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**ELROY-SPARTA
TRAIL GUIDELINES**

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APPROVALS

MAR. 73 ed.

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11/20/72

1 INTRODUCTION

In 1873 the Chicago and Northwestern Railroad Company completed work on the railroad bed between Winona Junction and Sparta-Elroy. During its early days, this line was the main route from Southern Minnesota, the Dakotas and Northern Iowa to Madison and on to Chicago. Between 1873 and 1911 the rail traffic between Sparta and Elroy consisted of 6 daily passenger trains and 40 to 50 daily freight trains.

After 1911 rail traffic began to gradually decline on the Sparta-Elroy line. By 1953 passenger service was discontinued. Operation was ceased completely in 1964, and the track removed in 1965. Conservation Commission approval for the project was given on June 25, 1965; the right-of-way was purchased on March 3, 1966; and the Elroy-Sparta Trail was born.

Limited development work began later the same year, and the trail was opened to the public. Since then the trail has become a very popular park, with over 15,000 visitations in 1970, and an estimated 23,000 in 1971. In June, 1971, the Trail was designated a National Recreation Trail.

The use pressure on the trail will undoubtedly increase. Not only is bicycling becoming increasingly popular, but also the trail is receiving a good deal of publicity. To insure a recreational facility that meets these growing demands and still preserves the natural beauty of the landscape, it is necessary that a comprehensive plan be agreed upon and followed.

2 CONCEPTS

The concepts put forth here are those upon which the development of the trail is based. They will also serve as a guideline for future decisions. It is not possible to make a decision on any small matter without first looking at it in terms of the overall objectives. These concepts are:

1. The history of the old railroad and of the surrounding area will be presented and interpreted along the trail, but will not be overly emphasized. Authentic railroad artifacts can be displayed where appropriate, original colors used, etc. But if this theme is carried too far, the effect will inevitably be meretricious. Special care and close coordination between the park manager and the park planner must be taken to see that this concept is carried out successfully.
2. The trail will be allowed to unfold the landscape as it is. The screening of "undesirable views" will be accomplished as needed, but the intent is to do as little screening as possible. Any attempt in the villages to front the trail with structures with a "historical motif" will be discouraged. In general, no artificial element will be introduced to the trail.
3. It is recognized that the pressure of the trail will encourage some speculators to try to establish incompatible commercial ventures along the trail. This will be discouraged, hopefully, through zoning. Such incompatible developments would detract from the experience of traveling through the rural landscape.
4. Development along the trail will be minimal. The trail itself provides recreation. Extensive camping and day use facilities are not needed.

Access points will be kept to a minimum, as too many will "dilute" the effect of the trail. The interesting features of the trail should be a reward for the person willing to actually negotiate the trail and not be available to the casual tourist.

5. The trail is intended for bicycling and hiking. Snowmobiles will also be allowed. No other motor vehicles (except service and emergency vehicles) will be allowed, nor will horses.

6. A system of rest stops has been worked out utilizing villages and scenic spots or locations of particular interest. On a relatively short trail such as this, with so many "nodes" of interest, it would not be desirable to superimpose an arbitrary-hiking time rest area schedule on the trail.

7. While deer hunting is presently allowed, this activity must be curtailed. Hunting should not be allowed except for ingress and egress to adjacent private lands. The trail being linear, shooting will tend to be parallel to the trail. This clearly presents a danger to hikers and bikers. In addition, hunting from the trail and at right angles to it, would result in hunters having to retrieve game from adjacent private lands, and conflicts with neighboring landowners would be inevitable.

3 DEVELOPMENT GOALS

The following listed goals are specific items that must be achieved to complete the development of the trail. They are all listed in view of the general development concepts laid down in the preceeding section.

1. ADMINISTRATIVE FACILITIES

- a. The trail headquarters and office should be completed in the Kendall depot. The restoration of the building will include authentic railroad depot furniture acquired from the Lancaster and Reedsburg depots.

