


Volume 44

Number 1 & 2



Chips
and
Sawdust

A quarterly newsletter from the

**Forest History
Association of Wisconsin, Inc.**

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Chips and Sawdust

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From The President's Chair



Hi Folks,

And greetings from the new "President" of your Association. Only appropriate to open my remarks with a statement of respect and deepest admiration for the man I've agreed to follow into this job. Don

Schnitzler deserves the very highest respect and admiration for the job done to keep this organization together and thriving during a period of change and challenges! We're lucky to have him here to continue offering his advice as we continue to meet new and changing needs.

While I can read the membership rolls and identify many old friends, I know that I'm new to many of you. By way of introduction, I'll offer that I'm a retired Forester, with a career that spanned 35 years with Wisconsin DNR, followed by 5 more years with the US Forest Service. The last 20 years of my work life were devoted to training, workforce development, and performance management, working in collaboration with a variety of Natural Resource organizations both in Wisconsin and Nationally to meet change. I hope to reach back to a variety of my former work colleagues for advice and ideas on how to grow FHAW to better serve membership and society at large. Any organization that hopes to adapt and thrive in a constantly changing world, needs to rely on feedback from those being served. Please know that feedback and advice from all of you is both welcome and critically important to our future success.

You've seen previous reports citing an Executive Retreat that the FHAW Board held in October 2018. Many of you will identify with the process of organizational renewal that begins with participation in a SWOT analysis? In abstract, it's simply a listing exercise by leaders to identify Strengths and Weaknesses of the organization and then Opportunities and Threats in the environment within which we operate. At that meeting we acknowledged our very healthy financial condition as a Strength, and both an aging membership and Board leadership as a very real Threat to our future!! Actions required here seemed to be to continue with our financial strategies and begin to form strategies to address the issues of "aging". More on the latter in a moment.

It also seemed to us 7 months ago, that we could take immediate steps to correct our key Weakness. So it is that we can happily report that we have a new website and web domain. If you haven't yet visited www.foresthistoryassociationwi.com please take the time to do so. Modernization to provide updated visuals, provision for fee collection at the site, and a design for data collection to enable evaluation of site value to those using it are all positive developments for the organization. Work to continue to modernize the functionality of the site will need to be a constant in the course of our future. When we adapt to change as the marketplace in which we operate changes, we'll need to continue to update and improve on this site over time.

A key Opportunity that emerged back in October came with recognizing the long term membership of healthy organizations that can come to be key partners. The Wisconsin County Forests Association, and Historical Societies from Marinette, Marathon, Taylor and Price Counties, along with Historical Societies from White Lake (Langlade County) and Merrill City (Lincoln County) all have a long history of membership. Outreach efforts were begun in March with attendance at the WCFA annual meeting to explore shared purpose in public education. Work is underway at this time to include Jackson County Forest Administration in the program for our Fall meeting. Over time, we have an offer of assistance from leadership from UW Extension within the LEAF/PLT programs to help capture the "local" forest history story, then help package it for delivery into local school systems. The 29 counties in WCFA direct sustainable Forestry to 2.4 million acres of Wisconsin. It's a slice of our geography that has a population of almost a million citizens who's health and happiness is intimately tied to the sustained development and health of those same forests. Efforts to better serve and help educate these communities is an exciting prospect.

At this point I'll remind you that there are basically four elements of strategic direction in our Mission Statement (go to the About page at our website), these four elements can be captured in terms of "**Inform, Educate, Archive and Publish**". Work to improve the functionality of our website and its associated provision for Facebook, twitter and You Tube are key to improving our ability to "Inform" the publics we presume to serve. Work to reach out to those 29 WCFA counties, with a mission to "Educate", within a partnership of local foresters, historians and teachers offers us a world of possibility to employ the word "WE". (We'll work to address those Archive and Publish issues over the course of time)

Considering that organizational "Threat" of age cited earlier-----I'd be hopeful that within the mix of new "collaborative partners" we'll discover a few young "history activists" that will join us and be willing to shoulder some of the workload.

Good to be here. I look forward to working with you in the days ahead.

Best regards,

John

Black River Falls, Wisconsin A Brief History

Black River Falls is located 39 miles northeast of La Crosse and is the seat of Jackson County. The Ho-Chunk Indians lived off the land around Black River Falls until they were removed to Nebraska in the winter of 1873-74. They came back to the region in 1874 to live, chop-

ping wood, hunting, fishing and picking berries. By 1881, most were placed on homesteads in an attempt to assimilate them to American culture. The Ho-Chunk nation has its administrative center in Black River Falls.

Even though a sawmill opened in Black River Falls in the winter of 1818-19, most identify Jacob Spauld- Continued on page 12

Cowles' Patent Locomotive for Pole Roads

*From the Railroad Gazette, April 16, 1886
Pages 259—260*

The accompanying illustration represents a peculiar form of locomotive built by Messrs. Spangenberg, Pendleton & Co., of Warren, Ohio, for services on log or pole roads, illustrations of which are also given showing in detail the methods of construction adopted.

The engine shown in the illustration, fig. 8, has hauled 5,000,000 feet of logs over a pole road 14 miles long. The cost of this road, not including any value for the ties and poles varied on ordinary ground from \$100 to \$500 per mile. Grades of 176 ft to the mile were used.

The engines have four large driving wheels, and utilize the entire weight of the machine for adhesion. The axles do not swing around in the usual way for guiding the engine, but the wheels are connected to them by universal joints, inside the hub, by which they are permitted to shift or vibrate on the axles, as the wheels swing, and hold the hubs so that the wheels are held rigidly upright. Steering is effected by a rocker, midway between the axles, having four arms, one of which is connected to the sliding block of each hub and operated by a screw turned by a hand wheel from the foot plate, in the usual way, so that the direction of all the driving wheels is changed at the same time. The traction engine can thus be turned to a radius of 27 feet, and can be steered on a track the same as on a common road, which relieves it from friction on curves.

There are two cylinders, with link motion reversing gear, etc. The crank shaft is carried in a cast-iron casing about midway between, and nearly on a level with the axles. It entirely encloses the cranks, eccentrics, speeding gear, etc., and forms a dust-proof casing for them. Power is transmitted to the forward axle of machines with upright boilers, and the rear axle of those with horizontal boilers, by a train of spur gears, enclosed in a dust-proof case, one end of which is pivoted to the crank casing, which allows the axle to play freely up and down without interfering with the transmission of power, when the springs which support the engine yield as the wheels pass over obstructions. The other axle is driven from the geared axle by coupling rods and cranks. These connecting rods are relieved of strain in turning, because the axles are kept parallel by bars connecting the bearing boxes of each wheel, just inside the hubs, but allowing them to twist vertically, so that each wheel can pass over an obstruction 18 in. high, or drop into a depression 18 inches deep without unduly straining any part of the machine. The governor is adjustable from the foot-



FIG. 8.—COWLES' PATENT LOCOMOTIVE FOR POLE ROADS.
Constructed by Messrs. SPANGENBERG, PENDLETON & Co., Warren, Ohio.

plate by a lever, and permits the engine to run from 120 to 240 revolutions per minute. The gears are arranged to give three different speeds. On the slow speed, which is about 1½ to 3½ miles per hour, the engines make 18 revolutions to the drivers' one. This speed is used to overcome steep grades, bad places, etc. The medium speed is about 3¼ to 6½ miles per hour, the engines make 6½ turns to drivers' one. This speed is used for hauling on good dirt or tram-roads. The fast speed is about 6½ to 13 miles per hour, and the engines run about three to one. It is used in moving the engine or a train of empty cars from place to place, or for hauling on iron tracks. It removes the necessity of running the engines at a high rate of speed, when it is desired to move rapidly.

