West Monroe - Janesville
Line is in service; the operator is WSOR.

A supplier, north of Monroe, had requested that a connection with the East-West line be maintained. This request came after the original rail had been removed by an earlier highway construction project. This supplier's apparent use of the line would be very limited and in no way a justification to rebuild the line.

Chronology of WisDOT and SCWRTC involvement with the Madison - Freeport railroad line

1980	abandoned line acquired by WisDOT/SCWRTC
1980-1997	Attempts by 3 railroads to operate. All ceased due to lack of customers.
12/15/93	Operator embargoes line between Summit & Freeport due to poor track conditions and no customers.
mid-1996	Potential rail operator approached SCWRTC to operate. No operating capital or operating equipment available, nor were there any firm shipping commitments
fall-1996	SCWRTC voted to place Monroe-Freeport in Rails to Trails allowing rail removal WisDOT/SCWRTC/WSOR conduct joint survey for potential customers and economic development agencies. Survey revealed little or no interest. Economic development agencies not marketing existing business parks to customers needing rail service. Thus, SCWRTC voted to place Madison-Monroe in Rails to Trails with no rail removal allowed until further study
4/97	Last remaining customer was Brunsell Lumber with minimal carloads. WSOR officially discontinued rail service
4/98	Contract awarded to Azcon to remove rail from Monroe to Freeport rail line
97/98	DNR conducts feasibility study of constructing a trail
Mar/98	Green Co. Board requests one year moratorium to leave rail between Madison and Monroe in place and allow a task force to recommend best use of rail corridor
Sept/98	DNR hosts 2 Open house sessions about their feasibility plan
Oct. 98	DNR results support trail development once rails removed. Feasibility study reveals rail left in place not compatible with trail

Dec. 98	SCWTRC votes to delay track removal decision until Green County task force provides final recommendation
April 99	Task Force fails to reach decision Green County Tourism Committee recommends development of recreational trail. Green County Board votes 22-4 to remove rail and develop trail
4/23/99	SCWRTC considers appeal from companies along the rail line not to remove the track. Votes to have WisDOT proceed to salvage the rails from Madison to Monroe.
5/14/99	WisDOT issues bids for rail removal
May 99	WisDOT/SCWRTC/ILDOT enter into Rails to Trails agreement
5/25/99	Carol Strause, Clerk of the Village of Monticello, contacts Dept. of Commerce
6/9/99	WisDOT opens bids for line salvage - Midwest Rail & Dismantling apparent low bidder
6/25/99	WisDOT Deputy Secretary Mulcahy and Ron Adams (Director, Bureau of Railroads and Harbors) and Dan Madden (Dept. of Commerce) meet with group in Monticello Shippers identify potential shipments. Carol Strause identifies prospective operator. WisDOT commits to not awarding bid to salvage the track until they have an answer from the identified operator.
7/2/99	Adams/Madden contact Pioneer Rail Corp. Pioneer Rail Corp. contacts other shortline operators about interest in operating the line
7/15/99	Dan LaKemper (Pioneer) tells Wildenborg (WisDOT, Bureau of Rails and Harbors) that Pioneer doesn't see a viable business opportunity & reports he will inform Carol Strause
7/19/99	Strause wants Rich Taylor (another prospective operator) to look at line. He will do so only if she pays $250/day for 2 day inspection Mulcahy letter sent to Strause informing of no interest from Pioneer, thus rail removal proceeding. Reps. Brandenmuehl, Skindrud,

	Powers & Sen. Erpenbach copied.
	Notice of Award sent to Midwest Rail & Dismantling
7/22/99	**Pre-construction meeting in Monroe**
7/29/99	**Rail removal begins in Monroe**
9/10/99	**SCWRTC meeting. Motion made to fund a study of potential for rail service. Several shippers speak in support. Motion dies for lack of a second.**
9/15/99	**City of Madison public meeting to discuss trail development through City**

> By RODNEY G. CHRISTIANSON
>
> The DM&E's upgrade project, one of the largest
> economic development
> projects in this state's history, may be crippled by
> the desire for
> bypasses. The people of South Dakota have a vested
> interest in this
> project's success; is it a wonder with all this
> naysaying that South Dakota
> has the lowest wages in the United States? We owe
> it to ourselves and our
> neighbors to support this project and invest in our
> future. About 2,100
> farm families invested in their future (along with

9/6/99

> South Dakota's and
> Minnesota's) by investing in South Dakota Soybean
> Processors (SDSP). This
> project's success or failure significantly impacts
> our cooperative, our
> members and neighbors.
>
> One half of SDSP's products move to its customers by
> rail, and over the
> last two years, SDSP invested heavily to meet its
> rail customers' needs.
> SDSP's operational plan for fiscal year 2000
> forwards calls for a major
> increase in reliance on rail customers, and by the
> end of 1999, substantial
> additional capital will have been committed to
> service this demand. A
> decision by the Surface Transportation Board to
> force the DM&E to bypass
> Brookings as proposed would negatively affect SDSP
> by $150,000 to $300,000
> annually!
>
> The DM&E would have no economic justification to
> invest $1 million on the
> existing 13.4 miles of existing corridor through
> Brookings to operate as a
> spur line as called for in the Brookings bypass
> study, resulting in a
> deteriorated line providing only minimum maintenance
> and service to
> existing customers. The other option for the DM&E
> would be to upgrade the
> existing corridor to be used as a DM&E passing lane.
> The result would be
> that half of DM&E's traffic would still pass through
> Brookings empty and
> SDSP would not be able to capitalize on new shipment
> strategies to the
> east. Brookings citizens' high speed, safety and
> noise concerns would
> still be unresolved. DM&E's options would probably
> be same for other
> communities it operates through.
>
> SDSP's board, producer members and management
> believe the Brookings bypass
> feasibility study started with a desired conclusion.
> The study embellished
> the impact on Brookings while minimizing the impact

