Volume 43 Number 1 & 2

Chips and Sawdust

A quarterly newsletter from the

Forest History
Association of Wisconsin, Inc.

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Spring—Summer 2018

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www.chipsandsawdust.com

Forest History Association of Wisconsin members interested in serving as a member of the FHAW Board of Directors should submit their name, a brief biographical sketch, and contact information to:
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From The President's Chair

Dear friends,

Days have flown by so quickly this year that soon our annual meeting will be here. The theme for that meeting is Logs to Paper to Cranberries, Historic Transformations of the Wisconsin Rapids Area. Local event coordinators, John Berg and Arno Helm, have arranged great tours and an interesting line-up of presentations for our education and enjoyment. I look forward to seeing many of you in Wisconsin Rapids, October 4-6, for our 43rd annual meeting. Full details will be found within this newsletter.

At the 2017 Menomonie meeting FHAW members elected or reelected the following individuals to the board of directors, Robert Walkner, John Grosman, Bob Brisson and myself to the board of directors. I'd like to welcome John and Bob to the board, and thank retiring board members David Peschau and Jim Romlein for their past service to the association. Regretfully, we have since received a resignation from board member Dan Giese. Dan is leaving the board of directors, but continues as our webmaster. Thank you, Dan, for your past and continued service. Good luck Dan, David and Jim in all your future endeavors.

I'd also like to acknowledge Ed Forrester for his efforts arranging the 42nd annual meeting held at Menomonie. Everything, from tours, presentations, meeting facilities and dining were excellent. Special thanks to Pam Forrester and Vickie Schnitzler for the meeting breakfast, luncheon and break service too.

One discussion item during the general membership meeting concerned work on our printed "Proceedings." Based on the direction provided, the board is working with four individuals to prepare the documents for publishing. Each individual is working on a separate year's meeting. We will be able to report on the progress of their efforts at the meeting in Wisconsin Rapids. Speakers at Wisconsin Rapids have agreed to submit written papers to accompany their presentations. This will facilitate preparation of our printed record for this meeting.

During the past few months, the board, led by John Grosman, has been working on the association's strategic plan. This is a management activity used to set priorities, focus energy, and strengthen operations of an organization. We will continue with an organizational assessment when we meet at Wisconsin Rapids on October 4th prior to the annual meeting through an exercise known as a SWOT Analysis. This is a technique used to help an organization identify the Strengths, Weaknesses, Opportunities, and Threats related to the organization and project planning. I invite all members to share thoughts about the FHAW by listing their perceived Strengths, Weaknesses, Opportunities, and Threats. You can share them directly with John by email to greenfire42@gmail.com or by US Mail to: 8857 Abbylyn CT, Woodruff, WI 54568. Thank you in advance for your input. The feedback received and results of the board discussion will be shared during the membership meeting in Wisconsin Rapids and later in this newsletter.

Lastly, death has claimed several long-standing members of the association since our last gathering. To the families of Karl Bauman, Russ Kirschmeyer, Warren Brule, Barbara Berryhill and Merrill "Bud" Hyde, I extend our sincere condolences.

Best regards,

-- Don "Schnitz" Schnitzler

"Some Positive Feedback"

(from a recent email received by the FHAW)

Good afternoon, Don! I wanted to send FHAW some positive feedback- I was teaching an environmental science lesson to some elementary students this past weekend, and when they were doing a natural resource webquest they ended up on your webpage (this page here http://chipsandsawdust.com/links.htm) They thought I should tell you we were using the links there and found some great information so thanks :)

They also decided it would be nice of us to return the favor, so I had them pick out a good conservation page for us to share with you! "Home Science: Backyard Conservation" - https://www.homeadvisor.com/r/home-science-backyard-conservation/ It has lots of great information for kids on conservation so they thought it'd be a helpful link for you to add to the page they found... would you be able to? They'd be so proud and I'd love to show them their suggestion :)

Thanks so much Don and have a wonderful day!!

Unique Discovery Along Ice Age Trail

By Robert "Bob" Rusch

Forest history and the Ice Age Trail have a good friend in the person of Jake Walcisak, the administrator of the Taylor County Forest in north Wisconsin. Its 17,688 acres are largely made up of land once owned by the Rib Lake Lumber Company (RLLC), and logged by railroad. When its logging train pulled its last load to the Rib Lake mill on May 21, 1948, it ended Wisconsin's once extensive use of logging railroads.

In November of 2015 Jake Walcisak began laying out a selective cut one quarter of a mile south of Wood Lake. There the straight railroad grade excavated in 1906 by the RLLC is clearly seen. Then Walcisak noted something he had never seen before: there were three circular ridges of earth starting from the grade and running into the woods. One ridge was over five feet high and four feet wide on top. It formed a half circle with a diameter of ninety feet; this ridge made a 180-degree turn, beginning and ending at the old railroad line.

Puzzled by what he had seen, Walcisak called Bob Rusch, manager of the Rib Lake Historical Society, and asked him to take a look. What Rusch saw at the site reminded him of similar earth ridges protruding from the former Soo Line grade, now the Pine Line trail between Medford and Prentice. Earth ridges there were made when the Wisconsin Central Railroad built, by hand and horse, its grade in 1874.

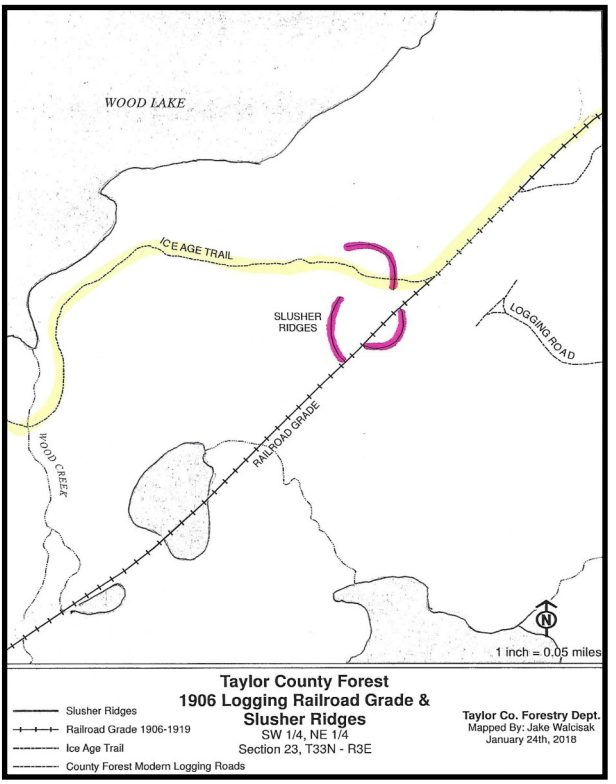
Railroad lines built by the RLLC in 1906 used the same methods used by the Wisconsin Central Railroad. Men used axes to fell trees, stumps were grubbed out by hand, shovel and pry bar. Next came a metal earth scraper locally called a "slusher." A slusher was pulled by one or more horses. A teamster drove the horses while holding two handles at the rear of the slusher.

Taylor County Forest Administrator Jake Walcisak pointing to a slusher ridge which is clearly seen to his side and behind him. November 26, 2015

A teamster standing behind a slusher used in constructing State Highway 13 in Taylor County; the slusher shown is exactly the type used in creating ridges found in the Taylor County Forest. Circa 1912.

In later versions of the slusher two 4-foot-high wheels were attached; a metal scraper was hung from the axle between the wheels. Behind the front edge of the scraper the metal formed a box to hold and transport the earth and stones collecting in the box as the slusher was pulled forward through the earth. When the slusher was filled, the teamster pushed down on two hands which lifted the box off of the ground into what was called the up position.

Once the teamster had the slusher in the up position, he had to decide how to get rid



Map prepared by Jake Walcisak, January 2018. The yellow line shows the route of the Ice Age Trail; the red lines show the location of the slusher ridges; the hashed black line is the route of the former railroad track of the Rib Lake Lumber Company.

of its contents. Usually, the earth, stones and sand, i.e., the "spoils" were used to build the grade.

