

Spring 2018

LANGLADE COUNTY HISTORICAL SOCIETY



Summer Plans

Starting on June 5, the museum switches to summer mode with expanded hours and special events. The museum will be open from Tuesday through Saturday, 10a.m. to 4p.m. The Deleglise cabin and 440 Locomotive will open for tours. To tour the cabin or the locomotive and caboose, register at the museum desk during regular hours.

Summer is a time for special events at the museum. On Saturday, June 9, the museum will once again have a fundraising rummage sale, selling items at the museum grounds from 8 a.m. to 1 p.m. Last year poor weather forced us to move the sale indoors but it still was a great success. We are accepting donations to sell at the museum. If you have any hidden treasures in your attic or garage, please consider donating them to the museum. Drop off items or call us at 715-627-4464 during regular museum hours. (Sorry but we cannot accept large appliances or clothing.) This is one of our major fundraisers and helps cover operating costs. Please consider donating and shopping at the museum.

On Monday, June 11, we will be serving refreshments at the Music in the Park concert. Donations of pies or other baked goods would be appreciated. Please bring them to the concert site on the day of the concert. See you there!



Last year the Antique Tractor Club brought an 1857 buckboard wagon as well as tractors to the picnic.

On Wednesday, July 11, we will host our annual railroad picnic starting at 5 p.m. This has become an Antigo tradition. It celebrates the purchase of the 440 Locomotive in 2005 and its restoration in 2007 and the development of the “Railroad Park.” The picnic acknowledges the community’s generosity and recognizes our railroad heritage. This year we will again be serving brats, burgers, potato salad, beans, ice cream and soft drinks. Music will be provided by Brian Hayes and Charlie Kirsch who will be making a return appearance. The cost for the event will remain at \$6.

At the picnic we will unveil the revised museum remodeling plans. After months of planning and with community feedback, we have developed a plan for remodeling. The major features are handicap accessibility, including a ramp to enter the building and an elevator

to access all three floors. We would like to use the picnic to show plans and talk people through proposed changes with building tours. This will be the launch of our fundraising campaign to add to the funds we have already have raised and set aside for this project. Additional funds should allow us to complete the project of enhancing one of Antigo’s landmarks.



In spite of having to move indoors due to weather, last year’s rummage sale was a success.

CURATOR:
Mary Kay Morrissey Wolf

DIRECTORS:
Dean Blazek
Fran Brown
Nancy Bugni
Glenn Bugni
Carol Feller Gottard
Lisa Haefs
Joe Hermolin
Gary Whitman
Diane Zuelzke

THANK YOU

Items Donated:

Jim Roesner: Political campaign buttons, 2015-2016 Blue Book

In Memorium Donations:

In Memory of: Ruth Suick from Connie and Jim Hubatch

In Memory of: James Aulik from family and friends

In Memory of: Caryl Hellmuth and James Aulik from Dean and Polly Blazek

In Memory of: James Aulik from Stephen Diercks

Monetary Donations:

Rosemary Barnes

Membership Renewals:

- Ted and Sue Baginski
- Gale Demlow,
- Ludene DeWan
- Roger and Kay Doran
- Sheila Hall
- Mary Josvai
- Ron Koepke
- William and Charlotte Kraft
- Jeff and Cheryl Mark
- Jacob Meister
- Jean Marilyn Preiss
- Jaqulyn Reynolds,
- Sandy Robrecht
- Theodore Weaver
- Mitch and Sharon Zmuda

New Members:

- Chris Haedike
- Thomas and Patricia Stanek

Life-Time Member:

- Laurie Fellner

The State-Wide Picture

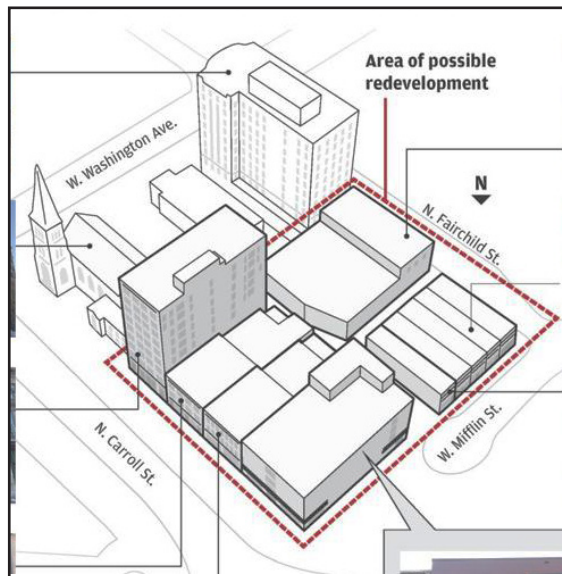
The Langlade County Historical Society is one of over 400 local museums around the state affiliated with the Wisconsin Historical Society. The flagship museum in Madison has major revisions in the works. A new museum on the capitol square is being planned, at a cost that could approach \$250 million. The Wisconsin Historical Society was formed in 1846, two years before Wisconsin became a state. Its current museum, which draws 77,000 visitors annually, including 23,000 school children, is inadequate and expansion is much needed. It is housed in a former hardware store on Madison’s Capitol Square and is limited by outdated technology, costly maintenance, and public safety risks. School groups have been turned away because of inadequate space.