Part of this building will be used as an interpretive facility and part will be leased to a concessionaire. The east end will be converted to a workshop and storage area.

- b. A service building may be required at some future date. It is ideal to have the service building close to the office, and we already have sufficient ownership in Kendall on which to build. A standard small metal service building would be ideal. In the interim, an effort will be made to obtain rented space along the trail for vehicle storage.

2. CAMPGROUNDS

It appears that much of the camping demand will be met by private enterprise, or by other agencies. There are several private campgrounds either planned or already under construction near the trail, and a large unitized campground planned for the Soil Conservation Service Watershed project at Norwalk. This will relieve the State from the necessity of constructing large campgrounds. Instead smaller, exclusively trail oriented facilities can be provided. Since one of the concepts underlying the development

and management of the trail is that the trail itself is recreation and that extensive development is not desired, this type of campground will be most appropriate. Three campgrounds are proposed:

- a. The Sparta End Campground This existing campground is a walk-in, primitive-type facility. Individual sites are not assigned, campers set up where they please, and groups are easily accommodated.

The Garland Jackson property, 66.22 acres adjoining the west side of the trail, has been acquired for the purpose of providing access to the campground. The existing arrangement requires people to drive up the trail itself for one mile to reach the campground. With the acquisition of the Jackson property, access can be provided directly from John Street.

A larger parking lot (at a new location) should be established, providing parking for campers as well as those who wish to park for a short time. Toilets and drinking water should be near the parking lot, available for all trail users.

- b. A campground at the Elroy end of the trail should be provided. Like the Sparta end campground, it should be of the primitive, walk-in variety, with pit toilets, water, and parking available for all trail users.

There is no ideal location for this campground and trail terminus facility. The ideal site would be on the northeast side of the trail, away from State Highway 71, and within a mile or so of Elroy.

Although it leaves much to be desired, the best site alternative at this time appears to be the 55-acre tract which the City of Elroy has offered to DNR.

There is currently under construction a privately developed campground along the trail between Kendall and Wilton. This facility, while being an unfortunate intrusion into the rural landscape, will meet some of the automobile-type camping demand.

- c. A campground will be developed near the halfway point. This campground will have no vehicle access (except for service vehicles) and will be for the exclusive use of the trail user. The recommended location is the Walter Piekary property - about 20 acres - just east of tunnel number two.

This campground will be developed with adirondack shelters (6 or 8) and tent platforms (10 or 12). A small Scout area can also be included.

3. TUNNEL SHACK

The gate keeper's shack at tunnel number three should be restored. The inside of the shack can be furnished with prints of historical photos and with a few pieces of original furniture. The shack should not be open to the public, but rather it should be furnished with vandal-proof windows so the display can be seen from the outside. An explanatory plaque should be put up on the outside. Recorded audio effects are another possibility. Consideration should also be given to moving the shack to the east end of the tunnel, near the Summit Area.

4. PARKING

Parking lots will be provided only in the following locations:

- a. Sparta Parking will be in conjunction with the existing campground.

- b. Norwalk Sufficient parking is available at the city park.
- c. Wilton Here a parking lot needs to be established. The site known as parcel #5 is to be used for this purpose. Fifteen-car capacity will be sufficient.
- d. Kendall Parking will be developed in conjunction with the trail headquarters.
- e. Elroy A parking lot will be established in conjunction with the campground. An earlier proposal called for a parking lot on the trail right-of-way, to be done in conjunction with the Department of Transportation's highway improvement project for State Highway 71. This proposal should be rejected, and all parking be established on the other side of the highway, at the campground area (City of Elroy donation).

The possibility of providing a pedestrian underpass beneath Highway 71, between the trail and the parking lot, should be fully explored. In the meantime, a foot bridge should be constructed over the ditch between the trail and the highway. The Elroy donation land should be fenced along the highway, leaving one gap through which people can gain access from the parking lot to the trail, across a striped pedestrian crossing on Highway 71.

No additional parking lots will be developed. As stated in the development concept section, too many access points would be a detriment to the trail.