At the Wood Lake site, the railroad excavation there generated more spoils than needed. The solution was to get rid of the spoils by dispersing them in the wood on either side of the grade This would require many trips of the slusher since its box held less than one yard of spoils. The solution was to have the horses walk in a loop, starting ad ending at the grade. Along the loop the teamsters would lift the handles to cause the spoils to fall from the box.

While no know photographs exist showing the RLLC using slushers, the photos used to illustrate this article are on point. These photos were generously loaned by James Peterson of Medford when his great-grandfather's crew built Highway 13 north of Medford in 1912.

The Wood Lake slusher ridges can be easily seen by hikers since the Ice Age National Scenic Trail passes by them. Access is easy; park at Wood Lake County Park; walk the Ice Age Trail along the south side of Wood Lake about one mile. The Ice Age Trail Alliance is working with Jake Walcisak to erect interpretive signs at the historic site. We are indebted to Jake for saving this unique history lesson!

Final tip: Wood Lake Park has an outstanding camping area and swimming beach. Water quality is excellent and serene since no motorized boats are permitted. The park provides a convenient boat launch site, covered pavilion and playground with potable water.

Directions to Wood Lake Park: Take Wisconsin Highway 102 east of the Village of Rib Lake three miles; turn right (east) to Wood Lake venue three miles to the park.

From the Newspaper Archive

Logging Railroads

From the Green Bay Advocate, Green Bay, Wisconsin
25 April 1878, page 1

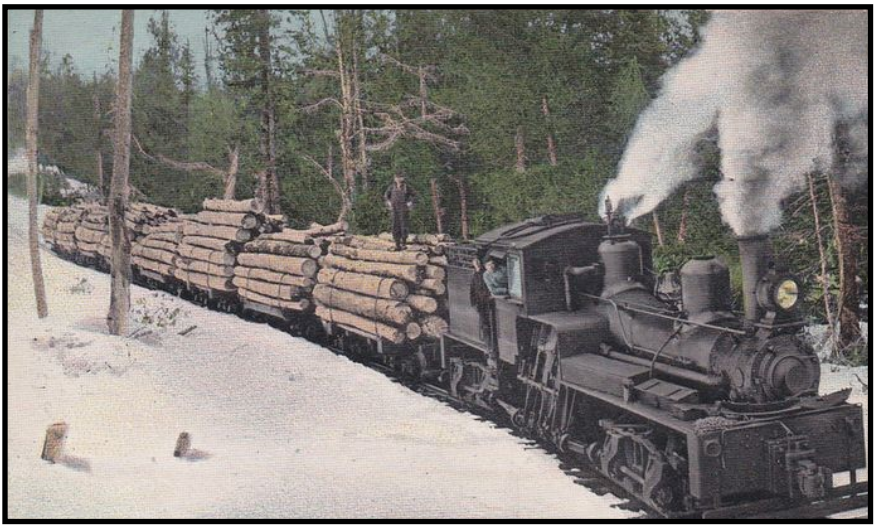
The difficulties of the past winter, in the way of logging, and the chances of the same troubles for winters to come, are turning the attention of all our lumbermen to some other means of getting in logs than the old plan of hauling on the snow. First, of course and perhaps the only feasible alternative, is hauling them by steam, on train or other railroads. Upon this subject we copy from statements made by Porter, Bell & Co., of Pittsburgh, Pa., who make a specialty of the manufacture of light locomotives, and who give the following as the results of their experience;

The best gauge of track is 36 inches, although the standard gauge of 56½ inches is perfectly practicable, and the difference in cost of this class of roads is slight. Any intermediate gauge, and any gauge narrower than 36 inches, or wider than 56½ (except southern roads of 60 inches gauge,) is to be avoided. Rolling stock of odd gauges can neither be bought new or sold when secondhand as well as when built to regular gaug-

es. The gauge of a track is the space in the clear between rails.

The best rail is T iron, of proper weight for the locomotive and cars demanded by the business. For ordinary logging railroads, where grades and loads are not excessive, a rail of about 25 pounds weight per yard is sufficient, if placed on wide cross-ties, laid about 24 inches between centers. A lighter rail can be used if laid on a stringer, which should be about 6 inches square, and set on gained ties, placed 4 to 8 feet apart. Reversed point R. R. spikes are required, costing about ¼ of a cent more per pound than the ordinary spike. In many cases the additional cost of the stringer is more than covered by the saving in the cost of the lighter rail, especially at distance from iron markets, and where timber is very cheap. Light T rails should not be made of too high section as the metal is employed more usefully in forming as wide a head as possible.

Strap rails are no cheaper than T rails of the same strength, and are dangerous on account of "snake heads." Wood rails can be used, but are not advisable if iron can be had. They are. of course, cheaper in first cost than iron, but this is their only advantage. Except for temporary use, this advantage is more than balanced by the following disadvantages: First, A locomotive can only be relied on to haul about half as much on wood as on iron. Second, In freezing weather it is almost impossible to keep wood rails free from snow and ice. Third, the cost of keeping wood rails in running order is excessive, and to keep them in perfect repair is useless to attempt at any cost. Fourth, a worn out wood rail is worthless, while second-hand iron rails are about as good for use as new, or may be sold at about half price of new. Enough wood rails to wear out one iron rail cost vastly more than the latter. The best wood rail is maple, laid heart up, and the best size is about four inches wide by six inches deep. When the outlay for iron rails for the whole length of road is too great to be made at once, the heaviest grades and curves at least, should be ironed. The wood rail, if laid on a



Rib Lake Lumber Company Logging Railroad, near Rib Lake Wisconsin, photo by Brown, circa 1910.

stringer, can be replaced by iron rails, with the least labor and expense. A wood rail may earn enough to pay for iron before wearing out, but the best economy is to get a good road at the start.

The best locomotive for logging railroads must possess the following requisites: Extreme simplicity of design; durability — which is best obtained by strength of parts, and liberal use of steel and wrought iron; cheapness and facility of repairs — whether occasioned by ordinary wear or accident — which is only secured by a thorough system of duplicate parts, made to exact templets and gauges; freedom from danger by fire — gained by special ash-pan and stack; ease of motion — requiring perfect balance; fuel and water room proportioned to the length of the run; practical efficiency — attainable only by experience; and last, though not least, reasonableness of price.

A locomotive conforming to these requirements is the only economical one. For logging railroads, where an inefficient or fragile machine might throw an entire camp out of work, an investment of a few extra dollars to secure a first-class job is a greater saving than a bargain of inferior work at half price. Locomotives for wood rails should be very strongly built, and of no heavier weight than is necessary to do the required work. The driving wheels should not be too small, and should have a wide tread and deep flange. The same applies to car wheels. Wheels of the proper construction for wood rails will run equally well on iron, but wheels of the tread and flange ordinarily used on iron rails are not suitable for wood.

The cost of logging railroads can not be given accurately to apply to all localities. The following may be used as a basis for an estimate of the cost per mile, including freights, of an average road:

Rail 21lbs per yard, weight 85,480 lbs. @ $40 to $50 per ton, according to location, say $45	$1,717.23	
Cross-ties, two feet between centers, 2,640 @10 cents	264.00	
R.R. spikes, 4 per cross-tie, 4½ x ½ , about 4,000 lbs. @2¾ cents per pound	110.00	
Spices, allow rails 28 feet long, 378 @ 28 cents each	105.84	$2,197.07
Labor, clearing and grubbing and grading $400 to $1000, say…	600.00	
Labor, track laying $100 to $200, say …	150.00	
Allow logs for cribbing, & c. $50 to $200 say …	100.00	$850.00
		$3,047.07

No allowance is made for right of way, as the road is supposed to be on the operators property.

By using a 16 lb. rail, and lighter spikes &c., about $500 might be saved; or $300 by using a 20 lb. rail. A 28 lb. rail would add some $275 to the estimate. In round numbers, a logging railroad, ready for locomotive and cars, will cost $2,500 to $3,500 per mile, according to weight of rail, location and general features of the country.