All the gears and parts subject to wear or heavy strains are made of cast steel; the boxes and bushings are made of phosphor-bronze. The machine is as complete and self contained as a railroad locomotive, and all the changes and movements necessary to its operation can be made by the engineer from the foot-plate.

The engines are made in four sizes, but the following dimensions relate to the largest size only:

Cylinders, dia. and stroke.....	8¼ in. x 11 in.
Revolutions per minute.....	120 to 240
Boiler, length and diameter.....	126 in. x 24 in.
Flues, number.....	74
Flues, length and diameter.....	66 in. x 11 ½ in.
Fire-box, length and width.....	36 in. x 23 in.
Height.....	33 in. and 40 in.
Heating surface.....	200 sq. ft.
Drivers, diameter.....	65 in.
Drivers, width of face.....	14 in.
Speed, miles per hour.....	1½ to 13
Capacity tank, gallons.....	145
Weight of engine.....	12,000 lbs.
Weight hauled up 170 ft. grade.....	45 tons

The makers claim that a pole road can be successfully operated if the engines and rolling stock are of suitable design, and that the numerous attempts to adapt the rolling stock of iron railways to wooden tracks have failed mainly because of the rapid abrasion due to use of flanged wheels which, on curves especially, speedily destroy the track or "bight" on the rails and throw the cars off. It is stated that the engine shown in the cut has been found to overcome these difficult, and work as well in practice on a pole-road or other wooden tramway, backing, switching and handling in every way as easily as a locomotive on an iron track, while its ability to run on a common road makes it easy to move to a tram-road distant from means of transportation. The four large, flat-faced driving wheels are kept on the track by means of guide wheels running against the inside of the rail. No flanges are used and there is no abrasion on the track, or binding or slipping of the wheels, and no friction but that of rolling. The cars are built in the same way as to their wheels, and it has been found in practice that the life of the track is about doubled, and its efficiency correspondingly increased by this system of guide wheels in place of flanged or concave. (In fact, concave wheels have proved more destructive to wooden tracks

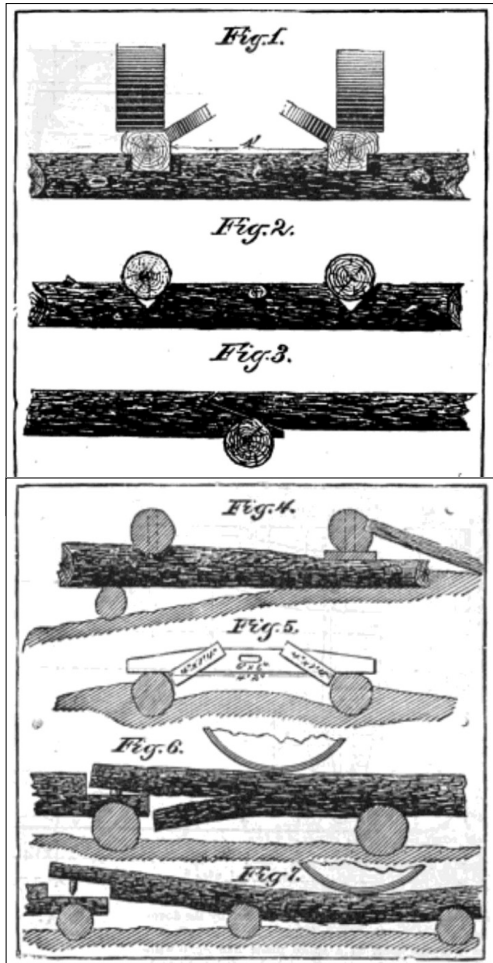
than those with flanges.) Engines designed for running on dirt roads are quickly adapted to pole road use by means of plates placed over the road clips. In fact, the wheels of the pole-road engines are first built with road clips and plated, in order that they may be run on dirt roads if desired.

The cheapest form of pole-road is shown in fig. 5, and is used on level ground. The poles are partially bedded in the ground and the earth banked up on the outside. As there is nothing running on the outside of the poles, the earth can be banked up level if desired. When it is necessary to carry the poles above ground, ties should be used, as in fig. 2. They should be firmly bedded in the ground, and notched to receive the poles. The distance which ties may be placed apart depends upon the size of poles used. They should not be less than 6 inches in diameter for the lightest engines, and they may be from that up to 24 in. The ties may be placed 6 to 12 feet between centers.

It is of utmost importance that the road should have a firm foundation. The ties should have the same bearing upon the ground that the poles would if laid directly upon it. When the ties will not fill the space between poles and the ground, they can be raised upon blocks, as in fig. 4. The blocks should be larger than the ties, and should have as firm a bearing on the ground as the ties would have, and besides they should be notched to receive the ties, and the pins which go through poles and ties should also go into the blocking.

Fig. 4 also shows how advantage may be taken of stumps and tress along the road to "shore up." The brace or shore should be firmly secured so that it will not rattle out. It also shows how the rail can be blocked up from the ties. In any case the ties or poles should be notched in or faced so that they cannot roll and break the pin. When it is necessary to carry the track higher, as in crossing ravines, it should be carried on cribs. Fig. 6 and 7 show a very common and almost the worst possible way of making a splice, and how such splices work when put to use.

Fig. 3 shows the proper method of making a splice. When practicable, lay the large end of the pole in the direction in which you are building the road, saw it off to the right length, then saw in slanting from 4 to 6 in. deep and about 18 in from the end;



split out and trim off, slanting down to the end of the pole. Fit the small end of the next pole to this place, so the inside and top edges of the two poles will be about even. Bore the pin pole, preferably slanting back.

In this style of splice the top rail is held down by the dovetail splice and is full size where it leaves the other rail, and therefore will not split, as a splice made like fig. 6 will. When the ties and poles are well notched in, it is not necessary to pin the pole to every tie, but one or more pins are needed between every splice, and both poles should be pinned to the same tie. The pins should be made of sound tough timber not liable to rot, and should be not less than two inches in diameter and long enough to go through the pole and tie. To insure evenness, they should be drawn through a former or "pin die." Fig. 5 shows a gauge for laying track. It consists of a straight-edge, 6 ft. 6 in. long, with two pieces of 4 in. by 1 6 in. fastened on; their outside upper corners 4 ft. 2 in. apart, and 1/2 in. below the lower edge of the straight-edge, and the lower inside corner 3 in. above the lower edge of the straight-edge, These two pieces represent the guide wheels of the engine and should pass easily between the poles. If, by reason of crooks, there should be 6 in. of play it will not matter.