5. INTERPRETATION

Interpretive facilities should be established along the trail. These will fall into the following categories:

- a. Displays in the Kendall office of natural features to be encountered along the trail and in the region.
- b. Displays in the Kendall office of local history and railroad memorabilia.
- c. Historical display in the gate keeper's shack.
- d. Interpretive signs along the trail pointing out specific natural or historical features.
- e. A detailed brochure that would be sold in the Kendall depot. This brochure could perhaps be made by a student or an LTE under the supervision of the park manager and Chief Parks Naturalist and sold in the depot concession.
- f. Also displays on the bulletin boards in each village and at each end of the trail.

6. REST AREAS

A complete rest area will be developed only at the Old Summit Station Area. This was once the site of a depot and several other buildings. Some of the foundations still remain. Near the summit site is the large stone aqueduct built to divert water around the number three tunnel opening. A historical plaque should be erected commemorating and explaining the old village and its environs.

At this site pit toilets, a well and hand pump, picnic tables, and grills will be provided. This will be the only rest area with such facilities. There will, of course, be other wayside stops, with perhaps one or two picnic tables, but nothing more.

The Tri-Creeks site will be about five acres, but a few tables and trash cans will be all that is provided. Since the Summit Station area is just a mile or so west, there is no need for toilets and water. We, of course, would never have put a rest area here, if it were not for the reservoir. Since it will be there, however, we may just as well utilize it for a wayside stop.

There will be other wayside stops developed. They will simply be a picnic table and trash can located at strategic spots. Facilities are, of course, available in each community and each campground.

7. LANDSCAPE MANAGEMENT

The following objectives, while related to day-to-day maintenance, are still long-term development objectives. The realization of these goals will insure a more beautiful, interesting trail.

1. Create Diversity This will not be a real problem except where the trail is flanked on both sides by vegetation of the same type and size. In such places, the tunnel effect should be alternated with small openings cut into the vegetation.
2. Open Panoramas and Vistas In many places it will be advisable to keep the vegetation cut and pruned to open up views.

3. Aid the Return of and Preservation of Native Species.

4. Provide Shade Shade is now somewhat lacking along the trail.

TABLE OF DEVELOPMENT

ITEM	BY DATE:	EST. COST	PRIORITY	SUB ITEMS	RESPONSIBILITY	REMARKS
COMPLETE THE RESTORATION OF, AND SET UP ADMINISTRATIVE FACILITIES IN THE KENDALL DEPOT	JUNE 73	1	1	<ol style="list-style-type: none"> 1. Need approved floor plan <ul style="list-style-type: none"> - concession agreement needed - engineering opinion 2. Acquire and install the historical furniture 3. Install sewer, water, electrical, and heating <ul style="list-style-type: none"> - need engineering contract 4. Complete the site work <ul style="list-style-type: none"> - parking lot and earthwork - need approved grading plan - install plantings - construct the fence 	PK PLR CH R P PK MGR PK PLR C CDR PK MGR PK PLR	
CONSTRUCT A SERVICE BUILDING	OCT. 73	1	1	<ol style="list-style-type: none"> 1. Select a site 2. Determine space needs 3. Approved site plan 4. Set up engineering project 	ALL ALL PK PLR C CDR	Kendall
NEW ENTRANCE ROAD AND PARKING SPARTA END CAMPGROUND	OCT. 73	1	1	<ol style="list-style-type: none"> 1. Acquire the Garland Jackson Property 2. Approved site plan 3. Set up engineering project, forward to Division of Highways 4. Award contract 	BU R E PK PLR C CDR	(Acquired 7/72)