A 16 lb. rail is amply heavy for a four and a half ton, a 20 lb. for a six and a half ton, a 24 lb. for an eight ton and a 28 lb. for a 9½ ton locomotive. The cost of locomotives may be reckoned $2,500 to S3.500 according to size and style. For carrying logs of ordinary length, four wheel trucks with bolsters and side stakes are usually

used, and cost about $150 each. The simplest coupling between cars is a hickory pole, ironed at the ends to receive the coupling pins, and of convenient length. For extra long logs two four wheel trucks are used, coupled together in the same manner.

The total investment for a logging railroad, about six miles in length, may be roughly reckoned at $20,000 to $25,000.

The cost of hauling on logging railroads is dependent on the length of the haul, the grades to be overcome, the amount of business and the fitness of the equipment and track. To secure the greatest economy on a good road, there should be such a number of cars that the engine need not be kept waiting, but on returning with its train of empty cars, find a loaded one ready.

The cost of operating one locomotive, including the wages of an engineer and a fireman, and the cost of fuel, oil, and repairs is not far from $6 to $8 per day. The wages of train men and track hands and other railroad expenses amount to say $10 to $15 per day additional. A liberal allowance for interest on the investment, and depreciation of road and equipment can still be allowed, and logs hauled at a very great saving over any other method. The cost of hauling by a light locomotive runs from 30 to 60 cents per 1,000 feet, including all expenses and interest; the cost of sledding is about $1 to $2 per 1,000 feet, and when there is little or no snow may double or quadruple.

The time required for a logging railroad to pay for itself may be inside of one year. A lumberman dependent on sledding, and prevented this season by the scarcity of snow from getting in his logs, may still be able to move them in time to reach this year's market by building and operating a logging railroad.

ITEMS USEFUL IN MAKING ESTIMATES

Green pine logs weigh about 7,000 lbs. per 1,000 feet

To find number of tons of iron rail per mile of road, multiply weight of rail per yard by 11, and divide by seven. This does not include sidings, and a ton is reckoned at 2,240 pounds.

Example: The number of tons of 28 pounds per yard rail required for one mile is 11x28=308, divided by 7 = 44 tons.

The number of tons of 2,000 pounds required per mile is very nearly 1¾ times the weight per yard.

Example: 11 times 28 gives 49 tons per mile required of 28 pounds rail.

Rail is regularly sold by the ton of 2,240 pounds.

TABLE OF TONS PER MILE REQUIRED OF RAILS OF FOLLOWING WEIGHTS PER YARD

WEIGHT PER YARD	TONS OF 2,240 LBS PER MILE
16 lbs.	25 tons 320 lbs.
20 lbs.	31 tons 960 lbs.
23 lbs.	39 tons 640 lbs.
28 lbs.	44 tons 0 lbs.
30 lbs.	47 tons 320 lbs.
35 lbs.	55 tons 0 lbs.
40 lbs.	62 tons 1,920 lbs.
45 lbs.	70 tons 1,600 lbs.
56 lbs.	88 tons 0 lbs.
90 lbs.	94tons 610 lbs.

CROSS TIES PER MILE	
Center to Center	Ties
1 ½ feet	3,220
1 ¾ feet	3,017
2 feet	2,640
2 ¼ feet	2,348
2 ½ feet	2,113

SPLICE JOINTS PER MILE 2 bars and 4 bolts and nuts to each joint	
Rails 20 feet long	528 joints
Rails 24 feet long	440 joints
Rails 26 feet long	406 joints
Rails 28 feet long	378 joints
Rails 30 feet long	352 joints

RAILROAD SPIKE			
Size measured under head	Aver-age number, per keg 150 lbs.	Ties 2 feet between centers 4 spikes per tie, makes per mile	Rail used by weight per yard
5½x 9/16	280	5,670 lbs., or 38 kegs	45 to 70
5 x 9/16	300	5,170 lbs., or 35 kegs	40 to 56
5 X ½	340	4,660 lbs., or 31kegs	35 to 40
4½ X ½	400	3,960 lbs., or 27 kegs	30 to 35
4 X ½	450	3,520 lbs., or 24 kegs	24 to 35
4½ x 7/16	510	3,110 lbs., or 21kegs	20 to 30
4 x 7/16	540	2,940 lbs., or 20 kegs	20 to 30
3½ x 7/16	675	2,350 lbs., Or 16 kegs	20 to 25
4 x 3/8	760	3,090 lbs., Or 14 kegs	20 to 25
3½ x 3/8	890	1,780 lbs., Or 12 kegs	16 to 20
3 X 3/8	930	1,710 lbs., Or 11½ kegs	16 to 20

Reports of Actual Workings of Porter Bell & Co's Light Locomotives on Logging Railroads.

Hazelton & Gerrish's R.R., near Stafford, Mich., 8x14 locomotive; road seven and a half miles long, 25 lb. rail; 56½ inches gauge; 33 feet per mile grade: regular train 15 cars, each weighing 2,500 lbs., and carrying 12,000 to 17,000 lbs.; regular mileage 90 miles; fuel, two cords pine per 12 hours. The last locomotive was taken on its own wheels, with its own steam, assisted by teams, over dirt roads and through the woods, 15 miles to the railroad.

D. K. Ramey &Co.'s R.R., Ramey. Pa. 7x12 locomotive; road two miles long; 16 lb. rail; 42 inches gauge; 185 feet per mile grade: regular train two cars, each weighing 2,800 lbs., and carrying l3,000 lbs.; regular mileage 40 miles per day of 10 hours. The engine does the work of about 20 horses and 10 men; full power not tested.

Milner, Caldwell & Co.'s R.R. at Bolling, Ala., 8xl4 locomotive; road four miles long; 20 lb. rail; 36 inches gauge; 53 feet per mile grade, regular train, and occasional train 9 cars, each weighing 2,850 lbs., and carrying 5,000 lbs.; regular mileage 48 miles three-fourths of a cord of pine per day of 12 hours.

Geo. E. Pritchett Co.'s R. R., at Gourdins, S. C. 8x16 locomotive; road 13½ miles long; hard pine rail; 60 inches gauge; 12 feet per mile grade; regular train five cars, each weighing 5,000 lbs., and carrying l0,000 lbs.; regular mileage 54 mile per day of 12 hours.

Towle Bros', R.R. at Dutch Flat, Cal. 9x16 locomotive; road one and a half miles long, 45 lb. old rail; 36 inches gauge; 176 feet per mile grade; usual train three cars, each weighing 8,500 lbs., and carrying

15,000 lbs.; full power not tested. The locomotive is also used for hoisting logs from the bottom of a mountain canon up an inclined track 1,200 feet long, with a rise of about 650 feet. The engine is run on friction rollers, which are geared to a drum, carrying a steel wire rope. The usual load hoisted is 25,000 pounds.

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Biron White House

The village of Biron has the only official "white house" in the Wisconsin Rapids area. The home was built by Francis Biron Sr. in 1865 on the site where it now stands. The home was so grand it was noticed in communities up and down the river and was the scene of many social gatherings.

When the home was built, it was one of only a few structures in that area. It stood on a small hill on the Wisconsin River and had a beautiful view, as the surrounding area had not yet been filled in with roads and buildings. Beautiful gardens were laid out on the property, and the home was surrounded with elms imported from the east. Today, it is surrounded by the Biron Mill.

Biron, a native of Quebec, moved to this area from Galena, Illinois, in 1840. He set up a store on a site just west of the T.B. Scott Public Library at the intersection of First and Baker streets. In 1856, he purchased the Fay Draper lumber mill in what was later to be named the village of Biron. *(Excerpt from the Vintage Venues, The Daily Tribune, Wisconsin Rapids, WI 21 Aug 2014).*

Agenda—Annual Business Meeting of FHAW Members
October 6, 2018
Wisconsin Rapids, Wisconsin

1. Call to Order
2. Minutes of the 2017 Annual Meeting, Menomonie, Wisconsin
3. President's Report
4. Membership Committee Report
5. Treasurer's Report—Audit Report
6. Board of Director's Elections—Nomination Committee Report
7. Scholarship Report
8. Exhibits Report
9. Awards Presentation
    - Fixmer Award—to be announced
    - Connor Award—to be announced
10. Old Business
    - Proceedings
11. New Business
    - 2019 Annual Meeting—Black River Falls, Wisconsin
    - FHAW Strategic Planning
12. Other Business
13. Adjournment

TRACKS FROM THE PAST
Sever Anderson Logging Company Railroads

An archeological journal of the railroad corridors of the above logging company in Florence and Forest Counties, Wisconsin and within the Nicolet National Forest.