> on rural residents and
> producers. The limited scope and small amount of
> money devoted to the cost
> of the study allows an engineering firm, at best, an
> accuracy of plus or
> minus 20 to 25 percent. Due to the numerous
> variables and unknowns for a
> project of this magnitude, estimates could easily
> carry a potential of
> being 50 to 60 percent understated. SDSP has major
> concerns of grossly
> understated cost components, with the likelihood of
> actual costs exceeding
> two times the estimates.
>
> SDSP believes the railroad bypass feasibility study
> for Brookings is
> nothing more than an attempt by the City of
> Brookings to force this project
> into the rural community. SDSP, in its June 12
> filing, encouraged the
> Surface Transportation Board (STB) to carefully
> consider the sound legal
> arguments on file by Doherty, Rumble & Butler
> Association in their filing
> on behalf of Citizens Against the (Rochester) Bypass
> dated April 10, 1999.
>
> Should the STB decide to support bypass proposals,
> individual communities
> still must make the final decision. SDSP encourages
> South Dakota citizens
> to evaluate and voice their concerted views with
> the realization that
> consequences follow actions. South Dakota residents
> have a choice. Do you
> wish to work for the demise of one of the largest
> economic development
> projects in this state's history? Will you push the
> project out of your
> back yard and into your rural neighbors' if you've
> purchased land adjacent
> to the railroad in the first place? Or will you
> step forward, as SDSP
> hopes, and work with the DM&E for real solutions to
> the social and economic
> concerns affecting your area?
>
> SDSP will ship an additional 80,000,000 pounds
> annually by rail upon the

> successful completion of DM&E's upgrade project.
> About 1,600 trips by
> trucks will be removed each year from South Dakota
> and Minnesota highways.
> An astounding 1/2 million truck miles will be
> eliminated annually,
> positively impacting public safety.
>
>
>
> MNRail ___ WWW: http://www.visi.com/~mfrahm/mnrail/
> _____
> Minn., S.Dak., N.Dak., n.Iowa, w.Wisc., western
> Ontario, eastern Manitoba|
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> Help: send a message to majordomo@lists.visi.com
> with "help" as the body|
>

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> Group,
> The following is part of an article that appeared
> in the Sunday, July 25,
> 1999, issue of the Rockford Register Star.
>
> "City rail yards set for comeback"
>
> by Chuck Sweeny, RRS
>
> Only decades ago, scores of freight and passenger
> trains pounded daily into
> the hundreds of acres of train yards that lie along
> Rockford's South Main
> Street, pausing only to load and unload before
> moving on with the people and
> products that sparked the city's prosperity.
>
> Today, the yards that stretch west from South Main
> Street, past the
> Winnebago Street Viaduct, from Cedar Street to Kent
> Creek are nearly
> abandoned. Scrub trees poke through crumbling
> concrete. Weeds cover old
> tracks. Dust whirls trough open windows and doors
> of long-empty buildings.
>
> But now, in the summer of 1999, the rail yards are
> about to come back to
> life.
>

9/7/99

> At least two new freight railroads are in the
> process of investing money,
> time and effort in Rockford. They plan to use the
> old train yards for what
> they were built to do--move freight from here to
> somewhere. And they intend
> to see their business grow.
>
> What the railroads don't use, local governments
> and entrepreneurs want for
> new parks, boutiques, apartments and markets.
>
> One of the new rail lines, the Illinois & Missouri
> Rail Link, is in the
> process of buying 11 acres in the South Main yards
> from a lumber company that
> closed last year.
>
> The I&M plans to open a "transloading terminal" to
> transfer freight from
> trains to trucks, said Dick Martin, director of the
> Council of 100, an
> economic development group that is helping I&M put
> together a financial
> package to buy the land.
>
> The proposed transloading terminal would be unique
> in northern Illinois
> outside the Chicago metropolitan area. A similar,
> larger facility has been
> proposed near Rochelle, but a study has barely begun
> on whether it's
> financially feasible.
>
> I&M officials say a terminal in Rockford would be
> used to penetrate markets
> from here to the western suburbs of Chicago and
> would take trucks off
> highways.
>
> Ted Bissen is the vice president and general
> manager of Illinois Railnet,
> the second rail line trying to revitalize Rockford's
> rail yards. "We are
> improving the tracks from Rockford to Flagg
> (Center), which were in
> deplorable condition when we bought the line,"
> Bissen said. "We interchange
> with three railroads in Rockford, and that business
> is increasing."

>
> The activities of I&M and Railnet may be only the
> first steps of a freight
> surge in Rockford's old train yard. The Illinois
> Central, Rockford's only
> main line track, has been sold to the Canadian
> National Railway. That puts
> Rockford on a main line of a railroad that can offer
> service to ports on the
> Atlantic and Pacific oceans and the Gulf of Mexico.
> It could open the South
> Main train yard to new rail freight possibilities if
> the foreign rail giant
> takes notice. As it stands today, Canadian National
> has six acres of land
> for sale at the South Main yards, said spokesman
> Jack Burke.
>
> The remainder of the article goes on to state
> additional plans for the
> surrounding South Main Street area.
>
> Lance Wales,
> Rockford, IL.
>
> ---------- ONElist Sponsor

SOUTHWESTERN WISCONSIN REGIONAL PLANNING COMMISSION

ROOM 426 KARRMANN LIBRARY PHONE (608) 342-1214
1 UNIVERSITY PLAZA PLATTEVILLE, WISCONSIN 53818 FAX (608) 342-1220

An Economic Development District Serving Grant, Green, Iowa, Lafayette and Richland Counties

Date: July 23, 1999

To: Bob Hoesly; Carol Strause; Tom Wildenborg and Ron Adams, WDOT; Joan Foeste, DCRPC; Bill Gardner and Jim Lombard, WSOR; Others Interested

From: L. Frank Huntington, Transportation Planner
Southwestern Wisconsin Regional Planning Commission

RE: Second Memo - Review of Information Regarding the Madison to Monroe Rail Line

This memo is a follow-up to my July 20, 1999 memo regarding the status of the Madison to Monroe rail line. In that memo a couple of issues were left unresolved and I now have some additional information.