The most difficult and expensive roads to build are those through swamps, the trouble being to prevent their sinking. The best way is, in clearing the right-of-way, to corduroy the bed with the small stuff and brush, so as to get a bearing over the whole surface of the ground. Avoid placing ties or poles on stumps or roots in such places as they will not settle, while other parts will, making it, in time, very uneven.

Curves are made by laying poles as on tangents, except with angle at each joint, suitable to make curve, corresponding to the degree required. It is stated that there is no difficulty in going around such curves, though, of course, the motion is more "jerky" than on a nicely adjusted circular or "spiral" curve.



Traction and Tramroad Engine, Patented by E.P. Cowles, Wequiock, Brown County, Wisconsin. (W. H. Upham Collection, North Wood County Historical Society, Marshfield., Wisconsin.)

TRACKS FROM THE PAST

An archeological journal of a private logging railroad system operated by the Connor Lumber & Land Company of Laona, Wisconsin in connection with the Chicago & Northwestern Railway at Lindel Spur in Florence County.

Written by Brad J. Pagels



The Main Line was built through this cut about two and one half miles from the junction at Lindel Spur. Many rail corridors of this system have this earthwork.

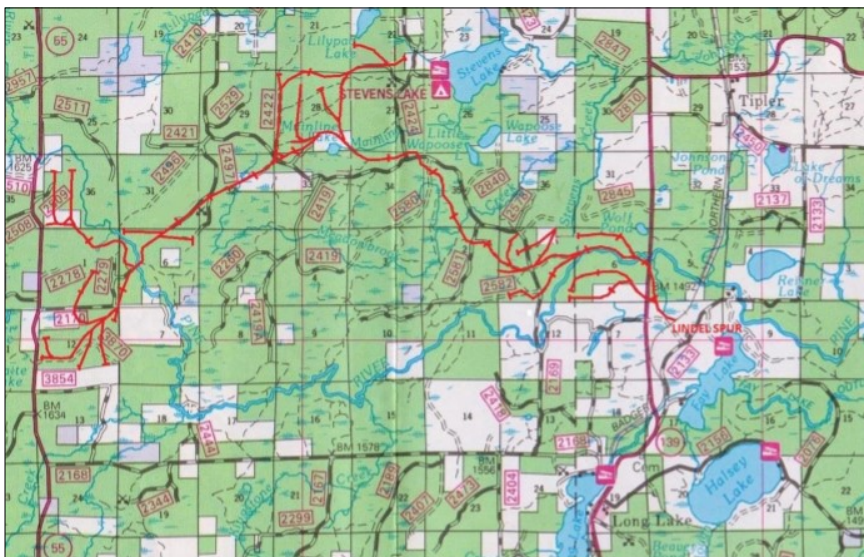
PREFACE

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 Connor Lumber & Land Company of Laona, Wisconsin. This private railroad system was connected to the Chicago & Northwestern Railway at Lindel Spur located between Tipler and Long Lake and was in operation from 1932 to 1940. It was from here that the C&NW hauled the timber to Laona. 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.



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

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.



This map is part of the Tipler USGS (Series 1970) Quadrangle showing Kaysen's drawings of railroads .This area is in the Township of Long Lake in Florence 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.

On the following pages the overview maps are divided and expanded into larger images along with notes of outstanding features of railroad evidence.

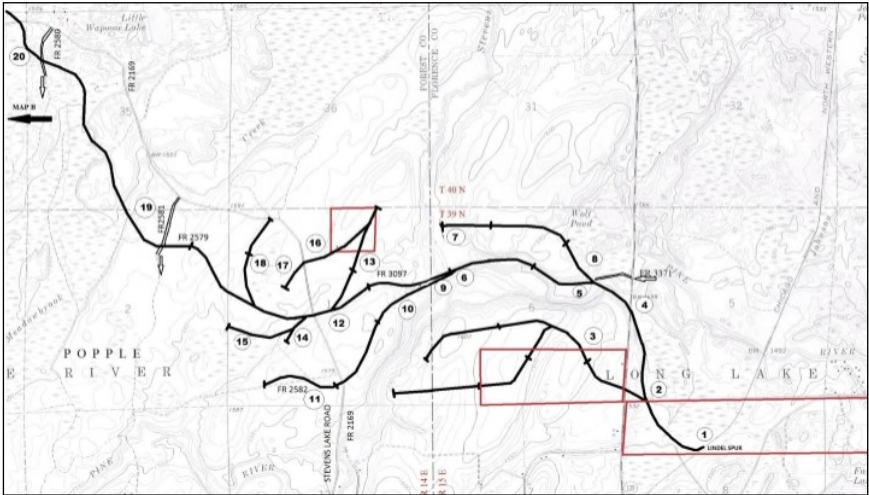
Black River Falls History – continued

ing as founder of the city in 1839. Lumber attracted the settlers who set up sawmills powered by the Black River.

Mormons came to the town in

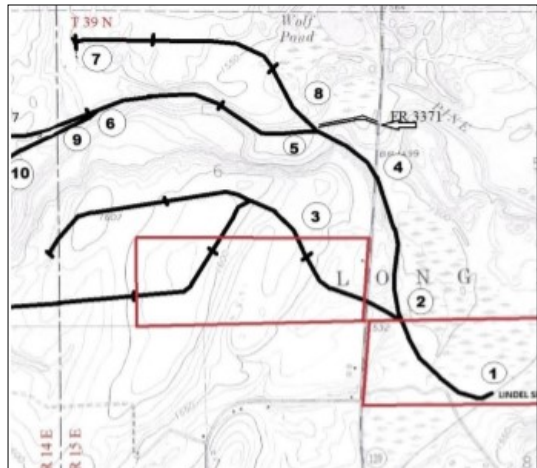
1842 but left after the death of Joseph Smith. The town's first church opened in 1847, and the first school in 1848. The town was destroyed by fire in 1860 but was rebuilt in 1861. A damaging flood in 1911 also caused serious damage to the city.