Written by Brad J. Pagels

- PREFACE -

When one walks through a forest to hunt or fish certainly finds old railroad corridors and wondered where a particular railroad started and where it has ended. This pamphlet will satisfy that curiosity to a high point as it will tell the reader who built, owned, and operated these railroads. It is mostly focused on the present day evidence of logging railroad activity of the Sever Anderson Logging Company which was a subsidiary of the Holt Lumber Company of Oconto, Wisconsin. This essay is a journey on the tracks from the past.

Logging railroads were connected to the common carrier lines such as the Chicago and Northwestern, Wisconsin Central, and etc. Timber created a prosperous business opportunity for these major railroads and assisted the lumber companies in the construction of logging lines. The railroads that were built and owned by lumber companies are known as private lines and were not subject to state or federal regulations. Hauling logs was the primary purpose for logging railroads and these lumber companies were free to abandon any line that was no longer needed.

While the maps within this report show all of the rail corridors it is known that these rail lines were not all in at the same time, but as a stand of timber was cut the rails were taken up and moved into the next areas to be harvested.

- HISTORY -

Tipler Logging Operations
Sever [Siever] Anderson Logging Company – [Logging Contractor]

The Sever Anderson Logging Company, a log harvesting contractor \ jobber for the Holt Lumber Company, initially conducted all operations for the lumber company in the Tipler, Forest County area.

During the autumn of 1922, construction was begun on a logging railroad that extended in a northwesterly direction from the village of Tipler to the village of Alvin, Forest County. Alvin was located in PLSS Section 36, Township 41N, Range 13E. The two Shay logging locomotives used by the Sever Anderson Logging Company's logging railroad were leased from the Holt Lumber Company, although Anderson was reported to have owned at least one other locomotive which is not specified in this text. The Chicago and North Western railroad provided a number of forty-one foot-long standard railroad flatcars, and performed maintenance on the locomotives for this railroad. The Chicago and North Western railroad provided services such as this for a number of other small private logging railroads with which it interchanged freight and to which it leased operating equipment.

The Chicago and North Western railroad transported logs from the Sever

Anderson Logging Company's timber harvesting operations located south from Tipler to the Holt Lumber Company sawmill located in the village of Oconto. At least twenty miles of track constructed with 60-pound per yard rail are listed as being operational during the autumn of 1925.

In September 1927, the Holt Lumber Company took direct operational control of the logging railroad operations at Tipler. At that time thirty-seven miles of track were reported to be in operation as private logging trackage.

This mileage had increased to forty-five miles by the December 1928. The Holt Lumber Company continued its logging operations in the vicinity of Tipler, similar to that of Sever Anderson Logging Company, until the year, 1932 when timber resources in the area were exhausted.

Lawrence A. Gueller, Author and Editor has provided this information.

UNITED STATES LAND GRANTS TO CHICAGO & NORTHWESTERN RAILWAY

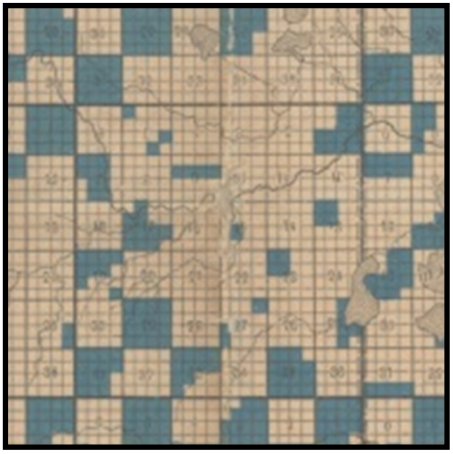
It appears that W.A. Holt had a good business relationship with the C&NW Railway as noted on the previous page. The second half of the nineteenth century was the era of railroad land grants provided by the U.S. Government to railroad companies to promote construction of railroads.

On-line plat maps of the study area show land ownership by the C&NW in the 1930's and coincide with the 1890 Land Grant Map of which a portion of it is shown on this page. In looking at the plat maps one finds no ownership of land by the Holt Lumber Company.

On-line plat maps of the study area show land ownership by the C&NW in the 1930's and coincide with the 1890 Land Grant Map of which a portion of it is shown on this page. In looking at the plat maps one finds no ownership of land by the Holt Lumber Company. My theory is that Holt paid for timber that was cut from the C&NW lands and other land holdings.

In the notes for maps on the following pages the C&NW grant lands are described.

- MAPS -



All of the maps in this essay are portions of USGS Topographic Quadrangles and have been modified by the author. Railroad information has been obtained from the James P. Kaysen Collection at the Wisconsin Historical Society Archives. Mr. Kaysen was a civil engineer who annotated all of the railroad corridors of Wisconsin on to the USGS maps using the information found on the 1938 series of aerial photographs. These maps are available on the World Wide Web or Internet by logging on to Wisconsin Historical Society: (content.wisconsinhistory.org/cdm/search/collections/maps/kaysen).

Also aerial photos from the 1938 series are available on the Wisconsin Historic Aerial Image Finder: (maps.sco.wisc.edu/WHAIFinder).

In this booklet copies of the 1970 series of USGS maps are used with the pertinent information to enable the reader to clearly see the features and the author modified the maps along with copying Kaysen's annotations with index numbers to show outstanding features. Mosaics put together from four different quadrangles show rail lines in their entirety. For such a gigantic task as it were for Mr. Kaysen, discrepancies have been discovered in field explorations such as rail lines crossing wetlands or very deep valleys, in other words, they just not were there. So it is that going out in the field one can verify the locations and also find additional grades to add the inventory. The land has recovered with regenerated forest and has hidden some rail beds from Mr. Kaysen and too the facts that most rail lines were built in the flattest areas without much earthwork eliminating the building of cuts and fills.

The Fig. 2 map is part of the Tipler USGS (Series 1970) Quadrangle showing Kaysen's drawings of railroads along with Fig. 3, the 1938 aerial photograph. This area is located on Lily Pad Road (Forest Road, FR 2424) in the Township of Alvin in Forest County. Distances are marked in hundred foot stations (eg.11+10 is 1110 feet).Kaysen enhanced about 1200 maps in this fashion, typically drawing rail lines in red ink and adding historical information about lumber companies and railroads in the margins.

