

4-22-16

Dear Dave Navecky,

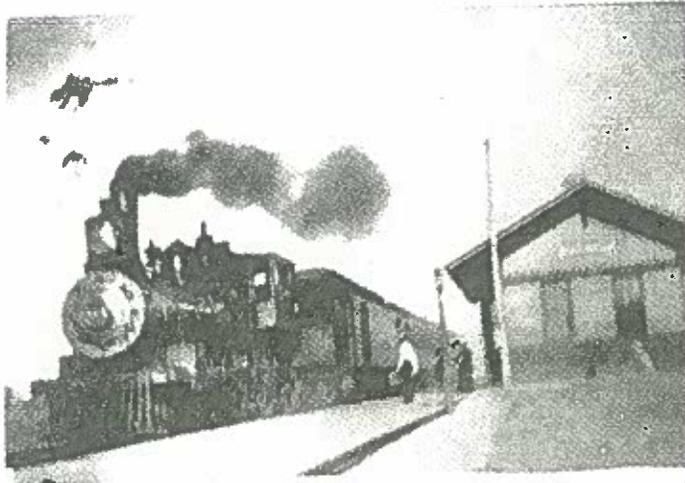
This farm is more
than land and crops.
It is our family
heritage and future.

We are six generations of families
on the same land. The railroad
has already divided our family farm.
We live next to the railroad that
goes through to Avalon WI from Janesville, WI.
We have at least 6 to 8 trains go through
in a week. They have 50 to 100 cars
on each train. We are using conservation
methods to try to keep the land
from eroding. Patton wants to put
a rail line behind our house to
hook into the rail that already exist.
Please consider not letting Patton
tear our land away!

Once the land is tore away
its gone forever!!

Thank you so much,
Donna Mullooly
2708 S. Emerald Grove Rd.
Janesville, WI 53546-9210

THE HISTORY OF THE RAILROAD IN BRADFORD
THE RISING OF THE VILLAGE OF AVALON



The first train to pull into Avalon--taken July 1901. Note all the puffing of smoke and our nice depot.



Railroad Bridge on Emerald Grove Road
This bridge is closed now, day after Thanksgiving Nov 2014 due to being unsafe.



This picture, taken in 1900, shows the building of the railroad from Janesville to Avalon. At the time they were working by the Emerald Grove road.

Bradford Township was not served with a railroad until the year 1900 when the Milwaukee Road decided to run a line from its main line at Libertyville, Illinois, to Wisconsin. This is connected with the Milwaukee line from Madison and North to Portage and the Twin Cities in Minnesota.

The grading of the line was done mostly by hand scrapers as machines we have today were not available. Quite a few local farmers earned money that year by working on the right of way. The line crossed into Bradford Township and missed the village of Emerald Grove by 1/2 mile. A depot was built at what is now the village of Avalon.

The line opened in 1901 and Mr. Ed Voltz was the first agent at Avalon. Mr. Voltz worked the Avalon station until he retired September 1, 1939 when Mr. James Blauw was appointed to take over. Mr. Blauw was agent at Avalon until the station was closed on October 4, 1969 when Mr. Voltz moved to California upon retiring and his children still live in Rock County. Mr. and Mrs. Voltz are still living at Avalon.

The line was a busy one when an elevator and passenger car were built in 1902 and lots of freight and passenger trains were running. In the first years up to 1939 there were passenger trains each way between Chicago and Rockford. The Sioux train connected with a Twin City train at Iowa and the Varsity also ran to Rapid City, South Dakota.

Avalon also had a lot of feeder cattle and sheep shipped in at one time. We had 28 cars of feeder sheep and 32 cars of feeder cattle. Bert Austin, one mile west of Johnstown was a big feeder and one car of cattle in one shipment. The cattle were shipped from Avalon to Johnstown by men on horseback. It was a thrill to see the hereford steers come down around the bend East of Emerald Grove and make the turn toward Johnstown.

The farmers from Rock Prairie also depended on freight that was shipped in from the Mail Order local milk plant shipped three or four cars of whole milk a day on passenger train to Chicago. The fast trains of the past as passenger travel diminished and another of the trains were discontinued.

When Mr. Blauw took over, the mail was delivered to the post office four times a day from the west and east, so we had good mail service. It also had good passenger service to Chicago leaving Avalon at 8:30 a.m. and arriving in Chicago at 10 a.m. On the return trip it would leave Chicago at 8:15 p.m. and arrive in Avalon at 8:15 p.m. The fare was \$5.