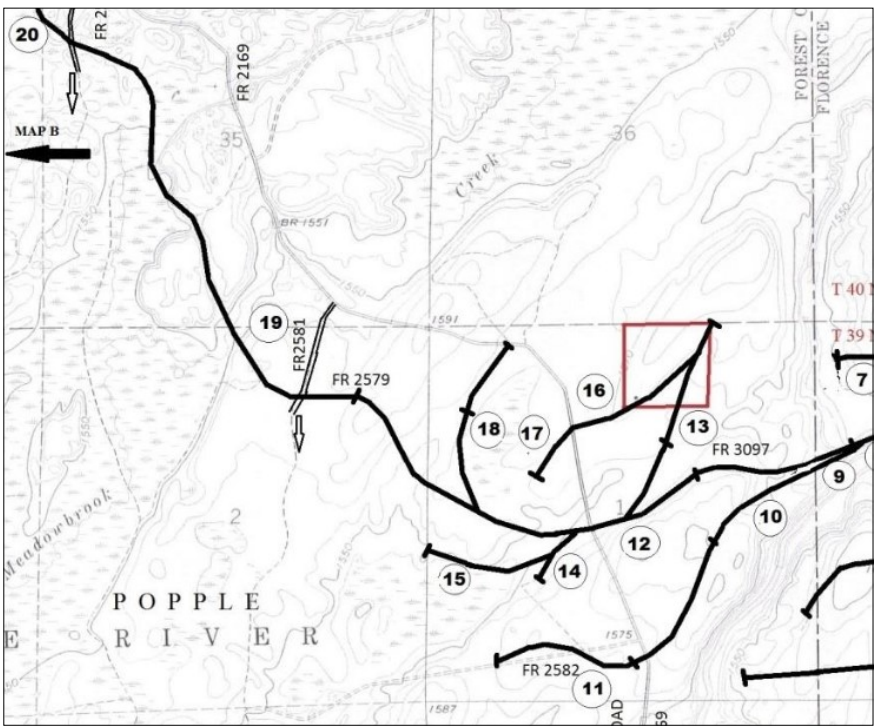
Map A — Overview



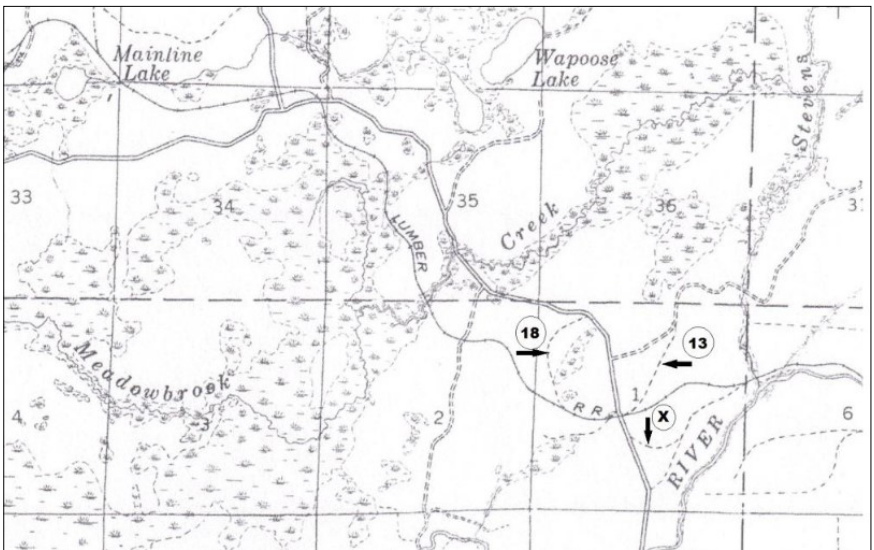
Notes for Map A

1. Very little evidence is found on the junction site and a small portion of rail bed is found along with coal and cinder in a cut. Toward point 2 the grade cannot be found in this flat ground which has seen timber harvest.
2. After following on the main line south from HWY 139 the junction is found just beyond the property line. Between these points the rail bed has many cuts and fills. The rail bed running west to HWY 139 also has much earthwork and it is buried under HWY 139.
3. A former land owner has informed the author that these rail beds exist and has mentioned of several deep cuts throughout.
4. Rail bed is buried under the highway.
5. Following west on FR 3371 the main line grade is found and walking back to the Pine River a junction is found. Rock pile wing walls mark the crossing over the river.
6. Junction is found east of Stevens Creek. Correction has been made as James P. Kaysen showed the junction on the west side of the creek.
7. This spur dead-ended straight. Eastward the grade is easily followed except for several blown down trees in the deep cuts.
8. Junction.
9. Rail bed is on a fill and then flattens out. At this point the evidence is gone.