ITEM	BY DATE: EST. COST	PRIORITY	SUB ITEMS	RESPONSIBILITY	REMARKS
ESTABLISH A CAMPGROUND AND PARKING AREA AT THE ELROY END	OCT. 73	1	<ol style="list-style-type: none"> 1. Select a site 2. NRB approval, acquisition 3. Topographical survey 4. Approved site plan 5. Set up engineering project and forward to Division of Highways for roadwork 6. Initiate Park Managers Projects for campsite development, water, and toilets 7. Award contracts 8. Set up engineering study for pedestrian underpass 9. Construct fencing and temporary pedestrian bridge over the ditch 	<p>ALL</p> <p>PK PLR</p> <p>C CDR</p> <p>PK MGR</p> <p>C CDR</p> <p>PK PLR</p> <p>PK MGR</p>	<p>City of Elroy land</p>
ESTABLISH A CAMPGROUND NEAR THE HALF-WAY POINT	JUNE 74	2	<ol style="list-style-type: none"> 1. Select a site 2. NRB approval, acquisition 3. Plane table survey 4. Approved site plan 5. Initiate Park Managers Projects for campsite development, toilets, water, etc. 	<p>ALL</p> <p>PK PLR</p> <p>PK PLR</p> <p>PK MGR</p>	<p>Tentative site chosen</p>

ITEM	BY DATE: EST. COST		SUB ITEMS	RESPONSIBILITY	REMARKS
	PRIORITY				
RESTORE THE OLD GATE KEEPER'S SHACK	JUNE 74	2	<ol style="list-style-type: none"> 1. Meeting to determine what will be included 2. Acquisition of old pictures, etc. 3. Park Managers Project 4. Consider hiring LTE student to actually do the interior display 	ALL ALL PK MGR PK MGR	
ESTABLISH A PARKING LOT IN WILTON	JUNE 74	2	<ol style="list-style-type: none"> 1. Acquire the prescribed lot 2. Approved site plan 3. Set up an engineering project 4. Award contract 	PK PLR C CDR	Negotiations underway
ESTABLISH THE OLD SUMMIT STATION REST AREA	JUNE 74	2	<ol style="list-style-type: none"> 1. Acquire the additional 1.5 acres 2. Plane table survey 3. Approved site plan 4. Park Managers Projects for site development, toilets, water, tables, grills, etc. 5. Interpretive plaques 	PK PLR PK PLR PK MGR	Option taken
BOUNDARY FENCING	DEC. 73 DEC. 74 DEC. 75 DEC. 76	1	5 Miles to be fenced each year	PK MGR	Seven miles fenced to date

4 LAND OWNERSHIP

A. ACREAGES

The approved acquisition goal for the Elroy-Sparta Trail is 653.68 acres. Until June, 1972, the goal had been 510.06, but on June 8, 1972, the Natural Resources Board approved five boundary changes. They are:

1. Middle Campground 60 acres. The recommended site is in Section 25, T16N, R2W, just east of tunnel number two. The owner has not yet been approached.
2. Tri-Creeks Rest Area 10 acres. This parcel (actually about five acres) will be deeded to the DNR by the Monroe County Soil and Water Conservation District.
3. Summit Stop 1.5 acres. The option to purchase has already been taken for this site. It will be developed into a rest area.
4. West End of Tunnel Number 3 9 acres. This parcel, at the west end of tunnel number three, is very vulnerable to development and encroachment. The parcel contains a residence and several out-buildings with an estimated value of \$10,000. A life tenancy should be considered.
5. Western Trail Terminus 66.22 acres. This parcel is located at the western end of the trail, adjacent to Interstate Highway 90, and on the outskirts of the City of Sparta. This parcel, currently owned by Garland Jackson, will allow road access to the Sparta end campground. An option has been taken.

Another boundary change will be required for the Elroy end campground and parking lot. At the time the above five items went to the Board, it was believed that Elroy would develop the campground themselves. Involved will be about 65 acres (55 acres, City of Elroy, plus 10 other).

B. DISPOSAL OF SURPLUS LANDS

The width of the trail varies in many places from the normal 100-foot right-of-way. In most cases there would be no advantage in disposing of these small parcels, and they can be maintained as buffer. Nonetheless, there are several parcels that could be disposed of without detriment to the trail. These parcels are as follows:

1. The land in excess of the 100-foot right-of-way lying northwest of Thayer Street in Kendall. (W 1/2, Section 10, T15N, R1E) This land should be sold with the stipulation it is not to be used for any commercial enterprise designed to profit directly from the trail.
2. The village street north of the depot in Kendall should be deeded to the village.