Consistent with “the Wisconsin Idea” the philosophy of the Historical Society is that “the walls of the museum should be the borders of the state”. Therefore, as part of the expansion there will be greater collaboration with local museums to tell the story of “What makes Wisconsin, Wisconsin”.

Approximately 5,000 square feet of the new museum will be dedicated to temporary exhibits with a significant portion highlighting collections from local history organizations. Exhibits created from local collections will be created for display in Madison. They will then be re-installed in the local museums and other venues. Field Services representatives from the Wisconsin Historical Society will be touring museums around the state to develop plans for collaborating on exhibits.

The Wisconsin Historical Society is also increasing its outreach to local museums to assist them with their own work. Increased outreach has begun and will expand by planning collaborations among local museums as well as between museums and other organizations such as schools, tourist development offices, service organizations, etc. With the technology planned, the new museum should be able to reach students and local history partners in all 72 counties of the state.

This is a lengthy process. Architectural and exhibition space plans are now being developed. The current museum will close in the fall of 2019. Demolition of the current building and construction of the new museum at the same but expanded location will begin in the winter of 2010. The new museum should reopen in the spring of 2013. We should all be able to benefit locally from the efforts of the Wisconsin Historical Society in more ways in the future.



The current museum at the corner on Mifflin and Fairchild will be replaced and expanded.

Harvesting Ice

There was a time when the passing of winter meant the end of a major seasonal employment opportunity. Before the development of modern refrigeration, homes and a few industries that wanted to keep things cool relied of good old fashioned ice.

In fact, using ice to keep food from spoiling was an advance over earlier methods. Pits in the ground and root cellars were valuable storage places in early days and preserving food by salting or canning was often a handy method. The use of insulated boxes with an ice compartment came into wide-spread use in the late 1800s and continued to be popular well into the 1930s when electric refrigerators became affordable and more common.

For Antigo residents the source of ice was Kellogg's Pond (later renamed Antigo Lake) and R. Healy was the major harvester. The Antigo Daily Journal notes that, for example, in 1932 he employed 44 men to harvest over 8,000 tons of ice to be stored in his ice house on Fifth Ave. near the lake. That year Healy introduced a new electric saw to cut the blocks, powered by an automobile engine. Another ice supplier was Henry Keen who employed 19 men who harvested 2,200 tons for his business on Watson Street. Harvesting occurred as long as the ice was thick enough, generally until early or mid-March. The ice was stored in insulated warehouses and delivered to customers throughout the summer.

Another major consumer of ice from Kellogg's pond was the Chicago & Northwestern Railroad which harvested 3,500 tons annually. Ice was stored in an ice house at the railyards in Antigo or shipped to Watersmeet Michigan. For many years farm produce from northern and central Wisconsin was shipped in refrigerated rail cars (called reefer cars) cooled by ice from Kellogg's Pond. Passengers who travelled throughout summer in the comfort of air conditioned cars could thank the ice from Kellogg's Pond of Antigo. By the 1940s refrigerators had replaced iceboxes and a local business had gone the way of the manufacture of buggy whips.



Healy's crew cut blocks of ice out of Kellogg's Pond and teams of horses hauled them to his storage warehouse just off Fifth Ave. near the lake.



The ice house was adjacent to the tracks in the railyard. Cars would pull up beside it to be loaded with ice.



Healy's ice storage facility on Fifth Ave.