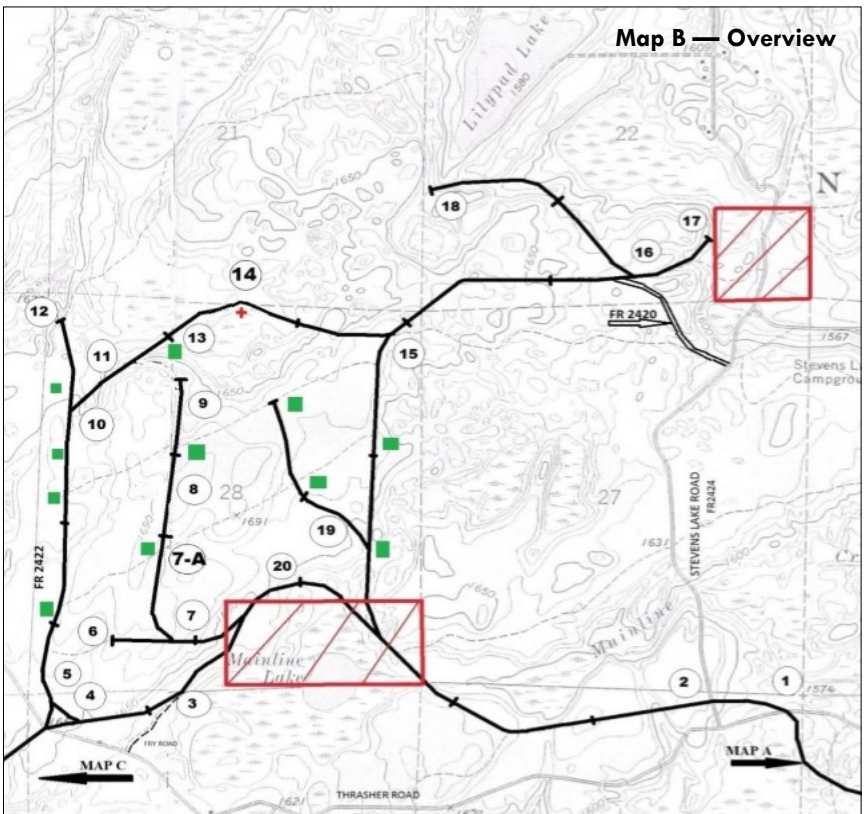




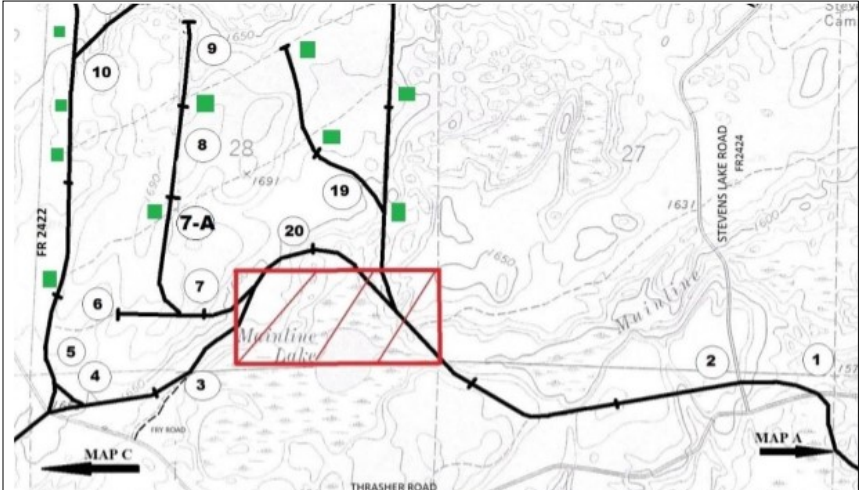
10. This rail bed is found once again as it climbs through a hardwood stand. It is easily followed out to FR 2169 and has been used in recent timber management operations. The terrain is flat to gently rolling.
11. Nothing of the spur is found on the west side of the road.
12. This portion of the Main Line has been added to the Forest Road Inventory as FR 3097. Deep cuts are seen about 500 feet east of the road and as it approaches Stevens Creek it runs on a high fill.
13. No evidence is found as this area is very flat and a spruce plantation is north of the Main Line.
14. Short spur.
15. This rail bed was found by walking north from FR 2582. It crosses a flooded swamp on a high fill then enters high ground in a deep cut along the edge of a pine plantation and ends in a trench. The junction site for Points 14 and 15 is gone.
16. Rail bed carries an access road.
17. On the west side the spur is found with faint evidence.
18. No evidence: May have been used only for a very short time.
19. Main Line is reached by following FR 2581. Going east the grade has heavy earthwork and it is clear. West of FR2581 the track is closed to vehicles and has deep cuts. It crosses Meadowbrook Creek but no evidence of bridgework is found.
20. Following FR 2580 the grade running east is covered in young trees. Going west the Main Line has heavy earthwork. Toward FR 2169 the rail bed runs in some low land and trees are overtaking it. After it crosses the road the grade enters a pine plantation and the evidence fades out. Also this track is well hidden from view at roadside.



A portion of the USGS Long Lake Quadrangle (Series 1938) shows the location of spurs not found in the present day as mentioned on Page 8 .The spur "X" was found on the 1938 aerial photo but missed by the author.



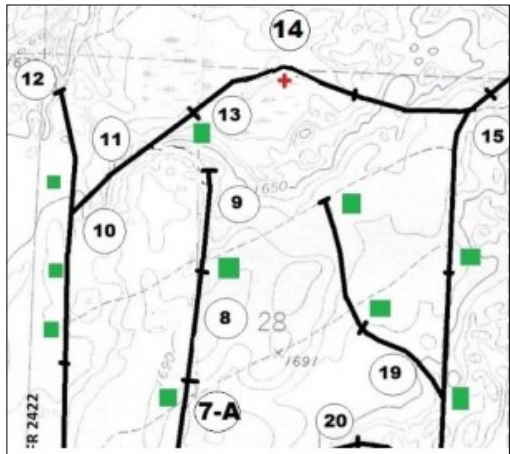
Notes for Map B



Author's note: The green squares represent wildlife openings constructed by the U.S. Forest Service. These small fields which are one to two acres in size are located at the intersections of rail corridors and logging roads.

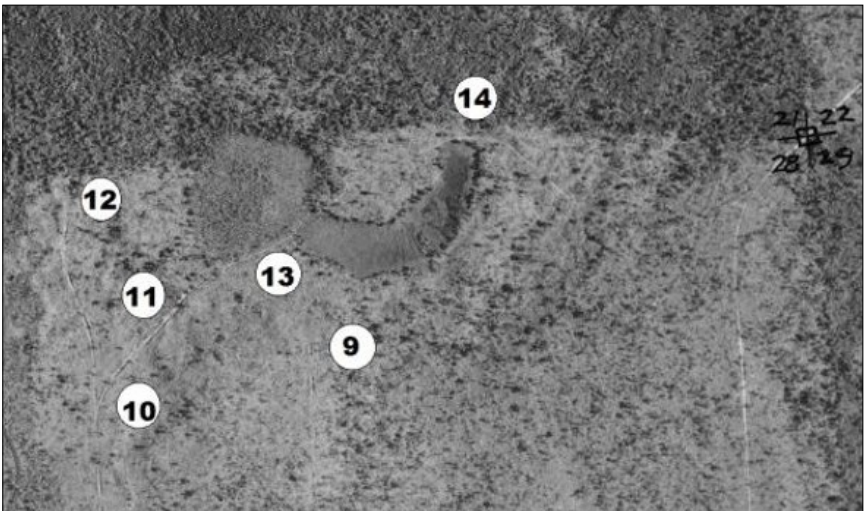
1. The Main Line rail bed crosses Stevens Lake Road. The east part descends toward the pine plantation noted at Point 20 on Map A.
2. This part of the Main Line has been converted to a logging road and enters private land.
3. The grade meets and follows east on Fry Road to private land.
4. Junction is found on the Main Line. Toward Point 5 the rail bed becomes less noticeable.
5. Spur is now FR 2422 and is part of the Mainline Lake Hunting Trail.
6. Following east on the logging road the End of Track (EOT) is found at the truck turn around and possesses typical railroad earthwork. Looking beyond the property line the rail bed runs on low profile.
7. Junction: The rail bed is blocked by a berm made by a bull dozer after a recent timber harvest.

- 7- A. The green squares represent wildlife openings constructed by the U.S. Forest Service. These small fields are located at the intersections of rail corridors and logging roads.
8. North beyond the opening at Point 7 –A the rail bed is difficult to follow on the flat ground; however, further north the rail bed en-

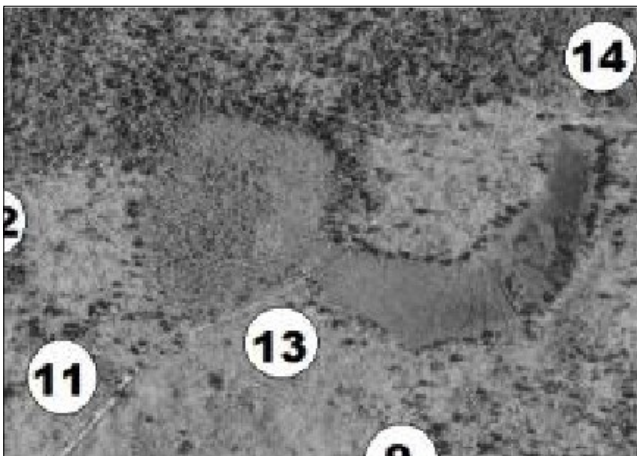


ters a cut toward the next logging road.

9. The spur ends in a cut overlooking a steep hill.
10. Junction: The spur is blocked by a road closure berm and follows the edge of a field.
11. The rail bed continues to carry Forest Road 2422.
12. A logging road departs from the EOT and a gate is found about 300 feet south.
13. Evidence appears to end in the wildlife opening.
14. A survey monument marks the line between Sections 21 and 28. Nothing is found of rail bed between Point 13 and Point 14.
15. The junction for this spur is on private land by Mainline Lake. Several road closures are found along with typical railroad earthwork. It descends and joins FR 2420 and at this place the road descends to the west to Point 14. From Point 14 the road begins to turn northwest. It is possible that a rail line ended there as it is at the bottom of a valley.