There have already been three sales of land from the Elroy-Sparta Trail ownership. These are:

1. Sale of .62 acres to the Wisconsin State Highway Commission for I-90 (SE 1/4, Section 24, T17N, R4W).
2. Sale of five acres to the Village of Wilton, consisting of two parallel strips of land, one on each side of the trail (Section 32, T16N, R1W).
3. That section of ownership that extends from Sparta end of the trail to the State Highway Commission ownership (where I-90 crosses the trail).

C. LANDS LEASED BY DNR

The following parcels are leased to others by DNR:

1. Two 1,200-foot strips of land in Norwalk, one 25 feet wide on the north side of the trail, and the other 75 feet wide on the south side of the trail. This land is in proximity to the Norwalk Village Park, and the lease should be continued.
2. A 400-foot x 100-foot parcel immediately adjacent to the Kendall depot site was leased to the Village of Kendall until May 1, 1970. This parcel will not be leased in the future.

D. EASEMENTS

The tunnels are now barriers to through snowmobile travel. They cannot be left open in winter, and we do not own land over or around them.

Since the counties now have money available to them for snowmobile trail development under the Chapter 277 snowmobile law, our best course of action is to let Monroe County acquire and develop the snowmobile easements around the tunnels. We would then maintain these sections just the same as the remainder of the trail is maintained.

For the protection of the trail, no new private easements will be granted. Public easements will be carefully screened on an individual basis. Existing easements, farm crossings, etc., should be legally described, and permissible uses designated. When existing easements no longer serve a useful purpose, they should be terminated.

5 PROTECTION OF THE TRAIL

It is our intent to allow the trail to casually unfold the rural landscape. To allow the trail to just "be there" is the ideal treatment. We don't want the trail dotted with hot dog stands, pop machines, amusement parks, or any other commercial ventures.