An Early Railroader's Story

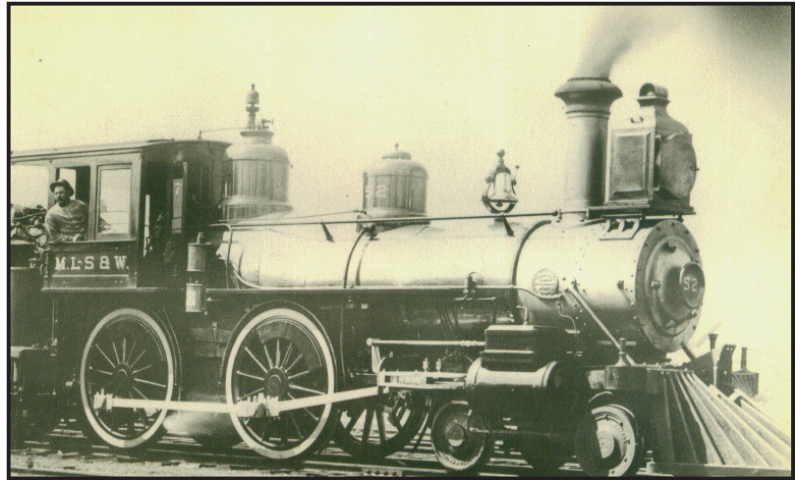
The railroad is an important part of Antigo's history. If any one individual encapsulates Antigo's railroad history it would be Thomas Kelly. Kelly came to Antigo in 1881 with his family when he was just a boy. The rail line had just been extended north from Eland to Antigo. Antigo had just been designated the Langlade County seat. It would not be incorporated as a city for another four years.

Young Thomas Kelly got his first job in 1887 as a "call boy" for the Milwaukee Lakeshore and Western Railroad which was then operating the rail line. It was taken over by the Chicago and Northwestern in 1892. Being a "call boy" entailed notifying train crews of scheduling details and any changes that might occur. There were no telephones or automobiles. Initially young Thomas went by foot from house to house notifying rail workers of their schedules. Eventually a bicycle helped ease the work. He soon worked his way up, getting a job firing up the boiler at the roundhouse and in 1891 was promoted to engine fireman. In 1901 he became an engineer which he continued doing until his retirement in 1938. Including his part-time first job as a "call boy" Thomas Kelly spent his entire working career of just over 50 years for one company, in a variety of positions. He witnessed advances in railroad technology, the growing importance of the railroad, and the growth of Antigo. Locomotives grew in size and power. Initially he had to open the fire-door in the locomotive with a chain each time coal had to be

shoveled in. To clean the grates he had to get under the engine and rake out ashes. Engineers had to clean and polish their own locomotives

and fill their headlights with kerosene. Cabs had no barriers to offer protection in bad weather.

Thomas Kelly was proud of his record of never being part of a train wreck but he did have a couple of close calls. Once he was going to Ashland during a snowstorm, following a snow plow locomotive. The plow was supposed to pull off in Mercer, allowing Kelly's train to pass, but at the last minute there was a change and the plow continued in the lead. About 3 miles north of Mercer there was a bridge which had been damaged. The plow, which wasn't supposed to lead, hit the bridge and derailed. Fortunately the crew escaped serious injury. Kelly's train was able to stop in time. Another close call occurred as he was entering Antigo from the south. A tornado blew in from the north. It flattened buildings around the roundhouse and caught a detached caboose sending it



The Milwaukee Lakeshore and Western Railroad was the first train to reach Antigo. Later, as part of the Chicago and Northwestern, it played a vital role in Antigo's history.

down the main line. It hit a switch-engine, killing a man but stopped before hitting Kelly's locomotive.

Thanks to his skill and good luck Thomas Kelly had a long record on the railroad that was outstanding during a time when wrecks were fairly common. He witnessed and was part of the establishment of Antigo as a major rail hub.



Engine 928 out of Antigo clearing the tracks after a snowfall

The Antigo rail yards:

Top row: The original depot built in the 1880s (l). In 1901 it was moved up the line a few blocks to become a carpentry shop while a new depot was built.

Middle row: The new depot just before completion (l) and the roundhouse just north of the courthouse.

Bottom row: Soldiers in World War I departing Antigo (l) and the elegant dining car of the 400 Streamliner which went from Chicago to Minneapolis, stopping in Antigo.



ADDRESS:

404 Superior St., Antigo, WI 54409
Phone: (715) 627-4464
Email: lchs@dwave.net
web site: www.langladehistory.com

MUSEUM HOURS:

October 1 to May 1,
Thursday to Saturday

May 1 to October 1,
Tuesday to Saturday

10 a.m. to 4 p.m.

MEMBERSHIP DUES

Individual, 1 year: \$25
Individual, 3 years: \$50
Family, 1 year: \$30
Family, 3 years: \$70
Junior (18 or younger), 1 year: \$3
Business, 1 year: \$100
Life Member: \$250

UPCOMING EVENTS

Sat. June 9th: Annual rummage sale at the museum - 8 AM to noon (see page 1)
Mon. June 11th: Music in the Park. Refreshment sales by museum staff & volunteers.
Wed. July 11th: Annual Railroad picnic at the museum starting at 5 PM (see page 1)

ITEM FROM THE MUSEUM:

From the late 1800s to the 1940s the ice box was the best way to keep food refrigerated at home. The ice came from Kellogg's Pond (Antigo Lake). A card in the window signaled how many pound of ice were requested when the iceman came.



404 Superior Street
Antigo WI, 54409