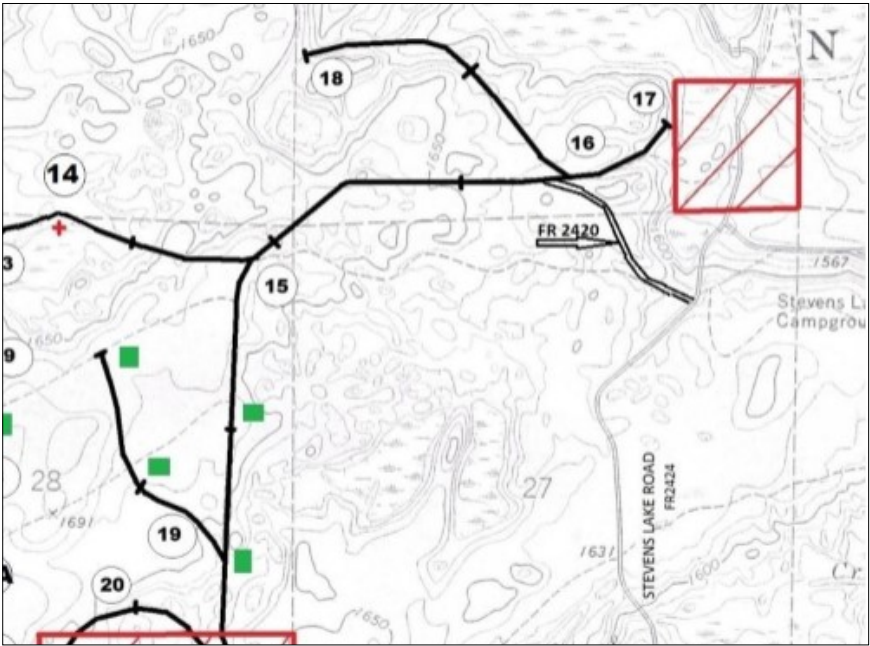
21/22
28/29



1938 aerial photo has been modified to show the correspondence of the points on page 16. It appears that there was a rail corridor between Points 13 and 14 but no evidence of it has been found. It may have been used only for a short time.

Notes for Map B (Continued)

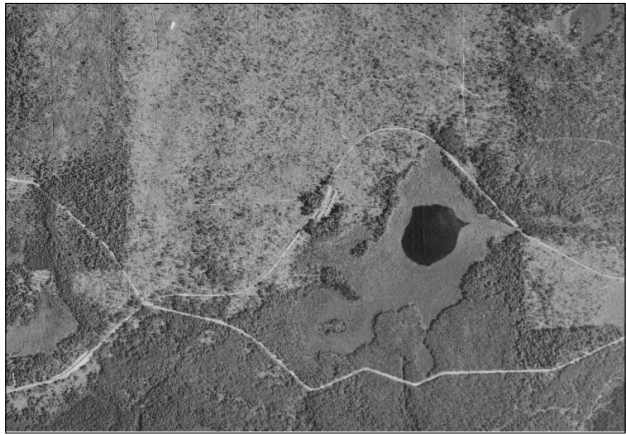
16. Junction site is in a cut and the spur ends at Point 17 about 200 feet west of private land.
18. This spur descends through several cuts and has been converted to a logging road also known as FR 2420-A. This road meets and follows the spur just north of FR 2420. A National Forest Timber Sale is in operation by Connor Forest Management of Laona. Seventy-eight years later the Connor name is cutting timber once again.
19. Rail bed is easily followed through the wildlife openings and ends at a logging road.
20. By following west on the property line the Main Line is seen beyond a swamp.



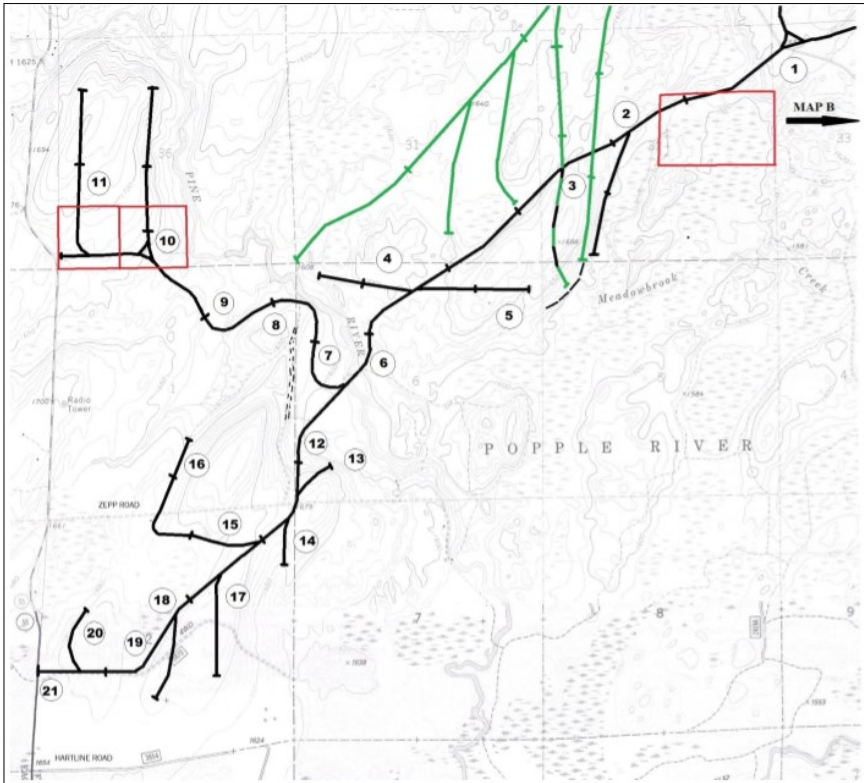
This machine was used in building rail beds through cuts and also created fills in the rough terrain. Photo Credit: www.LaonaHistory.com John Irish, Site Administrator.



Mainline Lake: A logging camp was located here and in the present day the site is on private property. This aerial photo is from the 1938 Series.

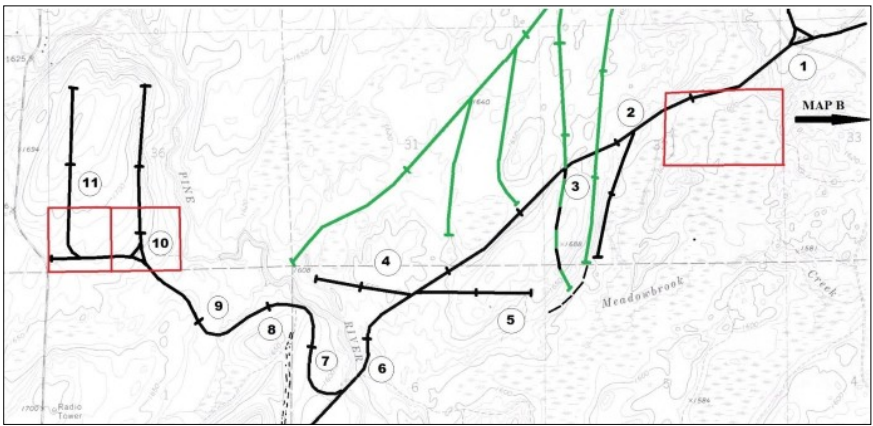


Map C — Overview



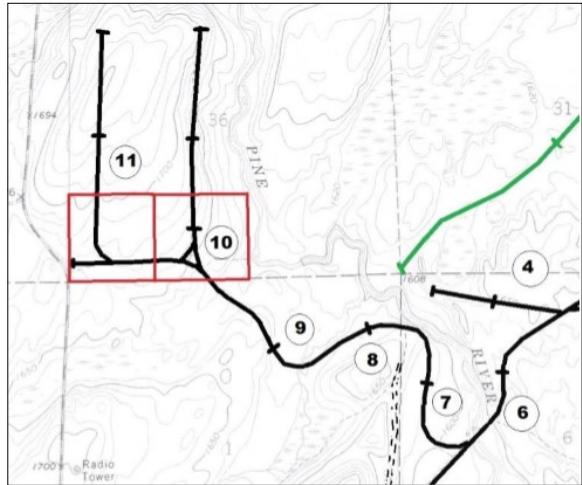
Notes for Map C

1. "Y" track evidence is present except one junction is under Thrasher road. Spur is now FR 2422 and is part of the Mainline Lake Hunting Trail.
2. Junction easily found and the track was built in hilly terrain.