Freight also with the arrival of diesel power was concentrated as a diesel can haul more than a steam engine. Today we have only one long freight each way and it runs on the line.

Avalon has always been a heavy shipping point on the Milwaukee Road. The average carloading for grain per year is still 350 and 400 cars per year and it goes from the Avalon Farmers Supply Co. which handles the elevator and grain business.

After the station was closed the depot was sold and Duoss who moved it to his farm where it still stands as a fish pond.

The station which is now being handled by the Milwaukee Road Office will be handled by the Milwaukee Road if and when the Clinton office is expected this year.

THE LAND REMAINS

Bradford township is a congressional township of 36 square miles; only a small portion of the state of Wisconsin and even a smaller part of our entire nation but it has known human habitation since pre-historic days. Time and nature has obliterated the alterations that were made by the ancient mound builder but the land remains.

The Indians occupied the land in their seasonal treks, camping near one of the numerous springs of fresh water, fishing in the creeks and hunting the wild animals and birds. They have left for us hundreds of arrow heads that have been collected and are still being found in cultivated fields. Their winding trails through the forests have long been extinct but the land remains.

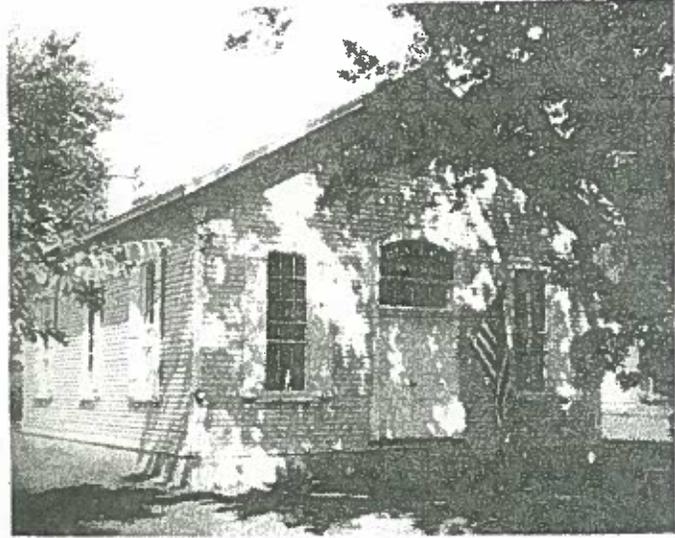
The Spanish, French and English claimed the land in their time taking from it the furs in their barter with the Indians. But the land remained.

After the treaty with the Winnebago Indians in 1837 the more adventurous people of the eastern states migrated to Rock County. Some came to purchase land for investment and profit but the larger number were seeking farm land and permanent homes. As the Indians before them, they were drawn to this area because of the bountiful supply of good water. They also found rich prairie land, wooded areas to supply their needs and a beautiful place to establish homes for their families.

For more than 150 years the land has supported generously the people who have chosen to live in Bradford. The diligent farmers have treated well the land that is the basis of our lives, so the land remains.

This book relates briefly the record of the country families who have found homes and farms in the township. Volumes could be written of the struggles and successes of the dedicated people who have promoted the economy, social structure, religious, educational and political life of the community.

As the seasons change so has Bradford changed since the coming of the white man in 1836, but the Land remains.



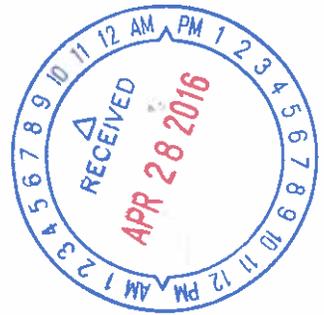
In 1898 this building ceased to be the Free Will Baptist Church and became the Bradford Townhall. It is located at the corner of Townhall and Carvers Rock Road.

Photo by Norman Hofstrom





Ms. Donna J. Mullooly
2708 S Emerald Grove Rd.
Janesville, WI 53546



MILWAUKEE WI 530
29 APR 2016 04:51



DAVE NAVECKY
SURFACE TRANSPORTATION BOARD
395 E STREET SW
WASHINGTON DC 20423-0001
DOCKET NO FD 35952

204230001