Figure 2— James P. Kaysen Collection, Wisconsin Historical Society

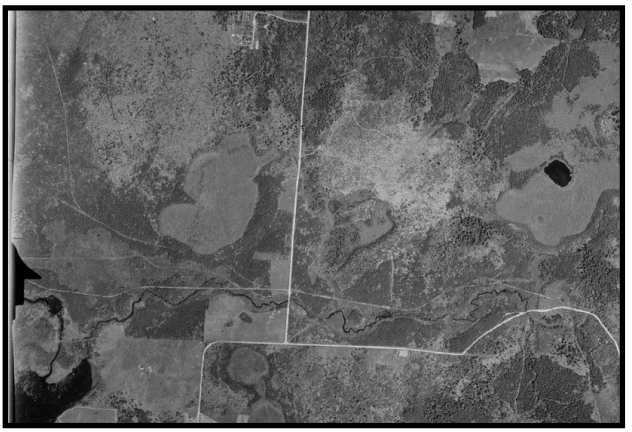
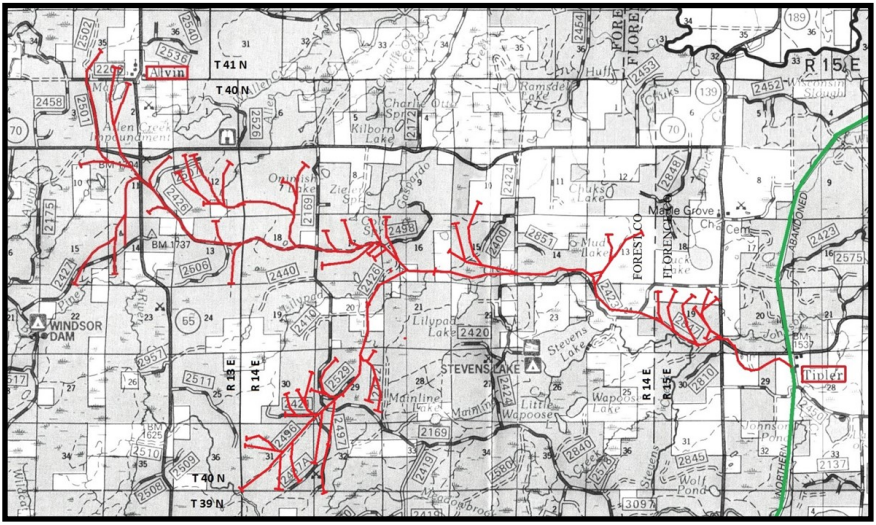
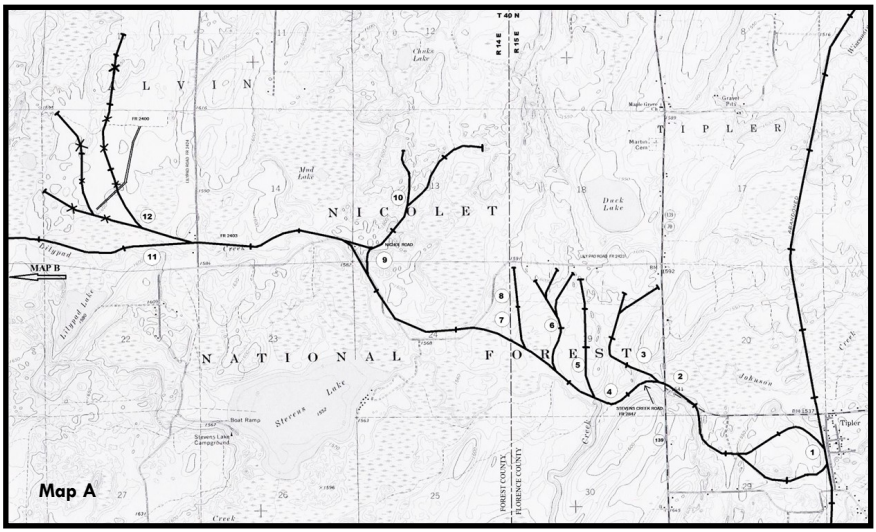


Figure 3— 1938 Series Aerial Photograph # B 19-22



A portion of the Nicolet National Forest Map has been modified to show the entire logging railroad system operated by the Sever Anderson Logging Company and the connection with the Chicago & Northwestern Railway at Tipler. Other private railroads that were operated within this area and not indicated on this map are Van Platen-Fox, Tipler-Grossman, and Connor Lumber and Land Companies.



NOTES FOR MAP A

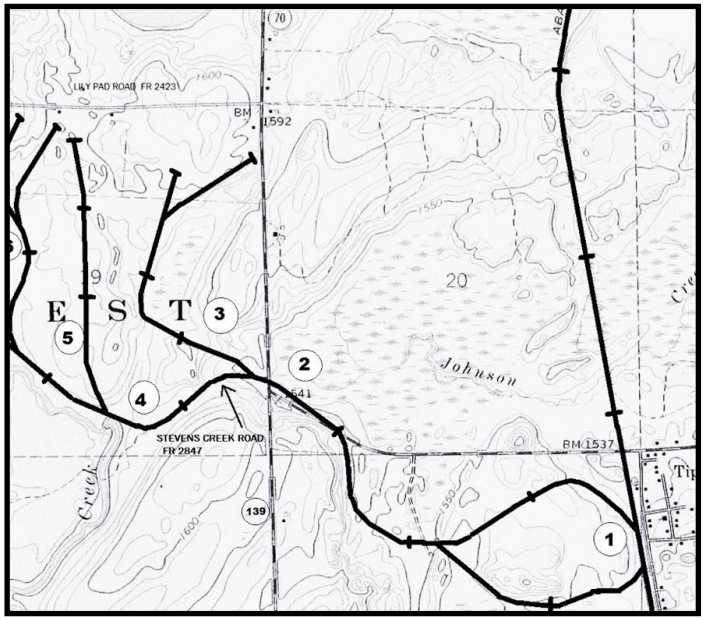
1. Point of beginning; it is here where the Anderson railroad was connected to the Chicago & Northwestern Railway. The C&NW reached Tipler in 1906 and operated until 1979. The Nicolet Badger Northern took over a segment of this railroad in 1983 that ran between Tipler and south to Wabeno until 1994 when it closed business. This rail bed is now part of the Nicolet State Recreation Trail. Evidence of the Anderson track is now

covered by a road and it is on private land.

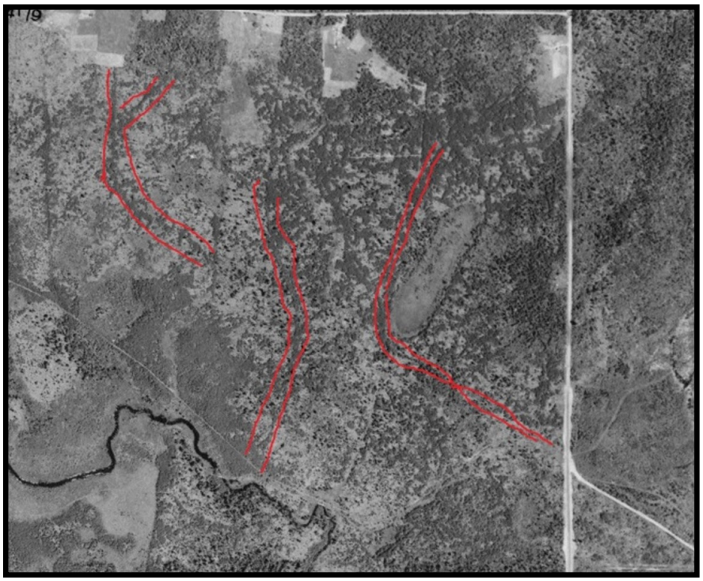
2. Grade is obliterated due to road construction. Beyond Highway 139 the grade is now Stevens Creek Road (FR 2847) which is also the main line to Alvin.