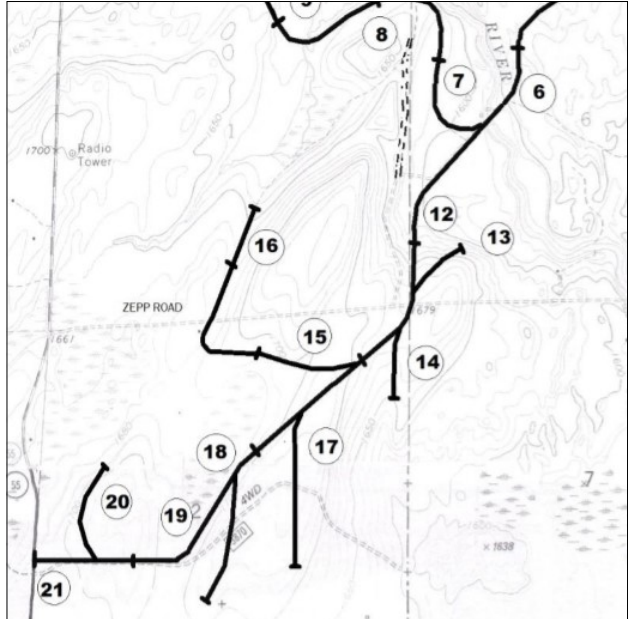
3. This spur appears to extend beyond Kaysen's annotation. A road was built north from Connor's grade up to Anderson's spur. On both sides the spur seems to be just one and the same, or it is a coincidence that Connor built this track. The rail lines shown in green are of the Sever Anderson Logging Company which operated from 1922 to 1937.
4. And 5: Both spurs are found.
6. Rail bed descends through a cut and turns flat at an old road. At this point the grade is on a high fill overlooking the Pine River. The water was high so no evidence of bridge work was seen.
7. The evidence of a junction is not found as this area is level flat. After diligent search the rail bed was found on a low profile. In following the grade to Point 8 it runs through a cut along the Pine River and meets an old road. A borrow pit is also seen east of the road.

8. The rail bed runs through low land and crosses a creek where the old wing wall logs are still in the banks.
9. Kaysen annotated the grade up to this point and beyond more evidence is found. And it was



- here that I turned back to where I was parked on Zepp Road.
10. Upon receiving permission from a landowner I followed the grade back toward Point 9 which was not very far. Tie ruts and high banks mark the rail bed and also crossed two small creeks. A portion of untouched evidence is found in a grove of trees further north the grade is now a trail. Possibly a "Y" track has been built.

11. Flat to very gently rolling rail bed.
12. West from the river the grade runs on flat ground for one quarter mile at which it ascends to the south through a cut.
13. Not much earthwork on this spur and it is slowly being grown over.
14. This spur has been used in recent logging activity.
15. Junction evidence is found and only the first three eighths of a mile shows evidence.
16. No evidence of railroad bed is found
17. Rail bed is gently rolling and has been used in recent logging.
18. Spur is found as Kaysen annotated it and it ends near a survey marker.
19. Following the edge of a swamp from Point 18 the evidence becomes lost as it meets FR 3870.
20. Rail bed has been converted to a logging road.
21. An untouched length of the rail bed is found between FR 3870 and Highway 55.



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

Sources of Information

- “Wisconsin Logging Railroad History” by Timothy Sasse. Internet web site sasmaster.tripod.com
- James P. Kaysen Collection at Wisconsin Historical Society <http://content.wisconsinhistory.org/cdm/search/collection/maps>

Black River State Forest

68,000 acres of pine and oak forest with two forks of the Black River and high sandstone abutments. Permit required for backpacking. Hike, bike and ski. How about island hopping on a mountain bike? The 300-foot-high glacial mounds strung out like a seven-mile-long necklace in the Black River State Forest seem like islands in a vast ocean of trees. From scenic overlooks on their peaks, you can look to the northeast where 10,000 years ago the bottled-up glacial meltwater of Lake Wisconsin once covered 1,800 square miles.



Forest History Association of Wisconsin 44th Annual Meeting Black River Falls, Wisconsin

The Forest History Association of Wisconsin (FHAW) will hold its 44th Annual Meeting at Black River Falls, Wisconsin on October 11-12, 2019.

Activities on Friday, October 11 includes lectures, general membership meeting, awards presentation and banquet, all held at the Ho-Chunk Casino and Hotel. Lectures on Saturday, October 12, will be presented at the Black River Falls Library. Pre-registration is required for Friday's events, while Saturday's presentations at the library are free and open to the public.

The overall theme of this year's meeting is "Jackson County Forests—Its Past, Present and Future."

Friday activities at the Ho-Chunk Casino and Hotel begin in the large conference room at 9 am. Presentations covering the history of the Ho-Chunk people, late 19th century logging operations within Jackson County, the area's Depression era Civilian Conservation Corps, and Jackson county's silent industry, Sphagnum moss will be featured providing a glimpse into the importance of Jackson County forests.

In addition to the talks, the annual meeting of members, election of board members, award presentations and artifact auction will happen Friday during the day.

A Soup and Sandwich Luncheon buffet will be served for lunch. The opening day will be completed at the casino's Friday Seafood Buffet, featuring a 20-foot salad bar, home-style entrees, soups and fresh baked pies, cakes, cookies and other desserts.

With time to spare, the rest of Friday night can be spent visiting with friends, playing casino games, or both. Those staying at the Ho-Chunk Hotel for this annual meeting will receive a complimentary "Stay and Play Package" which includes \$10 Rewards Play and a \$5 food voucher. This might be the perfect time to use the Rewards Play. Good Luck!

Saturday's events are just a short 10-minute drive away to the Black River Falls Public Library. The library opens at 9 am, with the first presentation starting promptly at 9:15 am. The final three talks include the history of the Mormon Loggers who logged the forests along the Black River, 1841 – 1845; Successful Historic Preservation in Modern Forest Practice, the story to be told here is of the shared interest in preserving local history in a sustainably managed forest; and Jacob Spaulding's Funeral.

For the final talk, Black River Falls High School social studies teacher Paul Rykken will share interesting anecdotes and facts about Jacob Spaulding's relationship with the Ho-Chunk people.