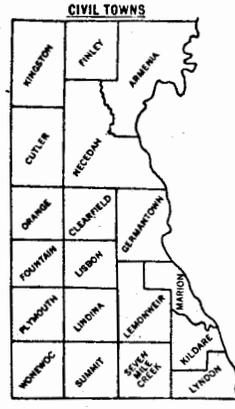
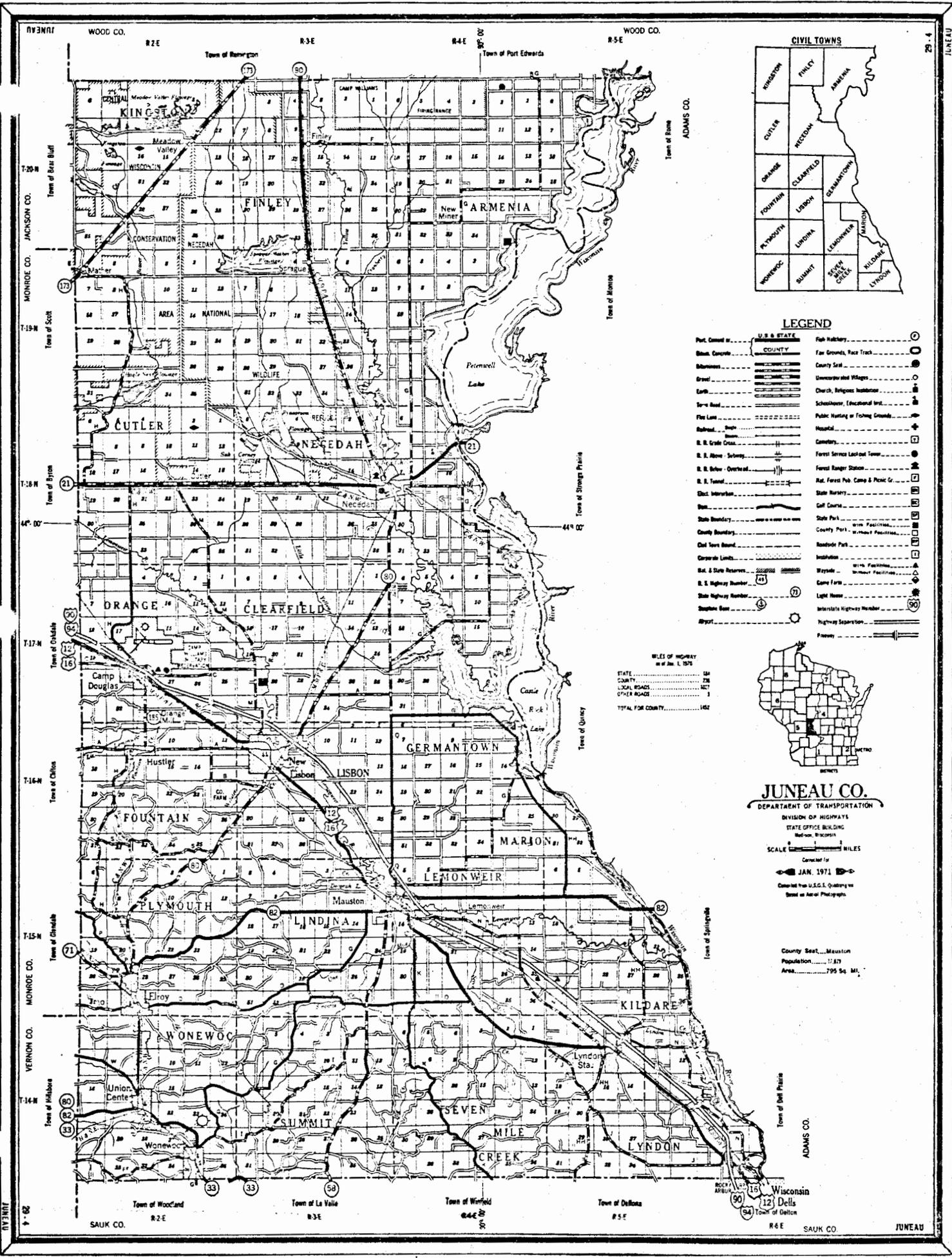
Unfortunately, to realize this goal will not be easy. Already there is pressure on the trail from private developments. Our alternatives are few: a) Purchase a buffer strip on each side of the trail; b) Take an easement on each side; c) Look to the counties to provide zoning protection; d) Any combination of the above.

Our best course of action is to approach Monroe and Juneau Counties to secure zoning protection. At least a 200-foot buffer strip on each side of DNR ownership, excepting the corporate limits of the communities and including the land over the tunnels, should be established. This strip should be classified as agricultural (with a few exceptions) and not forestry and recreation which would allow undesirable uses. Even many of the Conditional Uses listed under "Agricultural" would be undesirable. We must work with the counties to insure that no conditional uses are granted. The Mississippi River Regional Planning Commission is currently working with Monroe County to develop rural zoning standards. We will cooperate with their efforts.

County zoning applies only to those areas outside city and village corporate areas. The trail passes through three villages, never actually entering either Elroy or Sparta. Within these villages we already own some buffer strips. This is discussed in more detail in Section 4, Land Ownership.

We have one immediately effective tool for protecting the trail from commercial encroachment. We can refuse to grant access to any development from DNR land. This should be our well publicized position.