WSOR Interest

The WSOR has indicated that they would be willing to serve shippers on the Madison to Monroe rail line if the line is put in acceptable condition, and shippers commit to constructing the necessary sidetracks and are willing to make commitments regarding the number of carloads they will ship or receive. The WSOR has indicated that 125 carloads are needed per mile to justify service. As noted in my July 20 memo, this would call for 5,250 cars to justify the entire line, or 2,500 cars for the Belleville to Monroe segment. The shippers would likely need to commit to these levels. I believe the projections for "current" carloadings that I have fall short of this what the operator needs to make the line work.

Status of Track

As I believe everyone is aware, the contract to remove the line has been executed and the removal of the track is scheduled to begin next week. It is my understanding that with this contract in place the track now belongs to the contractor. Therefore, rehabilitation is no longer a possibility. The line could be reconstructed at an estimated cost of $18.6 million for the entire 42-mile line. Because of the size of the project, and the fact that any project would have to compete with other projects statewide, WDOT funding would have to be spread over several years. Local match for an $18.6 million project would be $3.6 million. A local match commitment is a required part of any application for WDOT rehab/construction funds. This commitment must to be in the form of a binding resolution or budget appropriation. Given the fact that the Green County Board has already given its overwhelming support for removal of the track and the construction of a trail, I don't see that body willing to commit funds for rebuilding the track. Also, Dane County has not expressed any interest in maintaining the line so they are unlikely to be willing to commit any funding. Although the WSOR has not ruled out the possibility of participating in the local match, they are not willing to commit that they will.

7/26/99 424-330944

Bob:

I can fax you the 1st part if I didn't already do that. Call me.

We are attending the Pecatonica Rail Transit meet Wed p.m (7:30) at Green County Courthouse to promote strengthening the east-west corridor from Monroe to Janesville (WSOR).

Can you attend?

Carol Strauss

938-4383

(fax 1023)

From: Kim TSCHUDY <kim.tschudy@ccmail.adp.wisc.edu>
To: strauseacres@brodnet.com <strauseacres@brodnet.com>
Date: Monday, August 02, 1999 6:29 PM
Subject: Fwd:Re: Citing a railroad for an offence

Carol, Paul

Read paragraph three. It clearly states what we have been thinking for sometime. That our plight is a case of interstate commerce.

KDT

_____Forward Header_____
Subject: Re: Citing a railroad for an offence
Author: RAILROAD@CUNYVM.CUNY.EDU> JoeFehr<jpf94@hotmail.com
Date: 8/2/99 5:54 AM

OK. In the State of Mass. local law enforcement have been given authority by the state legislature to cite railroads for leaving their locmotives idling. This law allows for visial inspection and then citing the company officer in charge. I assume that NJ has a similiar statute.

NOW Local police may enter private property for the purposes of arrest when such violation of law is observed in a legal manner.
EXAMPLE: An officer driving down the street sees a locomotive idling in plain view. That officer nows has the legal authority to enter the property and issue the violation. The courts have not yet ruled on whether how wide the "search" maybe for other violations.
This is the same for any public nuisance/disturbance type violation.
If observed from a public spot the officer may investigate and enter private property. The only time a warrant would be required in this instance is if there was evidence located that warranted a more thorough search of the property, unless of course obtaining that warrant would cause undue risk of loosing send evidence. Anyone confused yet? Try my job. On a personal note, I refuse to enforce any city, state or county ordinance or statute that governs railroad
operations until there is a definative ruling.

The railroads are governed by the Federal government. They are considered an interstate commerce operation and therefore are federally controlled.
The legality of state or even city laws that
limit or interfere with railroad operations has not yet been decided by the courts. And the only way there will be a uniform set of rules is when the Supreme Court takes and decides a railroad related case.
There was a case involving the UP and The Dalles Oregon mentioned in one of my court reviews, but I've since lost track of the disposition

If one has been determined.

Frankly the cities, states, counties, and the federal governement can pass all the laws they want to. Until they are challenged by someone they will stand, and if challanged, and found unconstitutional, the law will be voided by the court. An amazingly long and time consuming, and EXPENSIVE affair, which may explain why the railroads have not been more vocal in their opposition to local law.

I hope this answers your question.

Joe Fehr

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Wisconsin Department of Transportation

Tommy G. Thompson
Governor

Charles H. Thompson
Secretary

OFFICE OF THE SECRETARY
P. O. Box 7910
Madison, WI 53707-7910

July 19, 1999

Ms. Carol Strause, Clerk
Village of Monticello
P. O. Box 147
Monticello, WI 53570

Dear Ms. Strause:

Thank you for the opportunity to meet with you and businesses located along the railroad line between Madison and Monroe. As promised at the meeting, the Department of Transportation has contacted Pioneer Railcorp about their offer to operate the line.

Mr. Ron Adams, Director of DOT's Bureau of Railroads and Harbors and Mr. Dan Madden of the Department of Commerce spoke with Mr. Daniel LaKemper of Pioneer Railcorp on Friday, July 2. Mr. LaKemper stated that his company needed time to contact the identified businesses and inspect the line. He offered to begin the week of July 5.

Pioneer has now completed their review and has indicated to us that they do not see a viable business opportunity on this line.

Based upon the response of Pioneer Railcorp, the Department of Transportation is proceeding to sign a contract to salvage the railroad line. We will be working with the Department of Natural Resources to develop a trail on the corridor so that we can preserve the corridor for future restoration of freight rail service when conditions warrant.

I am sorry that we could not come to a different conclusion.

Sincerely,

Terrence D. Mulcahy
Deputy Secretary

Hill Farms State Transportation Building, Room 120B
DT61

4802 Sheboygan Avenue, Madison, Wisconsin

Telephone (608) 266-1113
FAX (608) 266-9912

Monticello Community Club

Box 65
Monticello, WI 53570

August 27, 1999

HONORABLE TOMMY THOMPSON
GOVERNOR
115E STATE CAPITOL
MADISON, WI 53708

HONORABLE GOVERNOR THOMPSON:

At our August 25, 1999, Monticello Community Club meeting the Monroe to Madison rail corridor was discussed.