Tours of the Jackson County Historical Society, just a few blocks from the library, will wrap up the 44th Annual Meeting at Black River Fall. The museum is open for tours between noon and 4 pm.

Online Registration available soon at www.foresthistoryassociationwi.com

(by the time you receive your print version of this Chips and Sawdust in the mail)

FHAW 44th Annual Meeting— *Schedule at a Glance*
Black River Falls, Wisconsin

Thursday, October 10th, 2019

Board Meeting (2 pm)

Dinner (6 pm) — **The Wright Place Saloon, 44 Main St, Black River Falls (Dutch Treat)**

Friday October 11th, 2019 (from 9 am to 5 pm) *Includes Lunch*

Ho-Chunk Casino and Hotel, W9010 State Highway 54, Black River Falls

Topics presented will include:

- Jackson County Sphagnum Moss Industry
- Jackson County Civilian Conservation Corps Activities
- Logging in South Eastern Jackson County
- Ho Chunk History and language

Other Activities include:

- General Membership Meeting
- Awards Presentations
- Artifacts Auction

Friday October 11th, 2019 (from 6:30 pm to 8 pm)

(Ho-Chunk Casino & Hotel Buffet)

Saturday October 12th, 2018 (from 9:15 am to noon)

Speakers Program (9:15 to noon)

Black River Falls Public Library, 222 Fillmore St, Black River Falls

Topics presented will include:

- Logging along the Black River, The Mormon Loggers, 1841-1845
- Successful Historic Preservation in Modern Forest Practice
- Jacob Spaulding's Funeral

Tour—Jackson County Historical Society, 321 Main Street, Black River Falls (noon—4 pm)

Our Speakers

Keith Nelson, a sales associate for Mosser Lee of Millston will represent “Wisconsin’s silent industry” as he discusses one of the state’s most unusual crops, Sphagnum Moss.

Bruce Thayer is a Jackson County historian currently serving as president of the Jackson County Historical Society at Black River Falls. A former Instructor/Department Chair at Chippewa Valley Technical College, he actively documents local history, and is recognized for his presentations on Jackson County’s earlier days.

Ralph Eswein is a retired Wisconsin DNR employee. He was recognized as the 2003 FHAW Fixmer Award recipient for his efforts mapping the abandoned logging railroad grades, logging camps, and sawmills in an area of southeastern Jackson county known as The Big Swamp, or Grand Marsh.

Jim Zahasky is forest administrator of the Jackson County Forests and Parks Department at Black River Falls.

Paul ST Ryyken, is a teacher at Black River Falls High School for the past 30 years. He teaches four classes throughout the year: AP American History, US and Global Politics, Law and Society, and First Nations Studies. He is also an adjunct instructor with the UW-Green Bay First Nations Studies Department.

Mary Jurgaitis, is a former Clark County resident who has actively researched and served as a spokesperson of Remembering the Mormon Loggers of the Wisconsin Pineries Mission, 1841—1845.

Lodging

Ho Chunk Casino and Hotel
W9010 State Highway 54
Black River Falls, Wisconsin



www.ho-chunggaming.com/blackriverfalls/

Rooms are:

Standard Double ~ \$58.10/

Thursday

Standard Double ~ \$76.10/Friday-

Saturday

To make your reservation:

call the hotel directly at

1-800-657-4621

Ext: 66000

Mention

**Forest History Association
of Wisconsin,
Block ID 756**

Guest Rewards

\$10 “Stay n Play” for each adult
\$5 food coupon for each adult

Other area Hotels/Motel (no blocked rooms)

Days Inn

919 WI-54, Black River Falls,
Room Rates ~ \$76/night plus tax
(715) 284-4333

The Falls Motel

512 E 2nd St, Black River Falls
Room Rates ~ less than \$50/night
plus tax
(715) 284-9919

**FHAW 44th Annual Meeting
Registration Form**

Name: _____

Address: _____

City / State _____ Zip: _____

Phone: (____) _____

E-mail _____

Conference Registration (\$20/person) \$ _____

Not a member—special half price membership
for **new members** with your annual meeting
registration—just \$10 \$ _____

Thursday Evening “The Wright Place”

Dutch Treat—order from the menu

Attending [Yes] [No]

Friday, “Ho-Chunk Casino and Hotel”

Soup and Sandwich luncheon
(included with Conference Registration)
Lectures, Banquet and Artifact Auction

Attending [Yes] [No]

Friday Evening “Ho-Chunk Casino Buffet”

(\$18/person) \$ _____

Saturday, “Black River Falls Library”

Breakfast and Break Items provided
Lectures

Total: \$ _____

Note: All prices include tax and gratuity

Any Special Dietary Considerations: _____



Please Register by October 1, 2019
Make Checks Payable to FHAW and send to:
FHAW
PO Box 424
Two Rivers, WI 54241-0424

Forest History Association of Wisconsin, Inc.

Membership Application

Please enroll me as a member and participant in the Association's program of developing the educational and historical aspects of Wisconsin's forestry and logging industry. Attached is payment for:

- _____ Student Membership (\$10.00)
- _____ Individual Membership (\$20.00)
- _____ Family Membership (\$30.00)
- _____ Non Profit Organization Membership (\$30.00)
- _____ Corporate Membership (\$55.00)
- _____ Individual Life Membership (\$250.00)

Other Contributions:

- \$ _____ Student Awards
- \$ _____ Capital Fund
- \$ _____ Operations



Name _____

Address _____

City _____ State _____ Zip _____

Phone Number _____

E-mail Address _____

Detach and mail this application with payment to:

Forest History Association of Wisconsin, Inc.

P.O. Box 424

Two Rivers, WI 54241-0424

44th Annual Conference

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Don Schnitzler

Membership

Bob Walkner

3103 Maplewood Road

Two Rivers, WI 54241

(920) 793-4010

anvils@charter.net

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Antigo, WI 54409

(715) 627-1025

sohasky@frontier.com

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Annual Proceedings Editor

Don Schnitzler

Forestry Hall of Fame

Representative

Troy Brown

Troy.Brown@kretzlumber.com

Exhibits

Don Schnitzler



*Jacob Spaulding, founder of Black River Falls, Wisconsin. 1810-1876.
<https://www.findagrave.com/memorial/91969088/jacob-david-spaulding>*

Old Settler Gone

The Black River Falls Banner contains an account of the death of a pioneer of that section as follows:

On the afternoon, the 24th, the citizens of Black River Falls were struck with surprise announcement that Jacob Spaulding, a pioneer settler of the area died.

Jacob Spaulding, a pioneer of this place, and who has resided here for thirty-five years, died suddenly of apoplexy, at Worcester, Chippewa County, the end of the Wisconsin Central Railroad, last Sunday, about noon.

The body of Mr. Spaulding was brought here from Worcester on

Tuesday night, and his funeral was held in Freeman's Hall on Thursday. The funeral was the largest ever held in this village. The Black River Falls Band, with about forty Indians, headed the funeral procession. He was buried with Masonic honors.



Forest History
Association of Wisconsin, Inc.
P.O. Box 424
Two Rivers, WI 54241-0424