3. Hardly any evidence remains of this spur. Timber harvest has been conducted about 15 years ago roughout Section 19.

4. An untouched section of the Main Line parallels Stevens Creek Road.

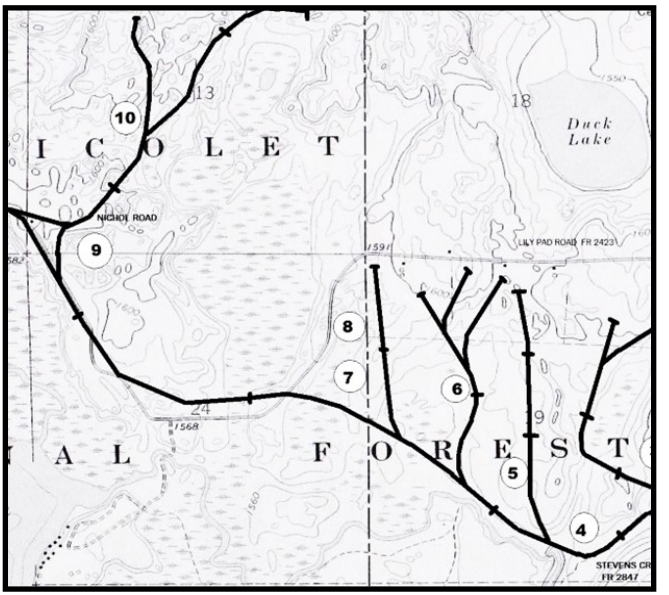


Close-up, right portion of Map A

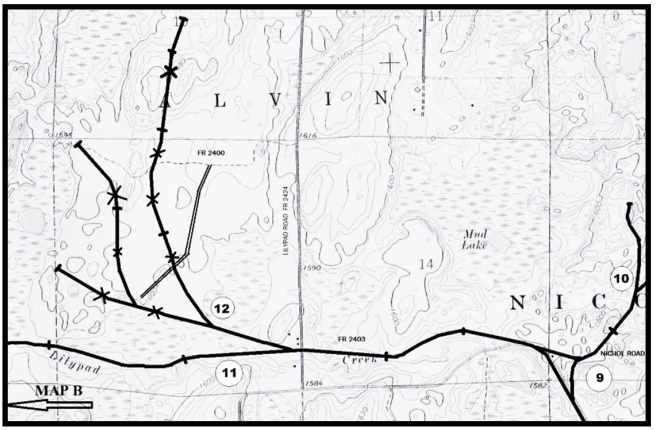


This 1938 photo shows these spurs (Points 3 through 6) but a stereoscopic view does not offer much in defining the junctions with the main line. Several visits were made but no evidence of any kind has been found.

5. and 6. Evidence, if any, is not found as this area has seen both clear cutting and selective logging and the 1938 aerial photos do not clearly show the spurs annotated by Kaysen.
7. Florence/ Forest County Line: The main line enters private land and crosses into Forest County.
8. The dashed line represents a barbed wire fence along the National Forest land boundary. In following this line eastward no evidence of rail beds has been found.
9. Nichol Road: This rail bed, now an access road, travels through several private parcels.
10. Junction: The spur runs north through a cut and the exploration stopped here.
11. Main line crosses Lily Pad Road into private land and crosses Lily Pad Creek in two places. The westernmost crossing is on public land and on high fill.
12. Very little evidence of these rail beds are found in this red pine plantation which is on flat ground and has seen several partial cuttings.



Close-up, center portion of Map A; C&NW Grant Lands- All of Section 19, Township 40N, Range 15E, Florence County, All of Section 13, Township 40N Range 14E, Forest County.



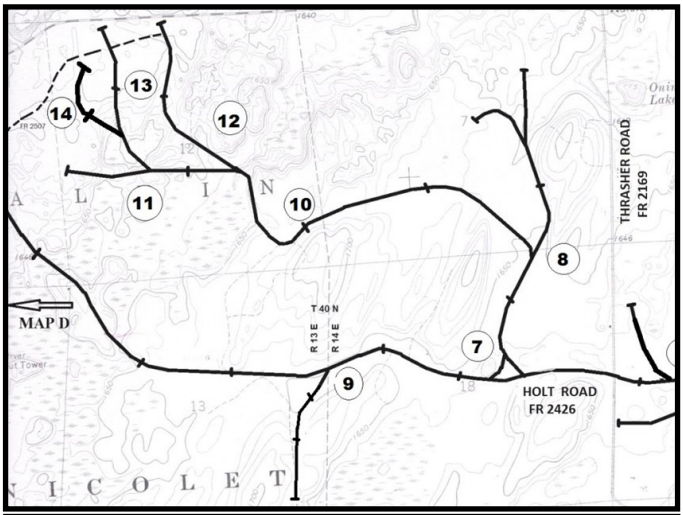
Close-up, left portion of Map A; C&NW Grant Lands- All of Section 15 (excluding NE ¼ NE¼) Township 40N Range 14E

Close-up, right portion of Map B

1. The track was built crossing a creek. It appears that a wooden culvert was built of which nothing of it remains other than a ditch.
2. "Pine River Junction" so named by the writer as this track ran south for about four miles ending at Pine River. These rail beds are somewhat drivable and there is a connecting road between them.
3. From here and west to Highway 55 the rail bed carries FR 2426 which is also known as Holt Road. The spur along the section line is not found as this area is a red pine plantation.
4. The lines running south off of Holt Road are not found in this flat terrain.
5. The junction evidence is gone and the spur has been used by logging equipment.
6. A snowmobile trail follows a part of the rail bed but no other evidence remains.
7. The west arm of the "Y" track runs on high fill. Found on 1-3-2016, it was not annotated by Kaysen.

C&NW Grant Lands- All of Section 13(ex.SW¼ SW¼, NW¼ SW¼, NW¼, and NW¼ NE¼) and All of Section 17(ex. S½ SW¼)

8. The junction is found. Part of spur is seen running through a red pine plantation. A piece of 60# rail is found.
9. Rail bed is found at the intersection of Holt Road and FR 2506.
10. Rail bed carries a snowmobile trail up to Point 11 thence through Point 13.
11. End of spur is in the recently cut



area and is followed east across a road to another junction at near Point 12 in a spruce plantation.

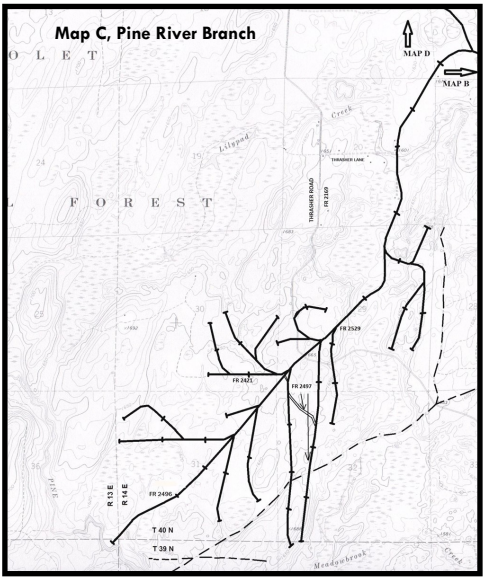
12. Junction is gone and a short portion of the spur is followed northward and after which the evidence is gone. At an intersection of roads the grade is found once again and has been used by logging machinery.
13. Converted to a logging road and rec trail. After crossing the logging road the spur remains untouched although used by logging machinery. It ends near HWY 70.
14. The spur rolls over a hill and ends short of the logging road (FR 2507).

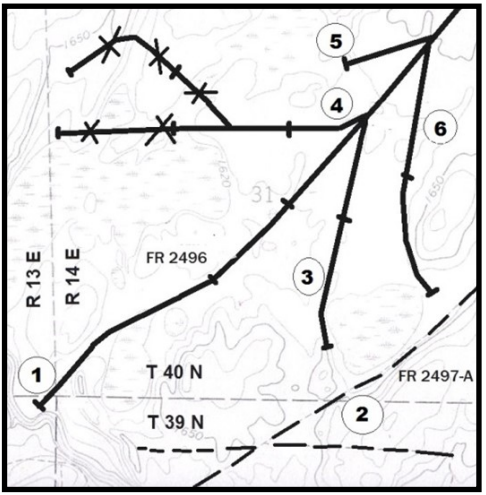
C&NW Grant Lands- Section 13 (ex. NW¼, N½ SW¼, SW¼ SW¼)

Notes for Map C

The journey begins at the End of Track of the "Pine River Branch" and ends at the junction found on Map B and Point 2.