On June 25, 1999, six existing businesses attended a shippers meeting with Ron Adams, DOT; Terry Mulcahy, DOT; and Dan Madden, DOC. The shippers expressed their concerns regarding saving the rail line. These existing businesses' needs for rail service have changed dramatically within the last year.

Attached is a report compiled by DOT, which indicates the proposed shipping needs for each interested shipper, by carload, on the Madison to Monroe rail line. This report was compiled for a five-year period.

In light of this new information, the Monticello Community Club voted unanimously to reiterate our position to support reactivation of rail service on the Monroe to Belleville portion of this rail corridor.

Your support for reconsidering renewed rail service over the Monroe to Belleville portion of this rail corridor would help ensure economic development now, and in the future, for Green County and Dane County.

Sincerely,

Wade Wittenwyler

Wade Wittenwyler, President
Monticello Community Club

cc: Ron Adams - DOT
Terry Mulcahy - DOT
Dan Madden - DOC
Representive David A. Brandemuhl
Representive Michael Powers
Senator Jon Erpenbach
Representive Rick Skindrud
Joan Foste - South Central Rail Transit Commission
Robert Hoesly
Greg Engen
Paul Ziehli

Plain Talk

DAVE ZWEIFEL CT 7-28-99

Only gov can save Belleville-Monroe tracks

Zweifel

Gov. Tommy Thompson could be a hero to a lot of people in Green County if he'd tell his Department of Transportation to hold up dismantling the railroad tracks between Belleville and Monroe.

Every municipality from the town of Montrose in Dane County to the village of Monticello in Green County has passed resolutions asking that the rail line be spared.

But even though the municipalities have collected information that local businesses would ship more than 1,000 railcar loads of goods per year, the Department of Transportation has given the OK to start ripping up the tracks.

Paul Ziehli, the president of the village of Belleville, estimates the impact on his village alone would amount to 1,500 semitruck loads just next year. That's based on the amount of grain that Agri-Services and the Union Co-Op in Belleville plan on shipping next year.

Frankly, that's one heckuva bunch of trucks to wear down a few more highways.

The line in question has been sitting idle for the past several years. The Wisconsin & Southern, which held the lease rights to the line until 1997, insisted there weren't any customers to make using the line worthwhile.

Consequently, the South Central Wisconsin Rail Transit Commission, which was given authority over the tracks when the state bought the line from the Illinois Central, voted to have it torn up and turned into a bike trail that would run from Madison all the way to Freeport, Ill.

But the governing bodies of the small Wisconsin municipalities along and near the track — the towns of Montrose, Exeter and Mount Pleasant and the villages of Belleville, New Glarus and Monticello — have all passed resolutions urging that the line be spared. They blame the lack of business on the line to Wisconsin & Southern's failure to solicit business, saying that it was too busy on its other shortline routes in and around Madison.

"We can't understand why the commission and the DOT are so hell-bent on ripping up these tracks so quickly," said Monticello clerk Carol Strause, who personally knows of six firms that would ship by rail if the tracks are upgraded and the price is competitive.

"Whenever we answer one question, someone comes up with another reason why they can't save the tracks," added Wade Wittenwyler, a Monticello area farmer.

The municipal officials also feel that the 39-mile route could also become a major tourist line, especially because of the long tunnel just south of Belleville. A railroad out east attracts 50,000 to 60,000 riders a year just to ride through a similar tunnel.

While state officials contend there would be a significant cost in repairing the neglected line, including the tunnel, Kim Tschudy of New Glarus counters that the local governments have proof it could be made serviceable for $4.5 million and the tunnel could be brought up to snuff for $150,000. That cost pales in the face of a nearly $20 million bill if it were decided to replace the tracks in the future.

That's not to mention, of course, how many millions of highway dollars would be needed to accommodate those loads and loads of semitrucks.

• • •

But the real issue right now isn't the future of freight or tourist traffic on the line.

The immediate concern is to stop the dismantling so that those who see a future in saving the line can at least have a chance to make their case.

Only the governor can stop it now, the local officials say. No one else will listen.

But he better hurry. Crews are set to start ripping up those tracks this week.

Dave Zweifel is editor of The Capital Times.

Madison - Monroe line shippers & carloads
as identified at meeting on June 25, 1999

Company	Location	Person	Commodity	In/Out	Quantity	Units	Period	carloads (est) Year 1	Year 2	Year 3	Year 4	Year 5
Agri-Services 608/424-3307 Hwy 69 North, 53508	Belleville	Bob Borucki	grains	Out	1,000,000	bushels	Year 1	300				
				Out	2,000,000	bushels	Year 2		600	600		
				Out	3,000,000	bushels	Year 4				900	900
Roe Farms 608/938-1309 N. 5670 Gutzmer Road, 53570	Monticello & Belleville	Dan & Don Roe	grains	Out	266,640	bushels	Year 1	80	80	80	80	80
Union Co-op 608/424-3651 or 3898 20 S. Park, 53508	Belleville	Milton Hoesly	grains	Out	500,000	bushels	Year 1	150	150	150	150	150
			fertilizer	In	2,500	tons	Year 1	25	25	25	25	25
Cargill 608/938-4151 (Sales) 608/938-4156 (Plant) 1025 E. Lake Avenue, 53570	Monticello	Ken Risley	feeds	In	20,000	tons	Year 1	200				
			feeds	In	24,000	tons	Year 2		240			
			feeds	In	28,800	tons	Year 3			288		
			feeds	In	34,560	tons	Year 4				346	
			feeds	In	41,472	tons	Year 5					415
Laidlaw 608/938-4388 520 N. Pratt Road, 53570	Monticello	Bernie Green	steel coils	In	5,500	tons	Year 1	55	55	55	55	55
AgTech Green County Grain 608/328-1441 W 5607 Aebly Rd., 53566	Monroe	Barb Smith	Dry fertilizer	In	5,000	tons	Year 1	50	50	50	50	50
		Ron Smith	Liguid Fertilizer	In	5,000	tons	Year 1	50	50	50	50	50
			grain	Out	500000	bushels	Year 1	150				
					1000000	bushels	Year 2		300	300	300	300
		Total carloads						1,060	1,550	1,593	1,956	2,025