6 APPENDIXES



LEGEND

- | | | |
|------------------------|------------------------------------|------------------------------------|
| Port Canal | U.S. STATE | Fish Hatchery |
| Blum Concrete | COUNTY | Fair Grounds, Race Track |
| Business | County Seat | County Seat |
| Gravel | Unincorporated Village | Unincorporated Village |
| Earth | Church, Religious Institution | Church, Religious Institution |
| Fire Lane | Schoolhouse, Educational Inst. | Schoolhouse, Educational Inst. |
| Highway | Public Hunting or Fishing Grounds | Public Hunting or Fishing Grounds |
| H. B. Baker - School | Hospital | Hospital |
| H. B. Baker - Overhead | Cemetery | Cemetery |
| H. B. Tunnel | Forest Service Lookout Tower | Forest Service Lookout Tower |
| Dist. Interurban | Forest Ranger Station | Forest Ranger Station |
| Ditch | Nat. Forest Pub. Camp & Picnic Gr. | Nat. Forest Pub. Camp & Picnic Gr. |
| State Boundary | State Park | State Park |
| County Boundary | County Park | County Park |
| Dist. Sewer | Roadside Park | Roadside Park |
| Corporate Limits | Insulation | Insulation |
| Nat. & State Reserves | Wayside | Wayside |
| E. S. Highway Number | Game Farm | Game Farm |
| State Highway Number | Light House | Light House |
| Shipyard | Interstate Highway Number | Interstate Highway Number |
| Airport | Highway Separation | Highway Separation |
| | Freeway | Freeway |

MILES OF HIGHWAY as of Jan. 1, 1976

STATE	124
COUNTY	278
LOCAL ROADS	427
OTHER ROADS	3
TOTAL FOR COUNTY	1432



JUNEAU CO. DEPARTMENT OF TRANSPORTATION

DIVISION OF HIGHWAYS
STATE OFFICE BUILDING
Madison, Wisconsin

SCALE 1" = 10 MILES
Current to JAN. 1971

Compiled from U.S.G.C. Quadrangles
Based on Aerial Photographs

County Seat, Mauston
Population, 17,877
Area, 795 Sq. Mi.

ADAMS CO.

Wisconsin
123 Dells
Town of Dells

SAUK CO.

JUNEAU

Wisconsin Conservation Department.

INTRA-DEPARTMENT

MEMORANDUM

Madison

Station

Date..... June 8, 1965

TO: L. P. Voigt

FROM: D. J. Mackie

SUBJECT: Establishment of a state trail and purchase of abandoned Chicago and North Western Railway Branch Line between Sparta and Elroy

The Conservation Commission now provides for hiking and horseback riding on designated trails in most state parks and forests. Such trails are limited in length lying within the boundaries of specific properties. During the past few years a growing demand for long, cross-country trails has been evident.

Last fall the Chicago and North Western Railway Company offered to sell their branch line between Sparta and Elroy to the Conservation Department for conservation purposes. As a result of this offer, about 150 Boy Scout troops and other hiking groups were asked to complete a questionnaire indicating their interest and probable use of such an area as a hiking and camping trail. The response was immediate and emphatically in favor of the development of a cross-country trail in this location.

The rail line runs through typically rugged southwestern Wisconsin country and contains three tunnels.

It appears most probable that heavy use of the trail for hiking will result. The Game Division has participated in the study of the area and indicates further use of the area in their program. Development will be kept to primitive accommodations.

It is recommended that the Commission establish a new category of state-owned lands to be known as "state trails", and that the first such trail be established through the purchase of this property. The purchase is to be made with ORAP funds.

state trail under the state

D. J. Mackie

RECOMMENDED:

John A. Beale

Date

APPROVED:

L. P. Voigt

Date

*with recommendation
to the Commission*



United States Department of the Interior

OFFICE OF THE SECRETARY
WASHINGTON, D.C. 20240

JUL 19 1977

Dear Mr. Voigt:

It is my pleasure to designate the 30-mile Elroy-Sparta Trail as a National Recreation Trail as authorized by the National Trails System Act of 1968.

The Wisconsin Department of Natural Resources is to be commended for contributing to the enhancement of the quality of our environment through the successful development and management of this trail for hikers and bicycles in the summer months and snowmobiles during the winter.

In accord with the provisions of the National Trails System Act, you may use the official marker to identify the above trail. This marker (see illustration enclosed) is used to identify recreation trails included in the national system. The marker is being registered with the U.S. Patent Office.