1. From Thrasher Road the grade carries FR 2496. The last 300 feet is untouched and ends on a high fill overlooking the Pine River. A logging camp site is located in a field north of the grade. Some earthen foundations are found and it appeared to be large camp.
2. The dashed lines represent the grades of the Connor Lumber and Land Company of Laona. This railroad system was connected to the C&NW Railway at Lindel's Spur north of Long Lake. This railroad was in operation from 1932 to about 1940 (Sasse).
3. Spur is not found. Area is flat as far as the eye can see.
4. Junction is gone. Low profile with tie ruts and some coal is found. Grade enters a spruce plantation and evidence disappears.
5. Short spur has been used in recent logging and ends overlooking a swamp.
6. Except for a crossing on a fill over a low area this rail bed

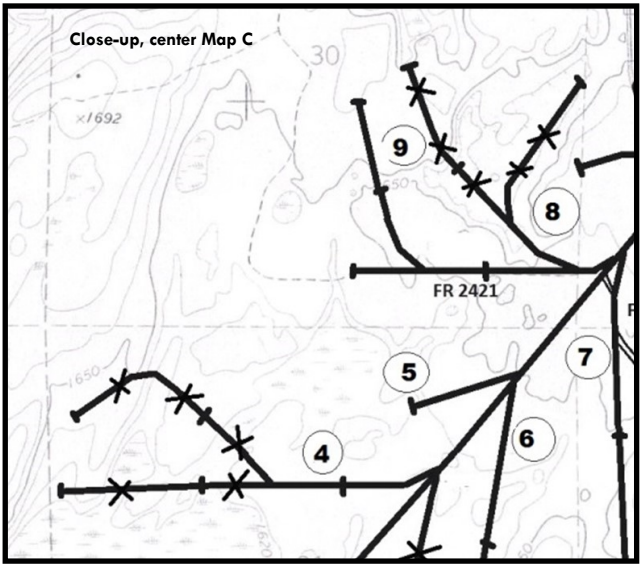




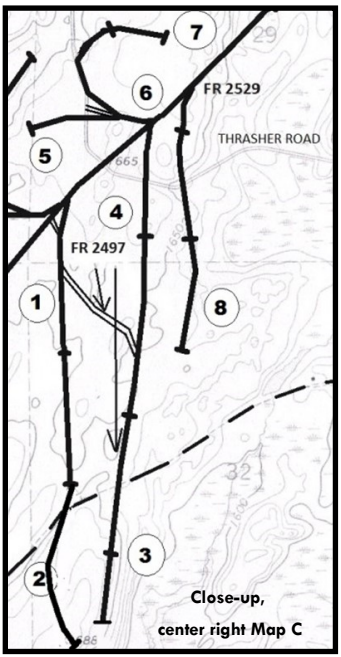
Close up, lower center Map C

is flat and ends at a conifer swamp. The turn off for this track was found by following it north to FR 2497.

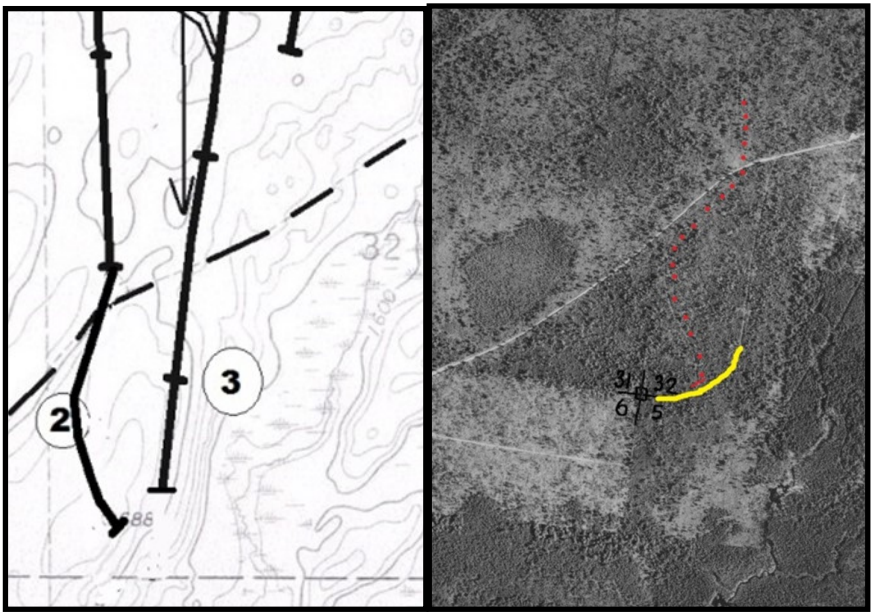
C&NW Grant Lands-All of Section 31, T40N-R14E. Section 29(Ex SE¼ SE¼ and NW¼ SE¼)



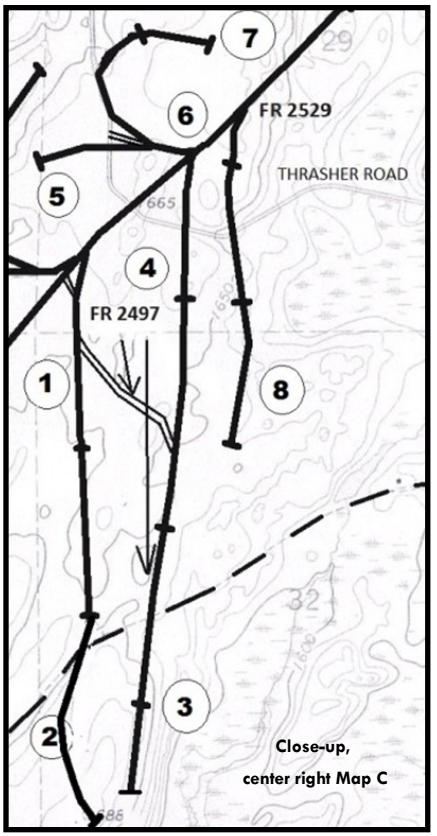
7. Junction is hidden in thick brush, the track then carries a section of FR 2497 for 300 feet and then the grade leaves the road. The road meets and follows another grade. Grade crosses Connor's grade. An unaltered portion is found on west side. Grade is now FR 2497-A.
8. Junction evidence has been obliterated and the spur carries FR 2421, it is an access road to private lands. A short portion of rail bed is found in a spruce plantation. No other evidence has been found.
9. The logging road fits to the description on the map. Further attempts were made to find the rail beds on Point 8.



1. Junction is hidden in thick brush, the track then carries a section of FR 2497 for 300feet and then the grade leaves the road. The road meets and follows another grade. Grade crosses Connor's grade. An unaltered portion is found on west side. Connor's Grade is now FR 2497-A.
2. This spur appears to extend beyond Kaysen's annotation. A road was built north from Connor's grade up to Anderson's spur. On both sides the spur seems to be just one and the same, or it is a coincidence that Connor built this track.
3. The End of Track has not been determined and FR 2497 continues from this point and ends 200 feet from a survey monument.



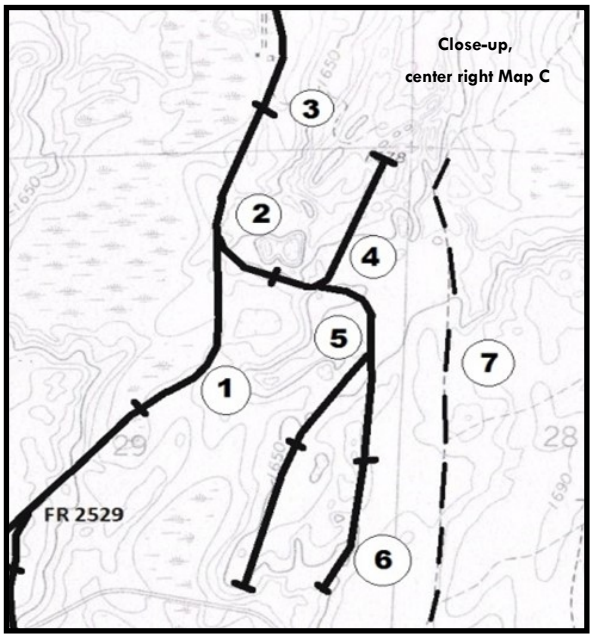
The 1938 aerial photo does not clearly show if the spur on Point 2 crosses the Connor line.