Monticello Community Club

Box 65
Monticello, WI 53570

August 27, 1999

HONORABLE TOMMY THOMPSON
GOVERNOR
115E STATE CAPITOL
MADISON, WI 53708

HONORABLE GOVERNOR THOMPSON:

At our August 25, 1999, Monticello Community Club meeting the Monroe to Madison rail corridor was discussed.

On June 25, 1999, six existing businesses attended a shippers meeting with Ron Adams, DOT; Terry Mulcahy, DOT; and Dan Madden, DOC. The shippers expressed their concerns regarding saving the rail line. These existing businesses' needs for rail service have changed dramatically within the last year.

Attached is a report compiled by DOT, which indicates the proposed shipping needs for each interested shipper, by carload, on the Madison to Monroe rail line. This report was compiled for a five-year period.

In light of this new information, the Monticello Community Club voted unanimously to reiterate our position to support reactivation of rail service on the Monroe to Belleville portion of this rail corridor.

Your support for reconsidering renewed rail service over the Monroe to Belleville portion of this rail corridor would help ensure economic development now, and in the future, for Green County and Dane County.

Sincerely,

Wade Wittenwyler

Wade Wittenwyler, President
Monticello Community Club

cc: Ron Adams - DOT
Terry Mulcahy - DOT
Dan Madden - DOC
Representive David A. Brandemuhl
Representive Michael Powers
Senator Jon Erpenbach
Representive Rick Skindrud
Joan Foste - South Central Rail Transit Commission
Robert Hoesly
Greg Engen
Paul Ziehli

Wisconsin Department of Transportation

Division of Transportation Infrastructure Development

BUREAU OF RAILROADS & HARBORS
4802 Sheboygan Avenue, Room 1558
P.O. Box 7914
Madison, WI 53707-7914

Telephone: (608) 267-7348
FAX (Facsimile): (608) 267-3567
TTY (Teletypewriter): (608) 266-3351

FAX NUMBER (608) 267-3567

Date 7/21/99 **Time** 4:00

Number of Pages (including cover) 3

TO: Rep. Brandemuehl

FROM: Tom Wildenborg
WISCONSIN DEPARTMENT OF TRANSPORTATION

SUBJECT:

If you did not receive all pages or have any other concerns, please call our office at (608) 267-7348. Thank you.

DT79

TRACK REMOVAL MADISON-MONROE

Agenda for Pre Construction Mtg. 9AM Monroe
Thursday 7-22-99 in Council Chambers

- Public Meeting @ City Hall
- Sign up List
- Introduce State + Contractor + DNR(?)
- Goal of Meeting
  - meet contractor
  - discuss method of removal
  - discuss schedule
  - discuss crossing removal + approvals
  - discuss endangered plants
  - answer your questions

Contractor - Midwest Rail + Dismantling

a. On site personnel + phone #

b. Method of Removal - How will you go about the removal process
   - brushing requirements

c. Schedule * starting point

d. Crossing removals, notification, detours, barricading, time, etc. Sign off sheet.

e. Location of endangered plants, want them identified?

5. Answer general questions.

From: sbsasse@inwave.com <sbsasse@inwave.com>
To: tourism@brodnet.com <tourism@brodnet.com>
Cc: sbsasse@inwave.com <sbsasse@inwave.com>
Date: Tuesday, August 24, 1999 9:51 PM
Subject: Green Co. rail line

Dear Tourism Department:

I am writing to express my concern that the old Illinois Central rail line which runs north/south through much of Green County be kept in place. Would you please forward my thoughts to Mr. Bob Hoesly, a member of the Green Co. tourism committee.

I am writing as one who has visited several of Green Co.'s communities in conjunction with Depot Days over the past few years. This whole experience seems to be unique, there is no similar event I know of in the railroad, historical or educational fields. Yet these activites and communities are all tied together throughout the county by the common link of railroading. As a visitor to Green Co., I am more inclined to attend events such as Depot Days with its one of a kind experience, than I am to ride my bike on a trail which would be one of a half dozen trails within an hour and a half distance from my home. With the variety of activities available, our family enjoyed the "speeder rides" and would certainly visit again were the opportunity available.

Perhaps another economic benefit of keeping the rails in place would be future agricultural use. This activity merits a chance prove itself. If shippers come forward to use the line, the area gains in both freight use and tourism.

Thank you for the opportunity to comment.

Scott Sasse
Evansville, WI
sbsasse@inwave.com

From: phil slates <nkp587@iquest.net>
To: tourism@brodnet.com <tourism@brodnet.com>
Date: Wednesday, August 25, 1999 7:29 AM
Subject: Save the Rails

Greetings,

I am adding myself to the number of people who would like the rail line in Green and Dane Counties kept intact.

You need contact Hoesly and tell him I want to see the rails kept in place for servicing agricultural needs in Green and Dane County because agriculture is the #1 industry, as well as providing one more tourist opportunity for the area.

I understand that not one local governmental body has gone on record as being in favor of removal of the rails. Six have gone on record as to keep the rails.
Included are the following:

Village of Monticello
Village of New Glarus
Village of Belleville
Town of Montrose
Town of Exeter
Town of Mt. Pleasant
Green County Economic Development Corp. 3 times
Belleville Chamber of Commerce
Monticello Community Club

Please send my message along to the proper authorities.