Sincerely yours,

(sgd) Rogers C. B. Morton

Secretary of the Interior

Mr. L. P. Voigt
Secretary
Department of Natural Resources
P. O. Box 450
Madison, Wisconsin 53701

Enclosure

August 15, 1969

CRITERIA FOR NATIONAL RECREATION TRAILS

Readiness

Before any trail can be designated it must be ready for public use.

Use and Availability

National recreation trails will provide a variety of outdoor recreation uses in or reasonably accessible to urban areas. "Reasonably accessible" is interpreted to mean available for day use or within approximately 2-hours travel of urban areas.

Length

The length of a national recreation trail may vary depending upon its use and purpose. The trail must be continuous; it may be short, perhaps 1/2 mile in length (example: wheel chair trail for the handicapped, trails for the blind) or it may involve many miles and incorporate urban-rural characteristics (example: various canal tow paths).

Location

It is not a prerequisite that national recreation trails be scenic although wherever possible, the significant features of the area through which the trail passes should be incorporated or made an adjunct to the trail. A national recreation trail should be located so as to be available to the greatest number of people. National recreation trails may utilize a variety of locations for their paths if the location is in accordance with trail usage and as long as it is established that the trail reasonably provides for the public safety. Examples of possible trail locations are: stream valleys and their flood plains; utility rights-of-way such as natural gas lines and power lines; abandoned railroad or streetcar rights-of-way; easements for underground cables; areas around reservoirs, irrigation or transportation canals and laterals; levees, flood dikes, jetties, and breakwaters.

Design

National recreation trails may be designed (according to accepted design and construction standards commensurate to the type use desired) solely for hikers, horsemen, bicyclists, or motorcycle riders. Where practicable they may serve multiple uses.

Administration

Before a trail may receive national recreation status the agency which is to act as its administrator must provide in writing to the appropriate Secretary, proof that the trail will be available to the public for at least 10 consecutive years into the future, together with supporting documents such as property titles, leases, easement agreements, etc.

Management

1. The potential administrator must submit a trail management plan to the appropriate Secretary covering such items as fire protection, maintenance, police surveillance, rules and regulations, and other related matters.
2. Although the primary purpose of the trail shall be for outdoor recreation use, other uses such as power lines, sheep driveways, logging road operations, etc., may be permitted that, in the Secretary's judgment, will not substantially interfere with the nature and purpose of the trail.
3. The trail and related facilities shall be open to all who respect the trail. rules and regulations regardless of race, color, or creed. A reasonable use fee may be charged.

CHRONOLOGY

This is a listing of the important events in the history of the Elroy-Sparta Trail. It should be kept up to date.

- 1873 C&NW Railroad Company completed work on the railroad bed between Winona Junction and Sparta-Elroy
- 1953 Passenger service discontinued
- 1964 Operations ceased
- 1965 Tracks removed
- June 25, 1965 Conservation Commission approval for establishment of the Elroy-Sparta Trail
- March 3, 1966 Right-of-way purchased by Wisconsin Conservation Commission
- Late 1966 Trail opened to the public after limited development work
- June 1971 Trail designated a National Recreation Trail

MAINTENANCE

The following items are only the rough outline of the maintenance needs of the trail. They should be augmented by field personnel as needs and techniques become apparent, and a maintenance schedule should be established.

1. Trail Surface

- a. The trail should be sprayed with a herbicide every fourth year to keep vegetation off the tread.
- b. Limestone screenings should be replaced periodically.

2. Stone Structures

These must be checked periodically to replace mortar where needed and to eliminate vegetation growing in cracks and crevices.

3. Bridges

- a. Steel should have the old paint periodically removed and new paint applied.
- b. Wood
 - 1) soundness and stability should be checked periodically. Rotting members will be replaced.
 - 2) railings, planking and ties should be restained every four or five years.

4. Ditches

The ditches in the tunnel approach cuts should be cleaned out every year.

5. Tunnels

The Bureau of Engineering will provide a detailed maintenance plan for the tunnels.