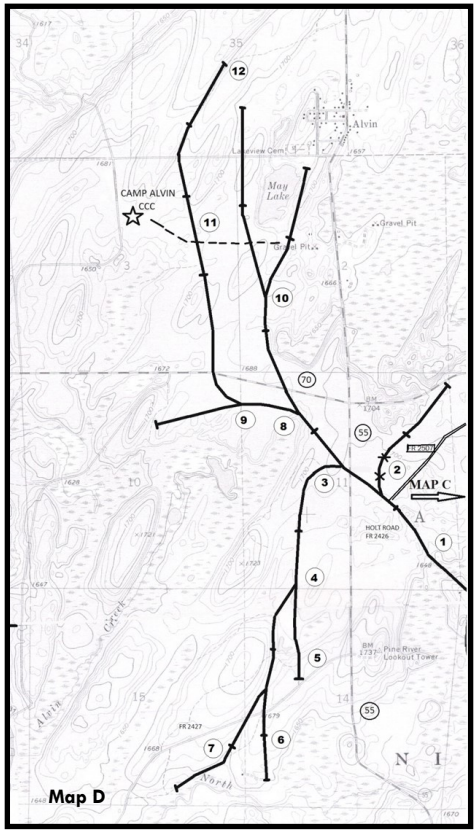


4. Between Thrasher Road and Point 6 the grade is untouched and rolling over a hill. The spur is on flat ground and crosses the road and meets FR 2497.
5. Grade turns off from FR 2529 and crosses Thrasher Road on flat ground.
6. Spur meets and follows Thrasher Road. It leaves the road on a slight ascent. Fills and cuts are found throughout and ends at Point 7.
8. This rail bed was not annotated by Kaysen. Not much earthwork is present but it is easily followed to a point where an old logging road begins.

Notes for Map C

1. FR 2529 ends here and the main line continues north and carries an old logging road.
2. Junction is found somewhat higher than the Main Line.
3. The road leaves the grade on a short jog and enters private land from which it continues north up to Point 2 on Map B, page 12.
4. Junction is visible and only a short section of the spur is found.
5. Junction is not found in the flat ground.
6. This spur is easily followed and shows typical earthwork.
7. The dashed line represents the grades of the Connor Lumber and Land Company of Laona. This railroad system was connected to the C&NW Railway at Lindel's Spur north of Long Lake. This railroad was in operation from 1932 to about 1940 (Sasse).

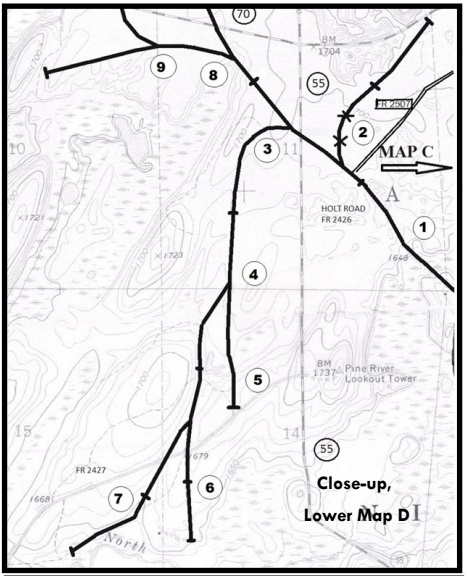


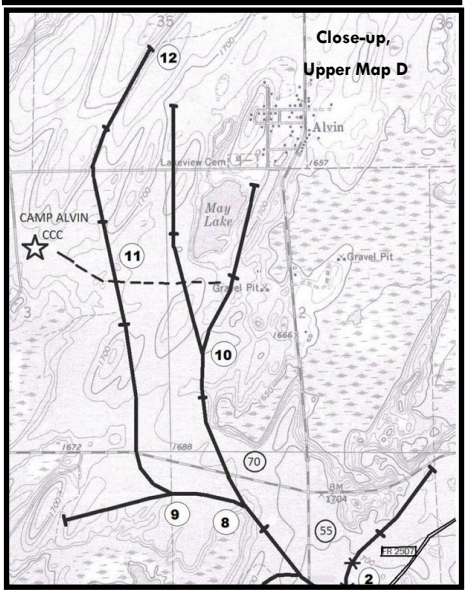


C&NW Grant Lands - All of Sections 3 and 11, E½ E½, Section 15 ,Town 40 N, Range 13 E.

Notes for Map D

1. Holt Road continues to Highway 55 with a few steep grades.
2. The junction and first 800 feet of the spur gone in the red pine plantation. In the hardwood area the spur has been used in recent logging. A piece of coal is found and the spur ends south of HWY 70 overlooking a valley.
3. Barriers block spur going south. Between Highways 55 and 70 the grade is a snowmobile trail with gravel for ATV's.
4. Tie ruts are seen, junction evidence is well defined.
5. Junction, west spur is flat and soggy. East spur is an access road to private lands.
6. End of Track is at a driveway.
7. Spur is seen from Fire Tower Road (FR2427). It is overgrown in brush.
8. Junction has been destroyed by gravel pit operations.
9. Junction is found; grade is running north on flat ground and crosses HWY 70 after which it carries FR 2501.
10. Junction site is found. This spur ends at May Lake and has a logging camp site with a can dump.
11. It appears that this small area was a dump for the CCC Camp as there is an old road leading up to that site.
12. Rail bed has been converted to a logging road for 600 feet, beyond the construction the rail bed is in original shape.





AFTERWORD

Given time either natural forces or human activity will erase most of the railroad corridors in this area. This book is a record of what has been found.

ABOUT THE AUTHOR

Brad Pagels lives in Eagle River, WI and has taken up exploring railroad grades in 2003. His work has been extended to Oconto, Forest, and Langlade Counties.

Logs to Paper to Cranberries
Historic Transformations of the Wisconsin Rapids Area

October 4-6, 2018

2018 Annual Meeting of the Forest History Association of Wisconsin (FHAW)

Thursday October 4th, 2018
FHAW Board Meeting at 1 pm and Dinner at 5 pm
(Alexander House Center for Art and History, 1131 Wisconsin River Drive, Port Edwards)

Friday October 5th, 2018 from 8 am to 5 pm Includes Lunch
Bus tour featuring historic sites, museums, mills and living History
(Bus leaves at 8 am from back parking lot of Hotel Mead, 451 E. Grand Avenue, Wisconsin Rapids)

Visits and tour will include:

- South Wood County Historical Museum
- Wisconsin River Papermaking Museum
- Golden Eagle Log Homes - Mill and Models
- Point Basse Living History Village
- Alexander House - Art and History Center

Friday October 5th, 2018 from 5 pm to 8 pm
Awards Banquet and Artifacts Auction
(At Hotel Mead, 451 E. Grand Avenue, Wisconsin Rapids)

Saturday October 6th, 2018 from 9 am to 12:30 pm
Speakers Program and Annual Membership Meeting
(At McMillan Memorial Library, 490 E. Grand Avenue, Wisconsin Rapids)

Topics presented will include:

- Cranberry History of the Wisconsin Rapids Area
- What's Under the Waters of the Wisconsin River
- Transitions from Fur Trade to Lumber
- How the Paper Industry Shaped the Cultural Landscape of the Wisconsin River Valley

Public Invited - New Members Welcome - Great for Everyone

For additional information call: 608-493-4131

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Our Speakers

Phillip Brown is a Wisconsin Rapids historian and current president of the South Wood County Historical Corporation. He also is a co-owner of Glacial Lakes Cranberries in the Town of Cranmoor. An active promoter of both Wisconsin Rapids' past and future, he was named the Citizen of the year by the Wisconsin Rapids Chamber of Commerce in 2014.

Marshall Buehler is retired from Great Northern Nekoosa Corporation, where he was a member of the sales department. He has a life-long love of history. Marshall is the current vice-president of the South Wood County Historical Corporation and director of the Alexander House, the center of art and history in Port Edwards.

John Berg, a native of the Wisconsin Rapids area, received his Master of Science degree in history from the University of Wisconsin-Stevens Point. Majoring in United States and Canadian history with an emphasis on the colonial fur trade frontier. John's interests include Wisconsin lumber and railroad industries, and labor history.

Katie L Weichelt, Ph.D., is a geography professor at the University of Wisconsin-Eau Claire. She completed her graduate degree program in Geography and Atmospheric Science in 2016. Her dissertation was titled, "*A Historical Geography of the Paper Industry in the Wisconsin River Valley*."

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Saturday, Breakfast and Break items
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Note: All prices include tax and gratuity

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