Phil Slates
ITM Communications
INDIANA TRANSPORTATION MUSEUM
317-773-6000 Information Hotline
Website updated 8/1/99: www.itm.org
Home of the Nickel Plate 587

From: rolling thunder <rollingthunder@bitwisesystems.com>
To: tourism@brodnet.com <tourism@brodnet.com>
Cc: SCOTT E KIRCHNER <me262@bwsys.net>; JOSH SMICK <toolmn@bitwisesystems.com>; JIM KALRATH <swrg@att.net>
Date: Thursday, August 26, 1999 9:28 PM
Subject: RAIL REMOVAL IN GREEN COUNTY

BOB,
I CAN'T BELIEVE THAT THE STATE OF WISCONSIN CAN BE SO BLIND TO THE FACT THAT RAILROADS ARE A VITAL PART OF THE PAST AND THE FUTURE OF THIS GREAT COUNTRY.
RAIL REMOVAL IN GREEN COUNTY SHUTS THE DOOR ON A VIABLE MEANS OF TRANSPORTING AGRICULTURAL PRODUCTS , HEAVY FREIGHT , PEOPLE, ETC.
RAIL REMOVAL ALSO PUTS AN END TO A LARGE TOURIST ATTRACTION IN WISCONSIN, " GREEN COUNTY DEPOT DAYS ".
I WAS UP THERE LAST SPRING FOR THIS EVENT, LET ME TELL YOU THERE IS NOTHING LIKE IT ANYWHERE. A CHANCE TO RIDE MOTORCARS ALONE IS WORTH THE TRIP, NOT TO MENTION SEEING A PIECE OF HISTORY LIKE THE STEWART TUNNEL, WHAT A MONUMENT TO THE HARD WORKING PEOPLE OF GREEN COUNTY.
I LIVE IN A SMALL TOWN IN ILLINOIS , WE HAVE TWO RAILROADS THAT RUN THROUGH TOWN. ONE IS BURLINGTON NORTHERN-SANTE FE, AND IOWA INTERSTATE. THE IOWA INTERSTATE RUNS ON AND OLD ROCK ISLAND LINE FROM HENRY ILL. TO PEORIA ILL. ABOUT 40 MILES.
THIS LINE WAS FOR ALL PURPOSES DEAD FOR ABOUT 12 YEARS.
A FEW YEARS AGO THE B.F. GOODRICH CO. IN HENRY PURCHASED THE RAIL LINE TO TRANSPORT THEIR PRODUCTS ON. IOWA INTERSTATE RAILROAD OPERATES THE LINE , THEY HAUL GRAIN, SAND & GRAVEL,
CHEMICALS, AND NUMEROUS PRODUCTS. IF THESE RAILS HAD BEEN REMOVED THESE 100 CAR TRAINS OF FREIGHT WOULD HAVE TO MOVED
BY TRUCK, ADDING MORE WEAR AND TEAR TO OUR ROADS.
I RECENTLY WAS IN THE TOWN OF ROCHELLE ILL. THEY HAVE 2 RAILROADS RUNNING THROUGH THERE ALSO. B.N.S.F. AND UNION PACIFIC. ABOUT 100 TRAINS PER DAY. THE PEOPLE OF ROCHELLE NOTICED THAT RAILFANS WERE COMING TO WATCH THE TRAINS AS THEY CROSSED OVER EACH OTHERS RAILS. SOME PEOPLE GOT TOGETHER AND GOT THE CITY TO PUT UP A RAILROAD PARK SO THERE WAS A SAFE AND NICE PLACE TO WATCH TRAINS. NOW THERE IS A GIFT SHOP, A PAVILLION, AND
A PLAY AREA FOR KIDS, AND A LARGE PAVED PARKING LOT. I HAVE BEEN THERE 3 TIMES SINCE AUGUST 1st , AND EVERY TIME THE PLACE IS PACKED. THE TRIP THERE AND BACK IS 200 MILES FOR US BUT THERE ARE LICENSE PLATES IN THE LOT FROM ALL OVER THE COUNTRY.
WITH THAT IN MIND HOW CAN WISCONSIN DESTROY A RAILROAD THAT CAN MOVE FREIGHT AND DRAW TOURISTS TO THE AREA IN THE NAME OF
TOURISM TO BUILD A BIKE TRAIL ? HOW MUCH FREIGHT CAN A BIKE HAUL ANYWAY?
WHEN I WAS IN WISCONSIN FOR DEPOT DAYS I SPENT OVER $250.00
ON LODGING, FOOD,FUEL, AND ENTERTAINMENT. IF I COULD RIDE MOTORCARS AND EXCURSION TRAINS I WOULD BE THERE EVERY MONTH
SINCE IT'S ONLY A 250 MILE ROUND TRIP FROM MY HOME.

PLEASE DO WHATEVER IT TAKES TO KEEP THE RAILS IN PLACE NOT ONLY FOR THEIR HISTORY BUT FOR FUTURE GENERATIONS .

THANK YOU
RICK DAVIS
rollingthunder@bitwisesystems.com

PRTC ***PECATONICA RAIL TRANSIT COMMISSION***

1 University Plaza, 426 Karrmann Library - Platteville, Wisconsin 53818
Phone (608)342-1214 FAX No. (608)342-1220 Robert Hoesly, Chairman

MEMBER COUNTIES: GREEN-IOWA-LAFAYETTE-ROCK

July 29, 1999

Mr. Robert Hoesly, Chairman
South Central Wisconsin Rail Transit Commission
217 Hamilton Street
Madison, WI 53703-3238

Dear Bob:

At its July 28, 1999 meeting, the Pecatonica Rail Transit Commission had a discussion with community representatives and a potential shipper interested in the Madison to Monroe rail line. During that discussion it was indicated that substantial new potential use for rail service has been identified, and that additional communities and towns along the line have expressed their support for reestablishing rail service.

As a result of that discussion, the commission took action to request that the South Central Rail Transit Commission take another look at the future of the line. I am writing on behalf of the Pecatonica RTC to make that request.

If you have any questions regarding the commission's request feel free to contact me.

Sincerely,

Frank

L. Frank Huntington, Transportation Planner
Southwestern Wisconsin Regional Planning Commission

cc Joan Foeste, DCRPC
Ron Adams, WDOT

SOUTH CENTRAL WISCONSIN RAIL TRANSIT COMMISSION

SUITE 403, 217 S. HAMILTON STREET . MADISON, WISCONSIN 53703 . (608) 267-4126

ROBERT M. HOESLY, *Chairperson*
Green County

ROBERTA W. LEIDNER, *Vice Chair*
Dane County

GREG ENGEN, *Secretary*
Green County

HARVEY W. KUBLY, *Treasurer*
Green County

JUDITH PEDERSON
Dane County

REBECCA SCHETTLER-PETERSON
Dane County

MEETING NOTICE

South Central Wisconsin Rail Transit Commission
Friday, September 10, 1999

3.00 p.m.

Dane County Highway Garage
2302 Fish Hatchery Road
Madison, WI

Public Comment on Any Agenda Item Limited to Five Minutes Per Person

1. Call to Order and Roll Call
2. Proof of Public Notice
3. Approval of Agenda
4. Approval of April 23, 1999 SCWRTC Meeting Minutes
5. Treasurer's Report
6. Consideration of 1998 SCWRTC Audit
7. Update on:
   a. Village of Monticello Litigation
   b. Illinois Rails-To-Trails Agreement
   c. Union Coop Agreement
   d. Monroe-Freeport Rail Salvage Project
   e. Madison-Monroe Rail Salvage Project
8. Consideration of Pecatonica Rail Transit Commission Request to Reconsider the Future of the Madison-Monroe Rail Line and Other Madison-Monroe Rails-To-Trails Issues
9. Consideration of SCWRTC/WisDNR/WisDOT Rails-To-Trails Agreement
10. Consideration of Village of Orangeville's Request to Construct An Outfall Sewer Line on SCWRTC Corridor About One Mile South of the Village
11. Consideration of SCWRTC Line Trespass Issues
12. Consideration of Madison Area Tree Issues
13. Consideration of 2000 SCWRTC Budget
14. SCWRTC Commissioner Matters for Referral to Next Commission Meeting

Please contact Joan Foeste <u>as soon as possible</u> if you will <u>not</u> be able to attend the meeting so that, if necessary, the meeting can be rescheduled to ensure a quorum. Telephone: 608-267-4126. Address: Dane County Regional Planning Commission, 217 S. Hamilton St., Suite 403, Madison, WI 53703-3238.

This chart shows the various rail lines in southern Wisconsin operated by or offers to operate by Wisconsin & Southern RR. (WSOR) The offer to operate is on the Madison-Evansville line. In a letter from L. Frank Huntington to Monticello Village Clerk Carol Strause, Huntington indicated that WSOR needed 125 cars per mile per year to make the line viable. Also included is a letter from Jim Lombard, WSOR Marketing Department to the City of Fitchburg Economic Development Director proposing operating , potential car loadings and profitability on the Madison-Evansville line. This chart shows the individual lines, miles of rail, estimated car loads per year, number needed per year. The Madison-Prairie du Chien and Janesville-Monroe line car loadings figures were obtained from Huntington on July 27th, 1999.

Below is the order from the lowest to the highest car loadings per mile of the four lines examined.

	Shortfall to 125 cars per mile
#-4 Madison-Evansville 16.19 CPM	-108.81 CPM
#3-Madison-Prairie du Chien 23.46 CPM	-101.54 CPM
#2-Janesville-Monroe 34.07 CPM	-90.93 CPM
#4-Belleville-Monroe 101.25 CPM	-23.75 CPM

LINE	MILES	LOADS NEEDED PER YEAR	ACTUAL LOADS PER YEAR	ACTUAL LOADS PER MILE
Mad-PDC	96.7	12,087	2286	23.64
Mad-Evansville	24.3	3,037	400 See Letter	16.19
Janesville-Monroe	32.6	4075	1110	34.07
Belleville-Monroe	20	2500	2025 DOT Est. 6/25/99	101.25

Sheet1

Office

Madison - Monroe line shippers & carloads
as identified at meeting on June 25, 1999

Company	Location	Person	Commodity	In/Out	Quantity	Units	Period	carloads (est) Year 1	Year 2	Year 3	Year 4	Year 5
Agri-Services	Belleville	Bob Borucki	grains	Out	1,000,000	bushels	Year 1	300				
608/424-3307				Out	2,000,000	bushels	Year 2		600	600		
Hwy 69 North, 53508				Out	3,000,000	bushels	Year 4				900	900
Roe Farms	Monticello & Belleville	Dan & Don Roe	grains	Out	266,640	bushels	Year 1	80	80	80	80	80
608/938-1309												
N. 5670 Gutzmer Road, 53570												
Union Co-op	Belleville	Milton Hoesly	grains	Out	500,000	bushels	Year 1	150	150	150	150	150
608/424-3651 or 3898												
20 S. Park, 53508			fertilizer	In	2,500	tons	Year 1	25	25	25	25	25
Cargill	Monticello	Ken Risley	feeds	In	20,000	tons	Year 1	200				
608/938-4151 (Sales)			feeds	In	24,000	tons	Year 2		240			
608/938-4156 (Plant)			feeds	In	28,800	tons	Year 3			288		
1025 E. Lake Avenue, 53570			feeds	In	34,560	tons	Year 4				346	
			feeds	In	41,472	tons	Year 5					415
Laidlaw	Monticello	Bernie Green	steel coils	In	5,500	tons	Year 1	55	55	55	55	55
608/938-4388												
520 N. Pratt Road, 53570												
AgTech	Monroe	Barb Smith	Dry fertilizer	In	5,000	tons	Year 1	50	50	50	50	50
Green County Grain		Ron Smith	Liguid Fertilizer	In	5,000	tons	Year 1	50	50	50	50	50
608/328-1441			grain	Out	500000	bushels	Year 1	150				
W 5607 Aebly Rd., 53566					1000000	bushels	Year 2		300	300	300	300
		Total carloads						1,060	1,550	1,598	1,956	2,025

Joel Henry, 5, the son of Debbie Henry, played Wednesday at Recreation Park in Monroe. The park was bursting with activity including people playing football and tennis.

Monroe Times 9/9/99

9/10/99

Jeff 282-3649 Rep Brandemuehl

This crossing is on the East - West line from Monroe to Janesville - which indicates removal would shut down this line also Monroe, Brodhead Juda & Oxfordville grain facilities & Redi Mix (Cement) plant would then be without rail. Someone working real hard to cut-off Green County! Carol Stauss 938-4383 Thank You these line need to be advertised for another short line operator instead of closing operation!

DOT offers soundoff against crossing alterations

Anyone interested in opposing state plans to alter a railroad crossing on Wisconsin 69/7th Avenue south of 17th Street has until Sept. 20 to do so.

The Office of the Commissioner of Railroads is recommending the Department of Transportation remove overhead signal lights at the crossing when the DOT widens and resurfaces Wis. 69 in 2001. Anyone opposing the OCR plan must petition the agency in writing and can deliver the petition by mail or in person. The OCR is located at 610 N. Whitney Way, room 110, Madison and can be reached by mail at P.O. Box 8968, Madison, WI 53708-8968. More information is available by calling (608) 266-7607.

Sesquicentennial quilt will be at Monroe Senior Center

U.S. Senator Russ Feingold's 1998 Sesquicentennial Quilt will be on display at the Monroe Senior Center in Monroe, Friday through Sept. 23.

The quilt is a collaboration of Wisconsin's children and senior citizens to commemorate 150 years of Wisconsin history. The Green County quilt patch was contributed by students at Northside Elementary School in Monroe.

"This quilt is a wonderfully creative reflection of the hard work and talent of the students of Wisconsin and a symbol of the pride we have for our great state," said Feingold.

"The quilt became an inter-generational project as it brought together the talents of children and seniors in Wisconsin, and I want to thank everyone who contributed to this great project."

Feingold asked schools and day care centers throughout Wisconsin to design a cloth square for the quilt that highlights a Wisconsin person, place, or event of historical significance.

As Feingold traveled to each of Wisconsin's 72 counties last year to hold a listening session, children from each of the counties presented him with their patch. The quilt squares were then sewn together by volunteers at the Middleton Senior Center and St. Luke's Church in Middleton.

The senior center is located at 1113 - 10th Street and is open from 8 a.m. until 5 p.m. Monday through Friday.

COURTHOUSE

Green County

Real estate transfers

Wayne W. and Frances M. Jensen to David J. and Ingrid N. Pulvermacher, part of lots 92-95, Railroad Addition number two, Monroe

Alden G. and Mary L. Bigler Little to Monte L. and Teresa M. Duerst Haufle, outlot 177 and part of outlot 182, Assessor's Plat, New Glarus

Bernard J. and Barbara J. Geist to Keith G. and Chris-Marie Wave, part of section one, Jordan township

Russell B. and Sue A. Torkelson to James M. and Candace J. Klinkhammer, lot one, section 10, Washington township

Amcore Mortgage Inc. to Lori Drafall, part of lots 138 and 139, Lybrand's Donation, Monroe

Ashdon Builders Inc. to Leonard T. and Mary Ellen Rauch, lot one, section 21, New Glarus township

Sugar River Tubing to William G. McMahon, part of lots one through three, block 10 and part of vacated Pearl Street, Village of Dayton, Exeter township

Sugar River Tubing to MC's Partnership, part of lots four through seven, Village of Dayton and part of section 14, Exeter township

Colin H. Bergum to Brenda M. Steven W. Albright to Randall L. and Paula A. Storey, lot 22, Mo-Ho Park, Monroe

Rodriguez-Olin Enterprises Inc. to Mercy Health System Corp., lot one, section 36, Brodhead

Duane and Carolyn Sue Pope Joint Revocable Trust to Timothy J. Heaslip and Jeffery A. Rockey, lot 40, section one, New Glarus township

Alva and Thelma L. Kempfer to Northside Heights LLC, lot two, section 23, New Glarus

Marie McKee to Jason M. Blair and Coty L. Smith, lots one and three, block 144, Original Plat, Brodhead

Pierce Revocable Trust to Daphne Newman Stassin, lot five, Fairway Estates, Decatur township

Duane and Carolyn Sue Pope Joint Revocale Trust to George H. and Sherry E. Sickert, lot 14, section 11, New Glarus township

Mary E. Logeson to James McKinley and Renee M. Hurlburt, part of lot two, block seven, Foster's Second Addition, Monroe

Werner E. Jr. and L. Marlene Zimmerman Trust and Danny M. Henke to Wayne W. and Frances M. Jensen, unit six, Valley View Heights condominium, Monroe

Patrick A. and Angela C. Miller to Thomas F. and Carla A. Kundert, part of section 28, Monroe township

Judy L. Brown to Dennis S. Mahlkuch, lot eight and part of lot six, block seven, Original Plat, Brodhead

LaVerne E. and Arlene L. Dohm Revocable Trust to Randall L. and Connie J. Lettman, part of section 14, Exeter township

Max R. and Darlene M. Voelkli to Mark F. Steinmann, part of block eight, Brodhead's Addition, Monroe

Marriage licenses

Michael L. Nank and Lauren A. D'Adamo, both of Brookfield, Ill.

Jayson Ayres, Brodhead, and Mary M. Servais, Jackson

Mark W. Samelstad and RoxAnn Norder, both of Monroe

Matthew Beckman and Heather Allen, both of Monroe

Jon Rufer and Rachel Thoman, both of Monticello

Scott Allan Wilhite and Kimberly Ann Petitte, both of Monticello

Robert Homerding and Karen Nejedlo, both of Monroe

Osteoarthritic Patients